ttpp
transport planning

Our Ref: 21219

13 August 2021

Varga Traffic Planning Pty Ltd
Suite 6, 20 Young Street
Neutral Bay NSW 2089

Attention: Mr Chris Palmer

Dear Chris,

RE: CAMPSIE PRIVATE HOSPITAL PLANNING PROPOALSAL
SUMMARY OF TRAFFIC MODELLING RESULTS

The Transport Planning Partnership (TTPP) has prepared this statement to provide a summary of our traffic modelling assessment for the above proposed development.

Background

TTPP has been engaged by Varga Traffic Planning to undertake SIDRA traffic modelling to accompany the Campsie Private Hospital Planning Proposal.

Traffic modelling has been conducted at the following intersections:

1. Canterbury Road / Bexley Road / Beamish Street (signalised)
2. Canterbury Road / Stanley Street (priority)
3. Canterbury Road / Una Street / Northcote Street (priority)
4. Canterbury Road / Duke Street (signalised)
5. Stanley Street / Perry Street (priority)
6. Perry Street / Perry Lane (priority)
7. Perry Street / Una Street (priority)
8. Beamish Street / Unara Street (priority)
9. Unara Street / Stanley Street

10. Unara Street / Perry Lane
11. Unara Street / Una Lane
12. Unara Street / Duke Street

The above intersections are shown in Figure 1.

Figure 1: Assessed Intersections

Traffic Modelling Inputs and Assumptions

TTPP has been provided / adopted the following traffic inputs as provided by Varga Traffic Planning Pty Ltd.

Proposed Development Traffic

The proposed development envisages the construction of a new medical facilities building on the site comprising in the order of 218 beds, approximately 1,350m^2 of medical clinics, 3,000m^2 of medical office space and ancillary retail spaces.

A traffic generation rate of 0.79 trips per 100m^2 GFA has been adopted as part of the traffic assessment. Using this metric, the proposed development would generate 179 vehicles per hour during the AM and PM peak hour.

The following traffic distribution profile as provided by Varga Traffic Planning Pty Ltd has been adopted:

- AM Peak – 70 percent inbound trips and 30 per cent outbound trips
- PM Peak – 30 per cent inbound trips and 70 per cent outbound trips.

TTPP has also reviewed ABS Census data in order to understand existing travel behaviours of employees in the Canterbury area. This data indicates that the majority of employees in the area travel to/from Canterbury (31 per cent), Strathfield (13 per cent), Hurstville (12 per cent), Bankstown (7 per cent) and Auburn (7 percent), with the remaining distributed across greater Sydney LGA. This data has been used to assign the development traffic onto the surrounding road network for the purpose of this assessment.

Future Traffic Growth

TTPP has obtained strategic traffic growth plots for Year 2026 and Year 2036 from Transport for NSW's Strategic Traffic Forecast Model (STFM). Additionally, the subject site is notably located within land zoned as B6 Enterprise Corridor. As such, as requested by TfNSW / Council, consideration has also been given to the potential uplift in permissible uses. TTPP has included a proposed development B6 uplift of some 533 vehicle trips per hour, as provided by VTP.

Modelling Years / Scenarios

SIDRA INTERSECTION (version 9.0) has been used for the assessment.

The following modelling years and scenarios have been assessed:

- Year 2021 – Base Year (with and without development)
- Year 2026 - Opening Year (with and without development)
- Year 2036 – 10 Year Horizon (with and without development)

Traffic Modelling Results

Network capacity analysis has been undertaken using SIDRA Network 9.0 modelling software to ascertain the performance at key surrounding intersections (see Figure 1) as a result of future background growth (including B6 uplift) and the proposed development. These traffic models have been calibrated based on-site queue length and signal phasing observations, as well as SCATS signal data obtained from TfNSW.

Level of Service Criteria

TfNSW uses level of service as a measure of performance for all intersection types operating under prevailing traffic conditions. The level of service ranges from LoS A to LoS F which is directly related to the average intersection delays experienced by traffic travelling through the intersection. LoS A to LoS D are considered to provide acceptable performance with LoS A providing better performance than LoS D. LoS D is the long-term desirable level of service. LoS E and LoS F are considered to provide unsatisfactory intersection performance.

At signalised intersections, the average delay is the volume weighted average of all movements. For roundabouts and priority (give way and stop sign) controlled intersections, the average delay relates to the worst movement.

Table 1 shows the criteria that SIDRA Intersection adopts in assessing the LoS.

Table 1: Transport for NSW LoS Criteria

Level of Service (LoS)	Average Delay per vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Sign
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Near capacity	Near capacity, accident study required
E	57 to 70	At capacity, at signals incidents would cause excessive delays. Roundabouts require other control mode	At capacity, requires other control mode.
F	Greater than 70	Unsatisfactory, requires additional capacity	Unsatisfactory, requires other control mode or major treatment

Summary of Traffic Modelling Results

A summary of the AM and PM Peak traffic modelling results for each scenario is presented in Table 2 and Table 3 respectively.

Table 2: Summary of AM Peak Intersection Operation (7:30am-8:30am) – No Upgrades

Intersection	Control	Year 2021 (base case)				Year 2026 (with background growth and B6 uplift)				Year 2036 (with background growth and B6 uplift)			
		No Development		With Development		No Development		With Development		No Development		With Development	
		Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS
1 – Beamish St – Bexley Rd – Canterbury Rd	Signal	73	F	79	F	101	F	108	F	114	F	121	F
2 – Canterbury Rd – Stanley St – Scahill St	Priority	456 [1]	F	32,267 [1]	F	17,279 [1]	F	23,125 [1]	F	17,178 [1]	F	23,097 [1]	F
3A – Canterbury Rd – Una St	Priority	319 [1]	F	484 [1]	F	2,062 [1]	F	2,417 [1]	F	2,751 [1]	F	2,751 [1]	F
3B – Canterbury Rd – Northcote St	Priority	582 [1]	F	751 [1]	F	2,412 [1]	F	2,786 [1]	F	5,487 [1]	F	5,483 [1]	F
4 – Canterbury Rd – Duke St	Signal	12	A	12	A	13	A	15	B	18	B	21	B
5 – Stanley St – Perry St	Priority	6	A	6	A	6	A	6	A	6	A	6	A
6 – Perry St – Perry Ln	Priority	6	A	6	A	6	A	6	A	6	A	6	A
7 – Perry St – Una St – Una Ln	Priority	8	A	8	A	8	A	8	A	8	A	8	A
8 – Beamish St – Unara St	Priority	13	A	13	A	14	B	15	B	18	B	18	B
9 – Unara St – Stanley St	Priority	6	A	6	A	6	A	6	A	6	A	6	A
10 – Unara St – Perry Ln	Priority	6	A	5	A	6	A	6	A	6	A	6	A
11 – Unara St – Eileen Ln – Una Ln	Priority	9	A	9	A	9	A	9	A	9	A	9	A
12 – Unara St – Duke St	Priority	5	A	5	A	5	A	5	A	5	A	5	A
Proposed Site Access	Priority	-	-	5	A	6	A	6	A	6	A	6	A

[1] Right turn from minor road to Canterbury Road (four-lane two-way main road)

Table 3: Summary of PM Peak Intersection Operation (4:45pm-5:45pm) – No Upgrades

Intersection	Control	Year 2021 (base case)				Year 2026 (with background growth and B6 uplift)				Year 2036 (with background growth and B6 uplift)			
		No Development		With Development		No Development		With Development		No Development		With Development	
		Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS
1 – Beamish St – Bexley Rd – Canterbury Rd	Signal	87	F	90	F	111	F	114	F	134	F	137	F
2 – Canterbury Rd – Stanley St – Scahill St	Priority	281 [1]	F	4,986 [1]	F	25,642 [1]	F	34,745 [1]	F	40,591 [1]	F	54,153 [1]	F
3A – Canterbury Rd – Una St	Priority	265 [1]	F	344 [1]	F	1,226 [1]	F	1,691 [1]	F	1,911 [1]	F	1,897 [1]	F
3B – Canterbury Rd – Northcote St	Priority	586 [1]	F	986 [1]	F	1,831 [1]	F	1,821 [1]	F	2,102 [1]	F	2,094 [1]	F
4 – Canterbury Rd – Duke St	Signal	11	A	11	A	11	A	12	A	12	A	12	A
5 – Stanley St – Perry St	Priority	5	A	5	A	5	A	5	A	5	A	5	A
6 – Perry St – Perry Ln	Priority	5	A	5	A	5	A	5	A	5	A	5	A
7 – Perry St – Una St – Una Ln	Priority	7	A	8	A	8	A	8	A	8	A	8	A
8 – Beamish St – Unara St	Priority	12	A	12	A	14	A	14	A	15	B	16	B
9 – Unara St – Stanley St	Priority	6	A	6	A	6	A	6	A	6	A	6	A
10 – Unara St – Perry Ln	Priority	5	A	6	A	6	A	6	A	6	A	5	A
11 – Unara St – Eileen Ln – Una Ln	Priority	8	A	8	A	8	A	8	A	8	A	8	A
12 – Unara St – Duke St	Priority	5	A	5	A	5	A	5	A	5	A	5	A
Proposed Site Access	Priority	-	-	5	A	5	A	6	A	5	A	5	A

[1] Right turn from minor road to Canterbury Road (four-lane two-way main road)

Based on the above, the following key outcomes are noted:

- The existing Beamish Street-Bexley Road-Canterbury Road signalised intersection currently performs poorly at LoS F during weekday AM and PM peak periods. Additional capacity is required at this intersection as any additional traffic will likely exacerbate existing traffic issues.
- Other key surrounding intersections generally operate satisfactory, with the exception of right-turn movements from side streets onto Canterbury Road. This however is not unusual for side streets on a main road. Any future development within the area would likely further exacerbate delays experienced on the side streets.
- The proposed development traffic alone would marginally increase overall delays at the Beamish Street-Bexley Road-Canterbury Road intersection by 3-7 seconds during peak periods. The average delays for right-turn movements from side streets onto Canterbury Road has substantially increased with the proposed development and in future base scenarios.
- Existing traffic deficiencies within the surrounding road network (i.e. Beamish Street-Bexley Road-Canterbury Road and right-turn movements from side streets) will continue to be exacerbated in future years, irrespective of the proposed development. By Year 2026, right-turn delays on the side streets to Canterbury Road will likely experience excessive, intolerable delays (i.e. delays more than 20 minutes per vehicle).

Potential Intersection Upgrades / Measures

Intersection improvement works have been identified to improve traffic conditions to accommodate future background growth (including B6 uplift) and the proposed development, pertinently at the Beamish Street-Bexley Road-Canterbury Road signalised intersection and for right-turn movements from side streets onto Canterbury Road.

These improvements range from non-physical works such as part-time right-turn bans and modifications to signal phasing arrangements to physical works such as modification of existing traffic lanes. It is noted that further investigation into these improvement works would need to be undertaken in consultation with the relevant stakeholders (e.g. Transport for NSW and Council).

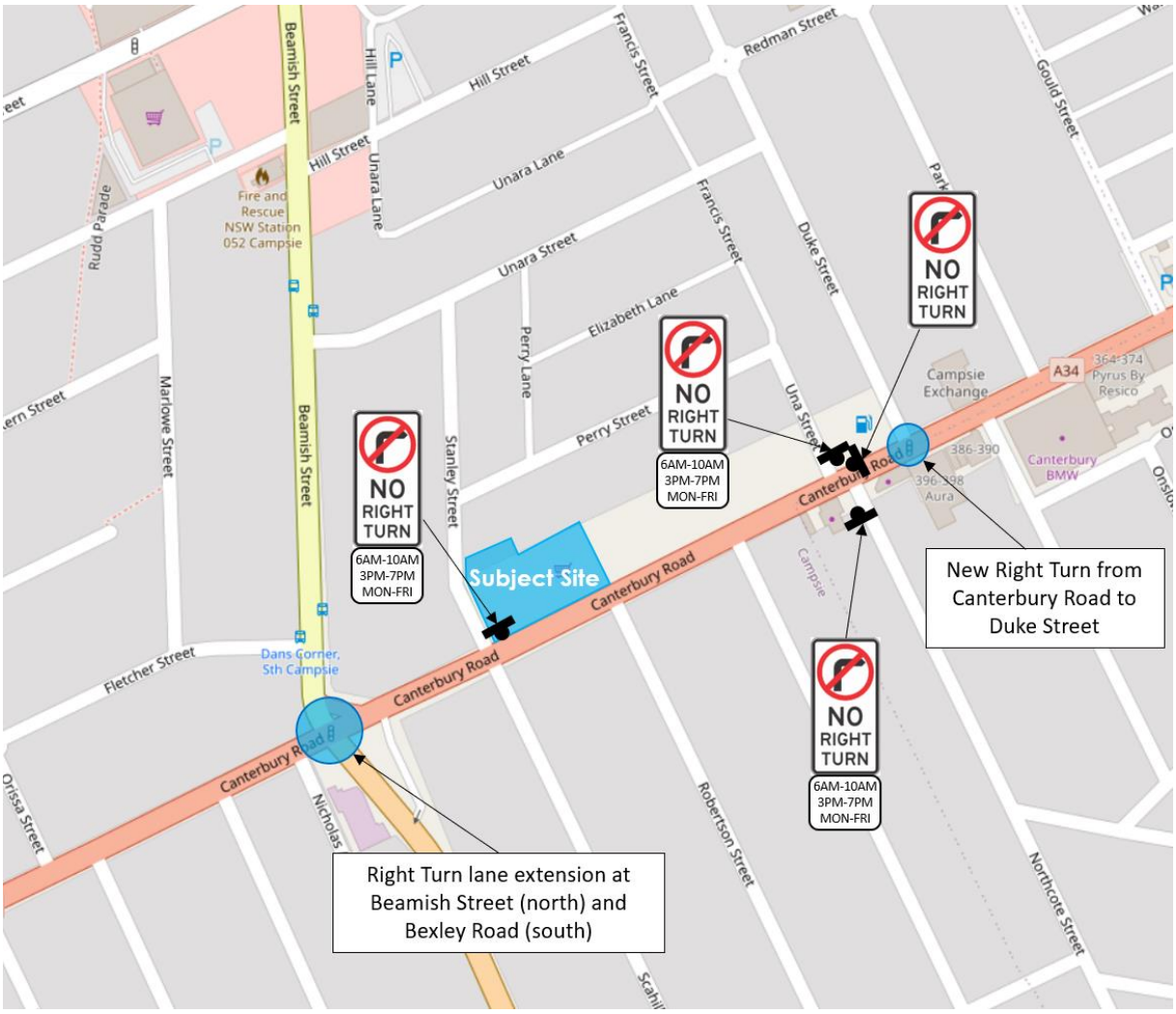
The proposed intersection improvement works are summarised as follows:

- Right-turn ban from Stanley Street and Northcote Street onto Canterbury Road during weekday peak periods (e.g. 6am-10am and 3pm-7pm Monday-Friday)
- Left-in and left-out arrangements at Canterbury Road-Una Street
- Modify existing traffic signal arrangements at Canterbury Road-Duke Street to include an additional phase on Duke Street (through and right turn)

- Extend existing right-turn lane lengths at Beamish Street-Bexley Road-Canterbury Road as follows:
  - Beamish Street (north approach) right turn lane length – from 15m to 50m
  - Bexley Road (south approach) right turn lane length – from 75m to 100m.

The above proposed intersection improvement works are shown in Figure 2.

Figure 2: Proposed Intersection Improvement Works



Based on the above improvement works, a summary of the intersection performance during the AM and PM peak times with and without the proposed upgrades is provided in Table 4 and Table 5 respectively.

Table 4: Summary of AM Peak Intersection Operation (7:30am-8:30am) – Comparison with Upgrades

Intersection	Control	Year 2021 (base case)				Year 2026 (with background growth and B6 uplift)				Year 2036 (with background growth and B6 uplift)			
		No Development (no upgrades)		With Development (plus upgrades)		No Development (no upgrades)		With Development (plus upgrades)		No Development (no upgrades)		With Development (plus upgrades)	
		Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS
1 – Beamish St – Bexley Rd – Canterbury Rd	Signal	73	F	66	E	101	F	99	F	114	F	117	F
2 – Canterbury Rd – Stanley St – Scahill St	Priority	456	F	9	A	17,279	F	9	A	17,178	F	11	A
3A – Canterbury Rd – Una St	Priority	319	F	11	A	2,062	F	12	A	2,75	F	12	A
3B – Canterbury Rd – Northcote St	Priority	582	F	27	B	2,412	F	38	C	5,487	F	56	D
4 – Canterbury Rd – Duke St	Signal	12	A	12	A	13	A	31	C	18	B	40	C
5 – Stanley St – Perry St	Priority	6	A	6	A	6	A	6	A	6	A	6	A
6 – Perry St – Perry Ln	Priority	6	A	6	A	6	A	6	A	6	A	6	A
7 – Perry St – Una St – Una Ln	Priority	8	A	7	A	8	A	7	A	8	A	7	A
8 – Beamish St – Unara St	Priority	13	A	13	A	14	B	15	B	18	B	19	B
9 – Unara St – Stanley St	Priority	6	A	6	A	6	A	6	A	6	A	6	A
10 – Unara St – Perry Ln	Priority	6	A	6	A	6	A	6	A	6	A	5	A
11 – Unara St – Eileen Ln – Una Ln	Priority	9	A	9	A	9	A	10	A	9	A	10	A
12 – Unara St – Duke St	Priority	5	A	5	A	5	A	5	A	5	A	6	A
Proposed Site Access	Priority	-	-	5	A	6	A	6	A	6	A	6	A

Table 5: Summary of PM Peak Intersection Operation (4:45pm-5:45pm) – Comparison with Upgrades

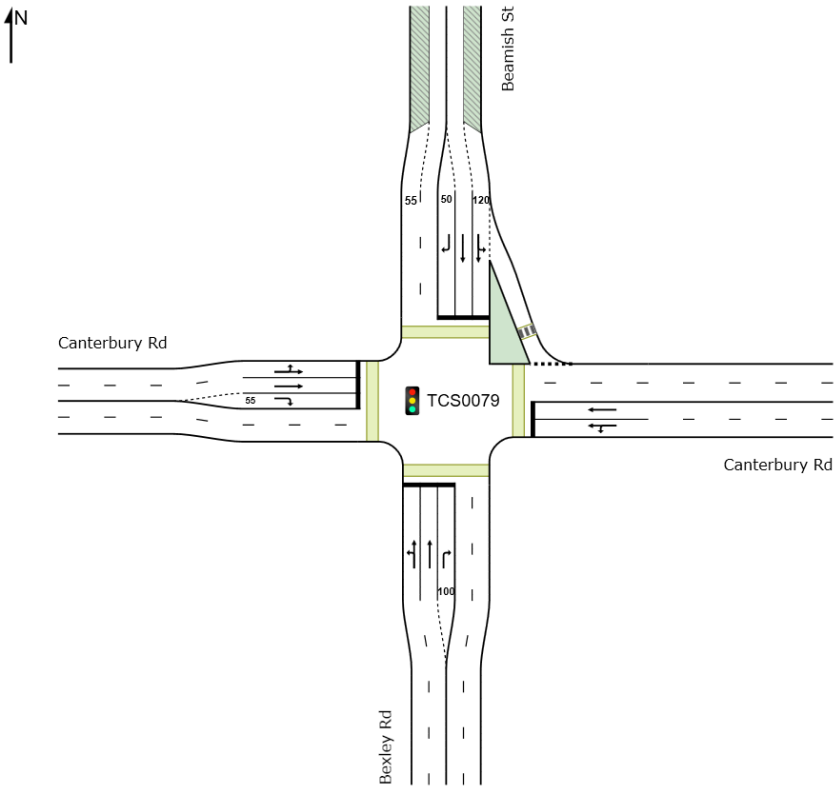
Intersection	Control	Year 2021 (base case)				Year 2026 (with background growth and B6 uplift)				Year 2036 (with background growth and B6 uplift)			
		No Development (no upgrades)		With Development (plus upgrades)		No Development (no upgrades)		With Development (plus upgrades)		No Development (no upgrades)		With Development (plus upgrades)	
		Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS
1 – Beamish St – Bexley Rd – Canterbury Rd	Signal	87	F	78	F	111	F	106	F	134	F	114	F
2 – Canterbury Rd – Stanley St – Scahill St	Priority	281	F	8	A	25,642	F	11	A	40,591	F	14	A
3A – Canterbury Rd – Una St	Priority	265	F	9	A	1,226	F	10	A	1,911	F	11	A
3B – Canterbury Rd – Northcote St	Priority	586	F	31	C	1,831	F	44	D	2,102	F	49	D
4 – Canterbury Rd – Duke St	Signal	11	A	13	A	11	A	36	C	12	A	39	C
5 – Stanley St – Perry St	Priority	5	A	5	A	5	A	6	A	5	A	6	A
6 – Perry St – Perry Ln	Priority	5	A	5	A	5	A	5	A	5	A	5	A
7 – Perry St – Una St – Una Ln	Priority	7	A	7	A	8	A	7	A	8	A	7	A
8 – Beamish St – Unara St	Priority	12	A	13	A	14	A	16	B	15	B	20	B
9 – Unara St – Stanley St	Priority	6	A	6	A	6	A	6	A	6	A	6	A
10 – Unara St – Perry Ln	Priority	5	A	6	A	6	A	6	A	6	A	6	A
11 – Unara St – Eileen Ln – Una Ln	Priority	8	A	9	A	8	A	9	A	8	A	10	A
12 – Unara St – Duke St	Priority	5	A	5	A	5	A	5	A	5	A	5	A
Proposed Site Access	Priority	-	-	5	A	5	A	6	A	5	A	6	A

The above traffic modelling results indicates that the proposed improvements would improve overall intersection performance to an acceptable LoS at D or better during peak periods. The exception to this would be at the Beamish St-Bexley Rd-Canterbury Rd intersection, which would continue to operate at LoS F in the future with the proposed development and background traffic growth in the area.

It is however noted that the proposed upgrades at Beamish St-Bexley Rd-Canterbury Rd would provide some additional capacity such that the future intersection operation would generally be comparable to the existing situation – i.e. without background traffic growth and the proposed development.

The proposed layout of the Beamish St-Bexley Rd-Canterbury Rd intersection improvement works is shown in Figure 3.

Figure 3: Proposed Beamish St-Bexley Rd-Canterbury Rd intersection Layout



Notwithstanding this above, it should be noted that the level of future traffic in the area is significant and that the assessed intersections would operate unsatisfactory, irrespective of the proposed development.

Of note, based on the existing base case modelling scenarios, i.e. Year 2021 with and without development, the proposed development was found to have marginal impacts to the assessed intersections. The exception to this is for right-turn movements from side streets onto Canterbury Road, which is an existing issue.

Right-turn delays from these side streets would continue to be exacerbated as a result of the proposed development. However, as indicated previously, it is not unusual for some key intersections in the Sydney road network especially where a minor approach is required to give way to a key arterial road to operate at LoS F.

TTPP has prepared a detailed traffic modelling report to further outline the modelling inputs, key assumptions and calibration measures adopted as part of this assessment as requested by Council. This report is enclosed in **Attachment One**.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

Ken Hollyoak
Director

encl.
Attachment One – Traffic Modelling Report

Attachment One

Traffic Modelling Report

Campsie Private Hospital Development
445-449 Canterbury Road, Campsie

Traffic Modelling Report

Prepared for:

Varga Traffic Planning Pty Ltd

13 August 2021

The Transport Planning Partnership

Campsie Private Hospital Development
445-449 Canterbury Road, Campsie

Traffic Modelling Report

Client: Varga Traffic Planning Pty Ltd

Version: V02

Date: 13 August 2021

TTPP Reference: 21219

Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	5/08/21	Clinton Cheung	Jessica Ng	Ken Hollyoak	
V02	13/08/21	Clinton Cheung	Jessica Ng	Ken Hollyoak	

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APPENDICES

A. STFM TRAFFIC GROWTH PLOTS
B. SIDRA RESULTS

1 Introduction

1.1 Overview

The Transport Planning Partnership (TTPP) has been commissioned by Varga Traffic Planning (VTP) Pty Ltd to undertake SIDRA Network modelling for the Campsie Private Hospital development at 445-449 Canterbury Road, Campsie. In response to Canterbury Bankstown Council (Council) and Transport for NSW (TfNSW) Request For Information (RFI), additional intersection network modelling has been undertaken to assess impacts of the proposed development.

This report sets out the development and calibration of the intersection network model used to assess the impacts of the additional traffic generated by the proposal.

1.2 Scope of Work

The objective of this project is to assess the traffic and transport impacts of the proposed development on the road network. In particular the model is to assess the impacts on:

1. Canterbury Road / Bexley Road / Beamish Street (signalised)
2. Canterbury Road / Stanley Street (priority)
3. Canterbury Road / Una Street / Northcote Street (priority)
4. Canterbury Road / Duke Street (signalised)
5. Stanley Street / Perry Street (priority)
6. Perry Street / Perry Lane (priority)
7. Perry Street / Una Street (priority)
8. Beamish Street / Unara Street (priority)
9. Unara Street / Stanley Street
10. Unara Street / Perry Lane
11. Unara Street / Una Lane
12. Unara Street / Duke Street

The traffic modelling scope is illustrated in Figure 1.1.

Figure 1.1: Traffic Modelling Scope

1.3 Report outline

This report has been prepared in accordance with the Roads and Maritime technical direction for Operational Modelling Reporting Structure (TDT 2017/001). The report is structured as follows:

- Section 2 – Existing Conditions – background information about the study area.
- Section 3 – Traffic Modelling Development – the key modelling assumptions, settings and calibration methodology and discussion of the modelling results and proposed mitigation measures.
- Section 4 – Conclusion.

2 Existing conditions

2.1 Traffic Surveys

Traffic surveys were provided to TTPP for the purpose of this assessment.

Traffic and pedestrian count surveys were undertaken for the key intersections listed above, as shown in Figure 1.1. Surveys were undertaken on Thursday 10 June 2021. Pedestrian volumes were noted to be low and weather conditions were noted to be rainy and wet.

The survey period was undertaken between:

- AM Peak 6:30am – 9:30am
- PM Peak 3:30pm – 6:30pm

The traffic network peak periods were identified to be 7:30am-8:30am and 4:45pm-5:45pm.

2.2 Traffic Volumes

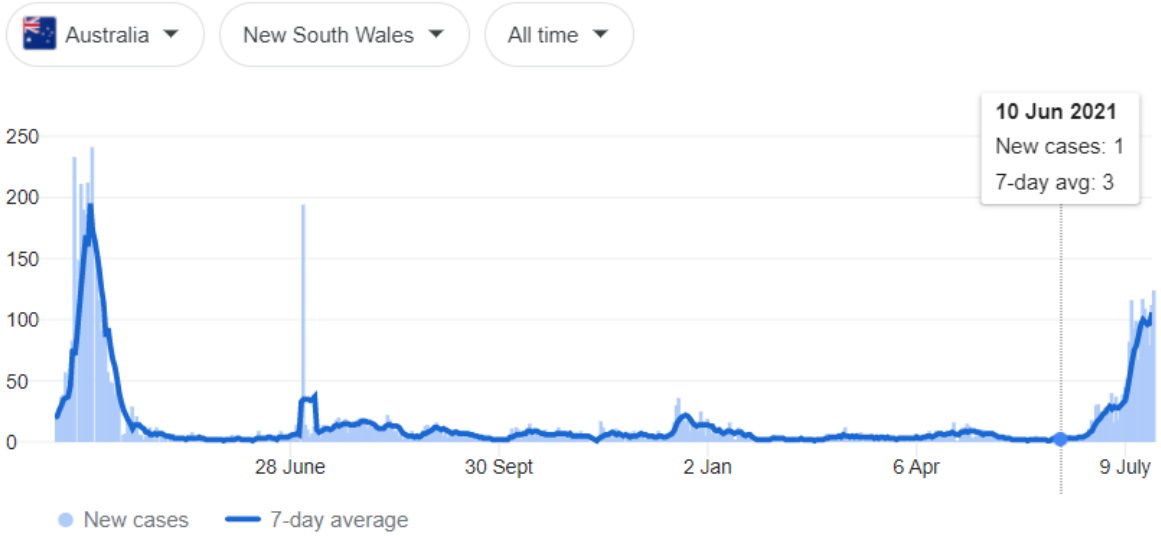
2.2.1 Covid-19 Situation

During April and early June 2021, the Covid-19 situation had stabilised across New South Wales. Due to a whole range of preventative measures implemented by the NSW and other state governments across Australia, the Covid-19 case numbers continued to remain at very low levels.

The Covid-19 situation in Sydney during this period had improved so much so that the Health Minister relaxed many of the restrictions relating to gathering and movement (Reference Public Health Orders relating to Gathering and Movement 2021).

The following graph developed by the Johns Hopkins University (JHU) shows a compilation of the Covid-19 case numbers across NSW. This demonstrates that on 10 June 2021, case numbers were low. It is also further noted that the June traffic surveys were undertaken prior to the recent Bondi Cluster outbreak where patient zero was reported on 16 June 2021.

Figure 2.1: Daily Number of Reported NSW Covid-19 Cases



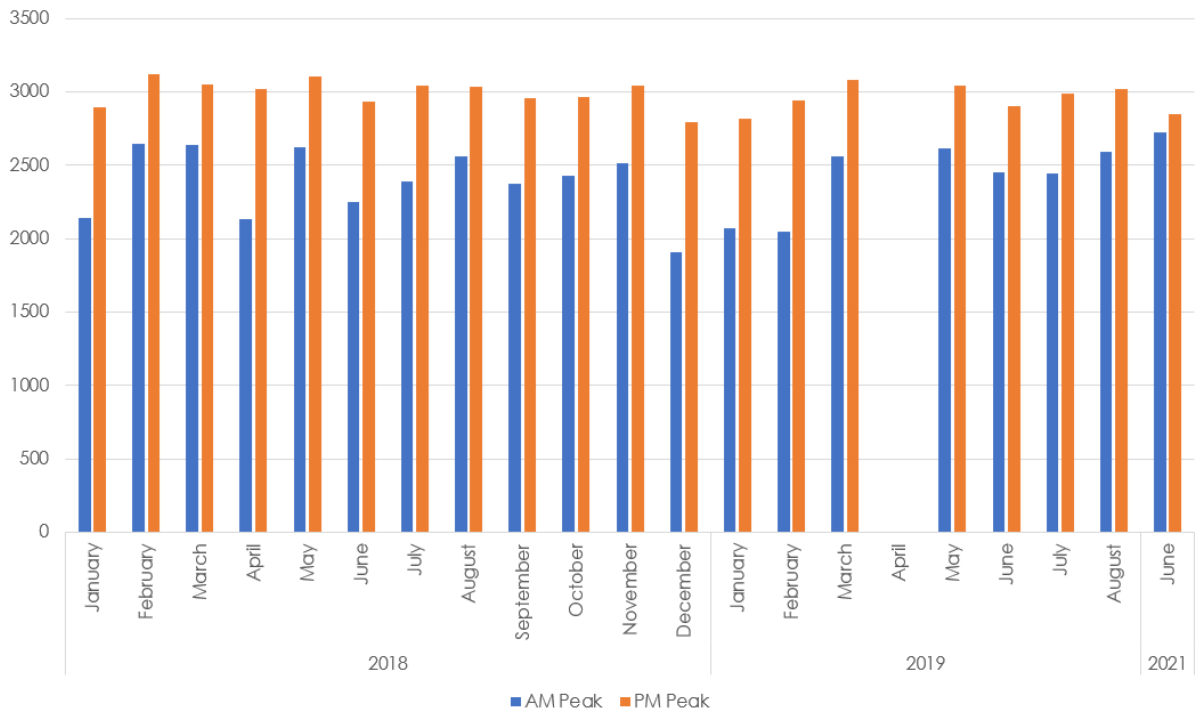
Source: Johns Hopkins University (JHU) Centre for Systems Science and Engineering (CSSE)

2.2.2 Traffic Trend Since 2018

Annual average daily traffic (AADT) data was available between 2018 and 2019 at a TfNSW count station located on Canterbury Road (24213), 90m west of Charles Street (or 750m east of Duke Street), Campsie. It is noted that traffic data has not recorded been recorded since April 2019.

Figure 2.2 presents a comparison of the average weekday daily AM peak hour and PM peak hour traffic volumes between January 2018 and August 2019. This is compared to the peak hour mid-block traffic volumes recorded on 10 June 2021.

Figure 2.2: 2021 Traffic Survey Comparison to Average Daily Traffic between January 2018 and August 2019



Source: TfNSW Traffic Count Station 24213

The Figure 2.2 comparison shows that the traffic surveys undertaken were at a similar level to historical trends. This indicates the typical pre-Covid traffic volumes resumed when Covid-19 restrictions were being lifted in April-June 2021. Notably, the AM peak recorded slightly higher traffic volumes than previous years. On this basis, the survey data collected in June 2021 is considered appropriate for analytical purposes in this assessment consistent with traffic levels from previous years (pre-Covid).

2.3 Site Observations

Concurrent with the above traffic surveys, on-site observations were undertaken by TTPP staff to observe intersection performance, signal phasing and queue lengths during the AM and PM peak periods.

Site observations indicate that most priority-controlled intersections operated well with minimal queueing observed. Extensive queueing was however observed at the Canterbury Road-Beamish Street-Bexley Road intersection. It was noted that the existing right turn lane on the Canterbury Road (west), Bexley Road (south) and Beamish Street (north) approach was frequently utilised or at overcapacity with right turn vehicles frequently spilling over into adjacent through lanes.

The SIDRA network model was calibrated to reflect the existing traffic conditions (i.e. average observed queue lengths) and the existing operation of each intersection (i.e. cycle times).

2.4 Road Network

Canterbury Road is classified by the RMS as a *State Road* and provides the key east-west road link in the area, linking Bankstown and Hurlstone Park. It typically carries two traffic lanes in each direction in the vicinity of the site, with clearway restrictions applying along both sides of the road during commuter peak periods.

Bexley Road is also classified by the RMS as a *State Road* and provides the key north-south road link in the area, linking Campsie and Bexley. It typically carries two traffic lanes in each direction in the vicinity of the site, with kerbside parking permitted at selected locations only, outside of commuter peak periods.

Beamish Street are classified by the RMS as *Regional Roads* which provide the key north-south road link in the area, linking Canterbury Road to Georges River Road. The route typically carries one traffic lane in each direction in the vicinity of the site with kerbside parking generally permitted at selected locations along the road.

Stanley Street / Unara Street / Una Street / Duke Street / Una Lane / Perry Lane are local, unclassified roads which are primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is subject to sign posted restrictions.

3 Traffic Modelling Development

3.1 Overview

In response to TfNSW / Council, additional traffic modelling has been undertaken to test impacts of the proposed development at 445-449 Canterbury Road, Campsie. SIDRA 9.0 network modelling software has been used to model the Campsie study area. The model included two signalised intersections along Canterbury Road and ten priority-controlled intersections surrounding the site. The SIDRA model tested the 2026 and 2036 years as the year of opening and 10 years past. The 2026 and 2036 future traffic forecast volumes were derived using TfNSW Strategic Traffic Forecast Model (STFM) growths.

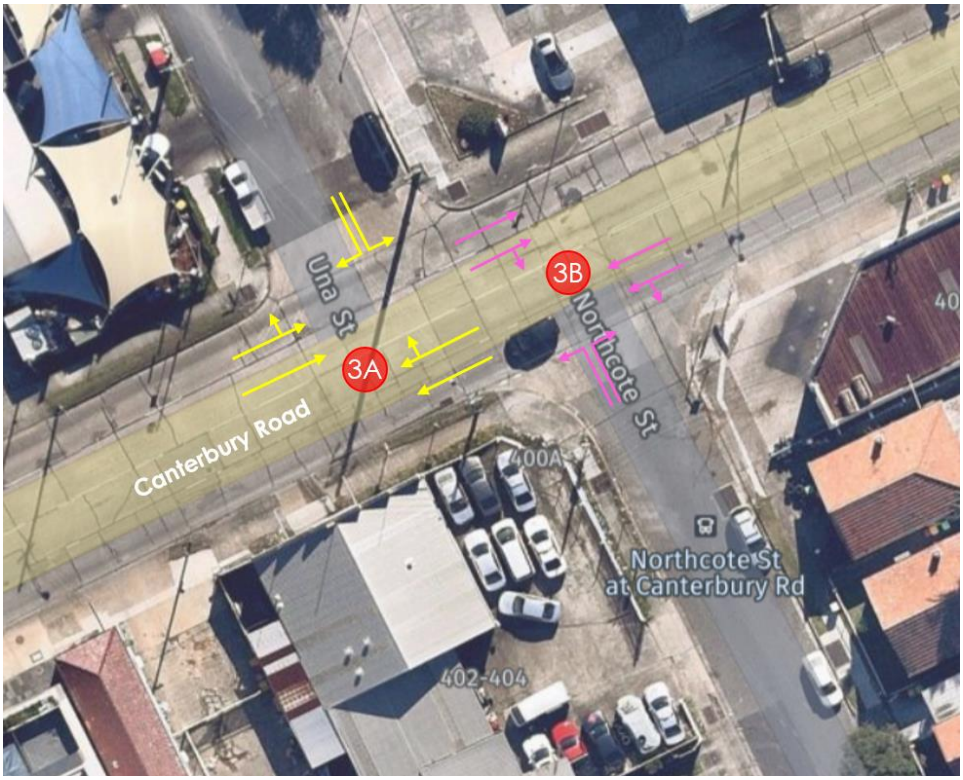
The following section summarises the SIDRA modelling that was undertaken.

3.2 Base Model Development

3.2.1 Coding of the network

The geometric coding of the network was based on nearmap aerial imagery and TCS signal plans of the intersections. The intersection of Canterbury Road / Una Street / Northcote Street (Site 3 in Figure 1.1) was coded as two separate priority-controlled sites namely as; Canterbury Road – Una Street (Site 3A) and Canterbury Road – Northcote Street (Site 3B) due to the non-alignment (dog-legged arrangement) of Una Street and Northcote Street at the intersection with Canterbury Road as shown in Figure 3.1.

Figure 3.1: Site 3A and Site 3B Configuration



Additionally, it is also noted that the Canterbury Road – Stanley Street (Site 2) intersection currently permits right-turn movements from Stanley Street (north approach) to Canterbury Road. Google Maps and Google Street imagery (last captured in 2020) indicates a seagull-splitter island restricting right-turns from Stanley Street. However, based on site observations this seagull splitter island has since been removed and as such permitting right-turns from Stanley Street. Nearmap aerial imagery suggests that the seagull splitter island was removed sometime between March-April 2021, prior to the traffic surveys and site inspection.

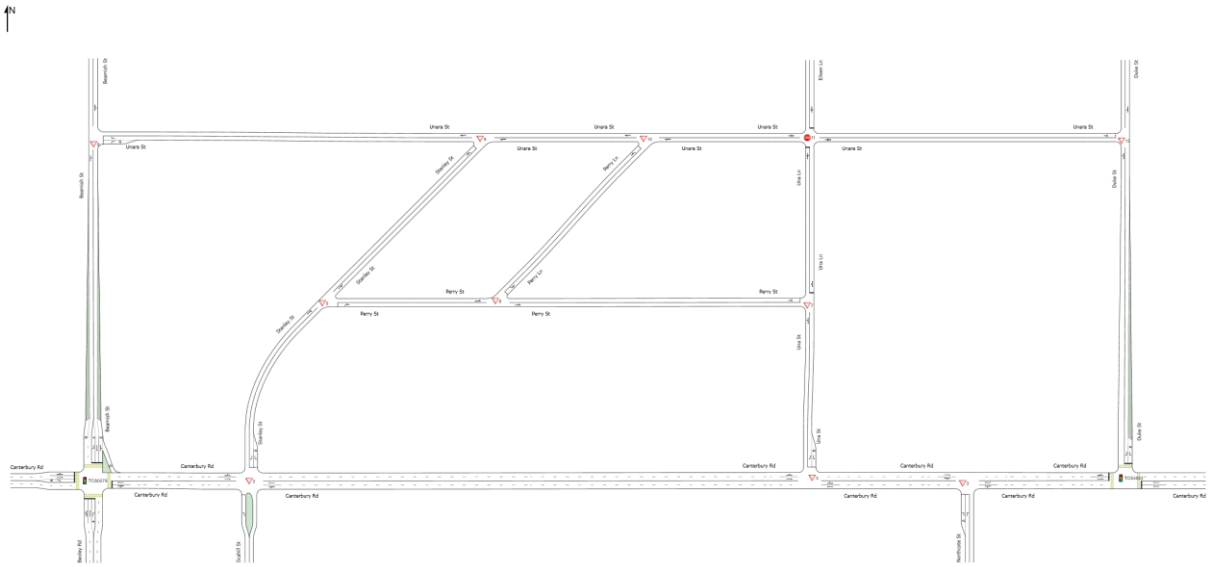
Figure 3.2: Canterbury Road – Stanley Street (Site 2) – Seagull Splitter Island

Nearmap Imagery (1 March 2021)

Nearmap Imagery (10 April 2021)

The existing base network model layout is shown in Figure 3.3.

Figure 3.3: Model Layout



3.2.2 Additional Data Collection

In addition to the turn/pedestrian count data that was recorded we also obtained:

- SCATS History files
- TCS signal plans
- Site Observations

SCATS History Files – The SCATS history files provide data recorded on the phase times and cycle times that were taken from the same day that the intersection counts were recorded. The hourly averages were used to calibrate the fixed user given phase times in the model.

TCS Signal Plans – These plans provide the geometric details of the intersection including the gradients layout for lanes and lane widths. They also provide details on the phasing arrangements and additional information about how the intersection operates.

Site Observations – Site observations were undertaken on the same day as the traffic surveys were undertaken. The model area was driven through and walked around at key intersections to observe queuing behaviour and congestion locations.

3.2.3 Model Coding Methodology

Geometry – The geometry of the model was coded using the TCS plans which provide lane lengths, lane widths and gradients of the approaches. Distances between intersections were measured from Nearmap as well as confirming the geometry of the TCS plans on-site.

Vehicle Class - Models were coded to include light vehicles, heavy vehicles and buses.

Signal Phasing – Signal phases were coded according to the TCS plans, SCATS History data and on-site observations of the intersection operation.

Signal Timing and Pedestrian Protection Timing – Signal timing was inputted as user given phase times derived from SCATS history data. Timing for pedestrian phases (i.e. pedestrian protection) has been inputted as minimum 6 second red-arrow hold based on-site observations.

3.3 Base Model Calibration

The 2021 existing conditions model has been developed for the morning peak hour (7:30am-8:30am) and evening peak hour (4:45pm-5:45pm). The SIDRA network model was calibrated to reflect the existing traffic conditions (i.e. average observed queue lengths) and the existing operation of each intersection (i.e. cycle times).

3.3.1 Phase Times

SIDRA input phase times have been slightly adjusted from SCATS observed average phase times to calibrate the existing 2021 base model.

A comparison between the SCATS history phase times and the inputted user given phase times for the signalised intersections is shown in Table 3.1.

Table 3.1: Phase Times Comparison

Site	Intersection	Peak Period	Model	A	B	C	D	E	F	Cycle Time
Site 1 (TCS 0079)	Canterbury Road – Bexley Road – Beamish Street	AM Peak	SCATS Timing	23	-	-	59	17	31	130
			SIDRA Input	28	-	-	55	17	30	130
		PM Peak	SCATS Timing	22	-	-	57	21	30	130
			SIDRA Input	24	-	-	59	19	28	130
Site 4 (TCS 4052)	Canterbury Road – Duke Street	AM Peak	SCATS Timing	105	25	-	-	-	-	130
			SIDRA Input	99	31	-	-	-	-	130
		PM Peak	SCATS Timing	101	29	-	-	-	-	130
			SIDRA Input	101	29	-	-	-	-	130

3.3.2 Gap Acceptance

The default SIDRA gap acceptance parameters of turning movements at priority-controlled intersections were applied except for the calibrated movements to match the observed queue lengths.

The gap acceptance parameters have been adjusted for the right-turn movement from the minor road onto Canterbury Road at Site 3A (Una Street) and Site 3B (Northcote Street). Note, the gap acceptance parameter has been adjusted in the AM peak model only, for calibration purposes. The default parameters were kept for the PM peak model.

On-site observations indicated that vehicles turning right accepted smaller gaps in through traffic due to bunching effects caused by the nearby signalised site at Canterbury Road – Duke Street (Site 4). Due to the close proximity to the signalised site bunching effects are most noticeable during the phase change at the nearby signal.

The gap acceptance for right-turns from minor roads to 4-lane two-way roads were applied based on the recommended values in Appendix E of the RMS Traffic Modelling Guidelines as shown in Figure 3.4.

Figure 3.4: Default or Recommended Gap Acceptance Parameters

Recommended values of gap acceptance parameters:
Based on AUSTROADS (2002, 2005) Guides

Type of movement	AUSTROADS (2002, 2005)		Default or recommended values and ranges for use in SIDRA INTERSECTION	
	Critical gap (seconds)	Follow-up headway (seconds)	Critical gap (seconds)	Follow-up headway (seconds)
Left turn (1)	5	2 - 3	(3 - 6)	(2.0 - 3.5)
1-lane opposing			4.5	2.5
2-lane (or more) opposing			5.0	3.0
Through movement crossing one-way road				
2-lane one-way	4	2	4.5 (4 - 5)	2.5 (2 - 3)
3-lane one-way	6	3	5.5 (5 - 6)	3.0 (2.5 - 3.5)
4-lane one-way	8	4	6.0 (5 - 8)	3.5 (3 - 4)
Through movement crossing two-way road				
2-lane two-way	5	3	5.0 (4.5 - 5.5)	3.0 (2.5 - 3.5)
4-lane two-way	8	5	6.5 (5 - 8)	3.5 (3 - 5)
6-lane two-way	8	5	7.5 (7 - 8)	4.5 (4 - 5)
Right turn from major road (2)				
Across 1 lane	4	2	4.0 (3.5 - 4.5)	2.0 (2 - 3)
Across 2 lanes	5	3	4.5 (4 - 5)	2.5 (2 - 3)
Across 3 lanes	6	4	5.5 (5 - 6)	3.5 (3 - 4)
Right turn from minor road (3)				
One-way	3	3	Use Left turn values above	
2-lane two-way	5	3	5.5 (5 - 6)	3.5 (3 - 4)
4-lane two-way	8	5	7.0 (6 - 8)	4.0 (3 - 5)
6-lane two-way	8	5	8.0 (7 - 9)	5.0 (4 - 6)
Merge from acceleration lane	3	2	3.0 (2.5 - 3.5)	2.0 (1.5 - 2.5)

Notes (1) to (3) below are not included in the AUSTROADS Guides.

(1) This is considered to apply to left-turn movements from minor road, as well as slip-lane left-turn movements from minor road.

(2) This case is relevant to two-way major road conditions with one direction of the major road opposing (1-lane, 2-lane or 3-lane).

(3) The conditions specified (one-way, 2-lane two-way, 4-lane two-way, 6-lane two-way) are relevant to the opposing movement lanes on the major road.

Source: RMS Traffic Modelling Guidelines

3.3.3 Lane Capacity Adjustment

For calibration purposes, lane capacity of some lanes has been adjusted where SIDRA output queue lengths are substantially different from what was observed on site. The SIDRA site layout for Site 1 is shown in Figure 3.5 while Table 3.2 describes the capacity adjustments.

Figure 3.5: Canterbury Road – Bexley Road – Beamish Street SIDRA Site Layout

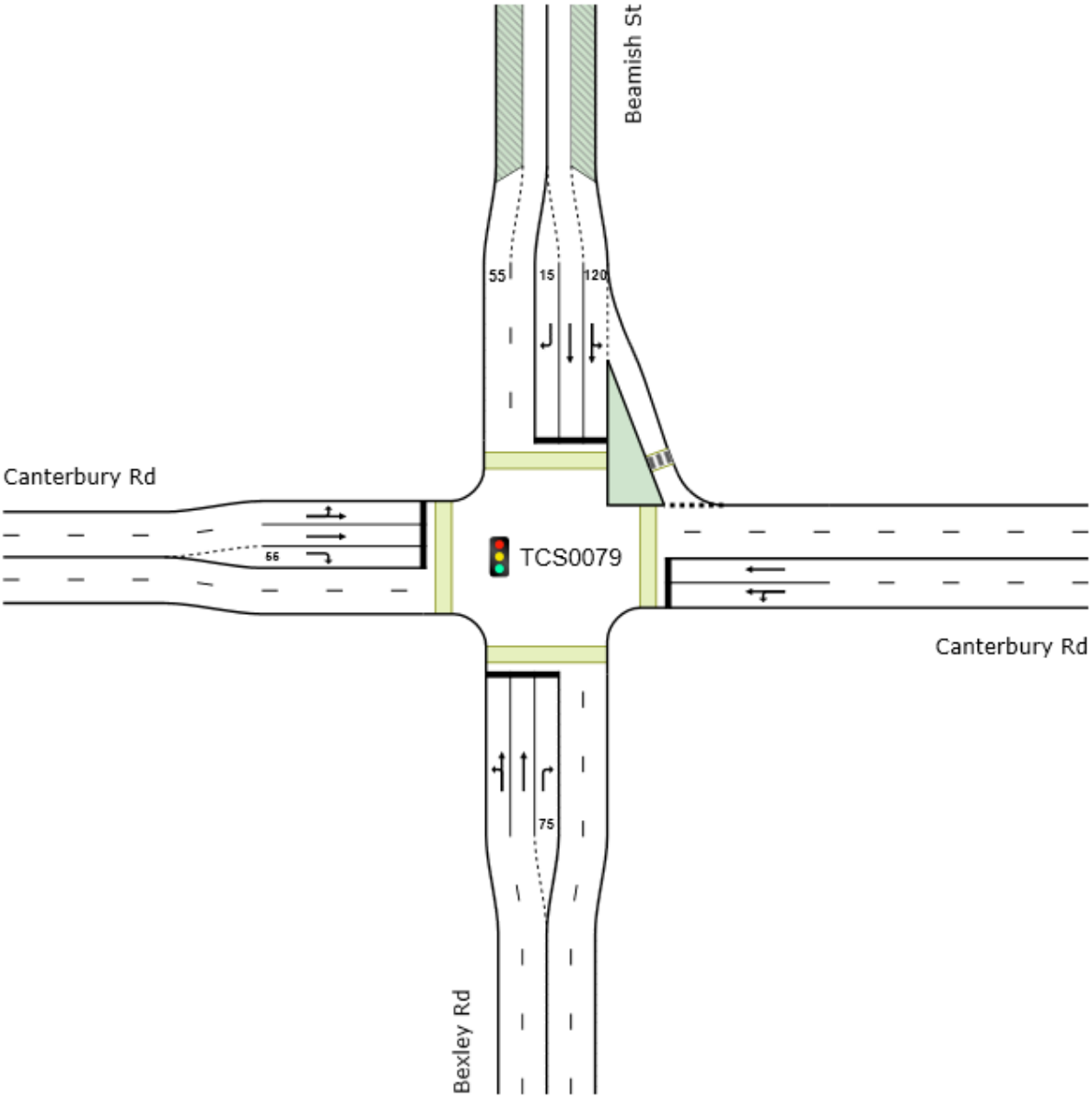


Table 3.2: Capacity Adjustment Factors

	South Leg (Bexley Road)	East (Canterbury Road)	North (Beamish Street)	West (Canterbury Road)
AM Peak	Lane 1: 10% Lane 3: 25%	Default	Default	Default
PM Peak	Lane 3: -5%	Default	Lane 1: -15% Lane 2: -25%	Lane 3: -25%

Note: Lane 1= Kerbside lane

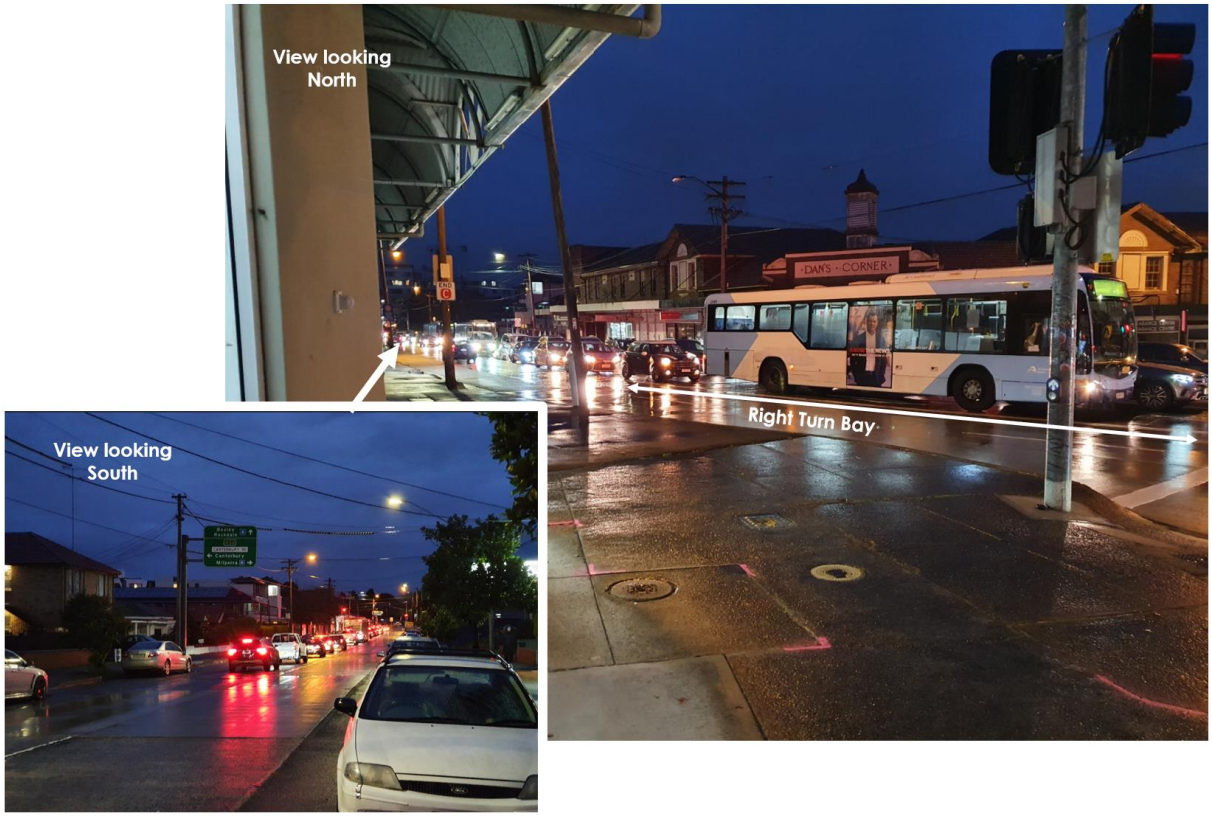
Positive capacity adjustment factors were used to reduce the SIDRA output average back of queue to lengths as observed on-site, while negative capacity adjustments were used to extend SIDRA output average back of queues to queue lengths observed on-site. As noted

above, the existing right-turn lane capacities frequently operate over capacity with vehicles overflowing into adjacent through lanes. For example, the existing 15m right turn lane on the Beamish Street north approach (Lane 3) is insufficient to cater for the right turn demand ultimately overflowing into the through lane (Lane 2). As a result, the overflow queue prevents southbound and eastbound vehicles to utilise Lane 1 (through/left lane) and Lane 2 (through). Furthermore, eastbound vehicles at the back of queue in Lane 2 are unable to change to Lane 1 (through and left turn) due to the presence of an existing bus stop and kerbside parking.

Similarly, the south approach Bexley Road right turn (Lane 3), and west approach Canterbury Road right turn (Lane 3) experience similar capacity issues with right turn demand unable to be accommodated within the right turn storage lanes.

Figure 3.6: Bexley Road South Approach Queue Spill Back

Figure 3.7: Beamish Street North Approach Queue Spill Back



3.3.4 Queue Length

Site observations were undertaken by TTPP staff at the time when traffic surveys were undertaken. Queue lengths at each approach of the surveyed intersections were recorded on-site.

The SIDRA models were calibrated to reflect existing traffic conditions based on the average observed queue lengths at each approach, rather than 95th percentile queue.

3.4 Future Demand Development

3.4.1 Background Traffic Growth

Future traffic growth up to 2026 and 2036 has been estimated based on the Sydney's Strategic Travel Forecast Model (STFM) provided by TfNSW. The STFM is a strategic transport planning model that considers population and employment growths and is used for high level assessment of major infrastructure proposals, transport strategies and policy decision making.

The STFM traffic growth plots are enclosed in Appendix A.

Additionally, the subject site is notably located within land zoned as B6 Enterprise Corridor. As such, as requested by TfNSW / Council, consideration has been given to the potential uplift in permissible uses. Permitted uses include business premises, community facilities, food and drink premises, light industries and hotel or motel accommodation amongst others.

It is understood the B6 zone would occupy a site area of some 19,500m^2 of a mixture of the above permitted uses. In lieu of any breakdown of what is proposed to be developed in this zone, a traffic generation rate of 2.7 trips/100m^2 of Site Area has been adopted for the 100% occupation of the B6 block in the traffic assessment. This equates to 533 vehicle trips during the peak period. TTPP has adopted this trip generation of 533 vehicle trips during the peak hour for the B6 block accordingly.

Based on the above, the future 2026 and 2036 base scenarios incorporate STFM traffic growth plus full B6 development uplift.

3.4.2 Proposed Hospital Development Traffic

The proposed development envisages the construction of a new medical facilities building on the site comprising in the order of 218 beds, approximately 1,350m^2 of medical clinics, 3,000m^2 of medical office space and ancillary retail spaces.

A traffic generation rate of 0.79 trips per 100m^2 GFA has been adopted as part of the traffic assessment. Using this metric, the proposed development would generate 179 vehicles per hour during the AM and PM peak hour.

The following traffic distribution profile has been adopted:

- AM Peak – 70% inbound trips and 30% outbound trips
- PM Peak – 30% inbound trips and 70% outbound trips.

3.4.3 Traffic Distribution

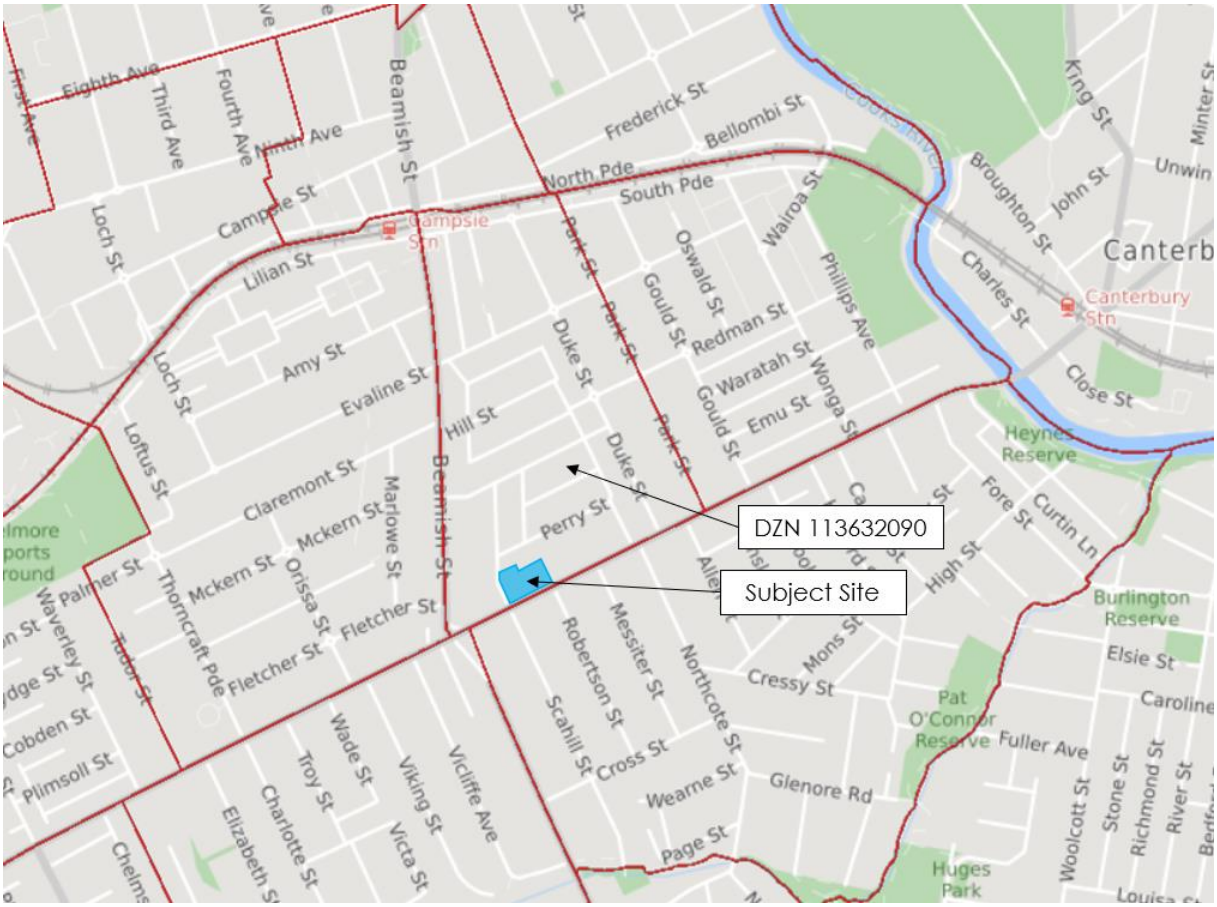
Australian Bureau of Statistics (ABS) 2016 Method to Work (MTW) census data has been obtained to understand existing travel behaviours of employees working within the subject area and travel by private vehicle.

Figure 3.8 illustrates the chosen Place of Work (POW) Destination Zone (DZN).

The census data indicated that majority of employees travel to/from Canterbury 31%, Strathfield (13%), Hurstville (12%), Bankstown (7%) and Auburn (4%) and the remaining spread across greater Sydney LGAs.

TTPP has used these destination zones to assign development traffic to/from the surrounding road network for the purpose of this assessment.

Figure 3.8: Place of Work Destination Zone 113632090



3.5 Modelled Scenarios

The following scenarios have been modelled in Sidra 9.0 Network:

1. **2021 Base model** – existing conditions based on 2021 survey data.
2. **2021 Base + Development** – Scenario 1 plus Development traffic.
3. **2021 Base + Development + Proposed Right Turn Bans & New Right Turn** – Scenario 2 plus proposed right-turn bans (at priority-controlled intersections on Canterbury Road) with new right turn provision at Canterbury Road – Duke Street signal.
4. **2021 Base + Development + Proposed Right Turn Bans & New Right Turn + Right Turn Lane Extension** – Scenario 3 plus right turn lane extensions (at Canterbury Rd-Beamish St-Bexley Rd signal).
5. **2026 Future Base** – future year 2026 + B6 uplift.
6. **2026 Future Base + Development** – Scenario 5 plus Development traffic.
7. **2026 Future Base + Development + Proposed Right Turn Bans & New Right Turn + Right Turn Lane Extension** – Scenario 6 plus proposed right-turn bans (at priority-controlled intersections on Canterbury Road) with new right turn provision at Canterbury Road –

Duke Street signal and right turn lane extensions (at Canterbury Rd-Beamish St-Bexley Rd signal).

8. **2036 Future Base** – future year 2036 + B6 uplift.
9. **2036 Future Base + Development** – Scenario 8 plus Development traffic.
10. **2036 Future Base + Development + Proposed Right Turn Bans & New Right Turn + Right Turn Lane Extension** – Scenario 9 plus proposed right-turn bans (at priority-controlled intersections on Canterbury Road) with new right turn provision at Canterbury Road – Duke Street signal and right turn lane extensions (at Canterbury Rd-Beamish St-Bexley Rd signal).

Table 3.3 provides a comparison of each modelled scenario.

Table 3.3: Modelled Scenario Comparison

Year	Scenario	Existing 2021 Demand	Future 2026 Base Demand	Future 2036 Base Demand	B6 Uplift	Hospital Dev. Demand	Proposed Right Turn Bans & New Right Turn (at Site 4)	Proposed Right Turn Bay Extension at Site 1
2021	Scenario 1	✓						
	Scenario 2	✓				✓		
	Scenario 3	✓				✓	✓	
	Scenario 4	✓				✓	✓	✓
2026	Scenario 5		✓		✓			
	Scenario 6		✓		✓	✓		
	Scenario 7		✓		✓	✓	✓	✓
2036	Scenario 8			✓	✓			
	Scenario 9			✓	✓	✓		
	Scenario 10			✓	✓		✓	✓

3.6 Proposed Road Upgrade Measures

A number of proposed mitigation measures have been considered to accommodate both future background growth (including B6 uplift) and the proposed development traffic.

Proposed measures include:

- Right-turn ban from Stanley Street and Northcote Street onto Canterbury Road during weekday peak periods (e.g. 6am-10am and 3pm-7pm Monday-Friday)
- Left-in and left-out arrangements at Canterbury Road-Una Street
- Modify existing traffic signal arrangements at Canterbury Road-Duke Street to include an additional phase on Duke Street (through and right turn)
- Extend existing right-turn lane lengths at Beamish Street-Bexley Road-Canterbury Road as follows:

- Beamish Street (north approach) right turn lane length – from 15m to 50m
- Bexley Road (south approach) right turn lane length – from 75m to 100m.

Figure 3.9: Proposed Mitigation Measures

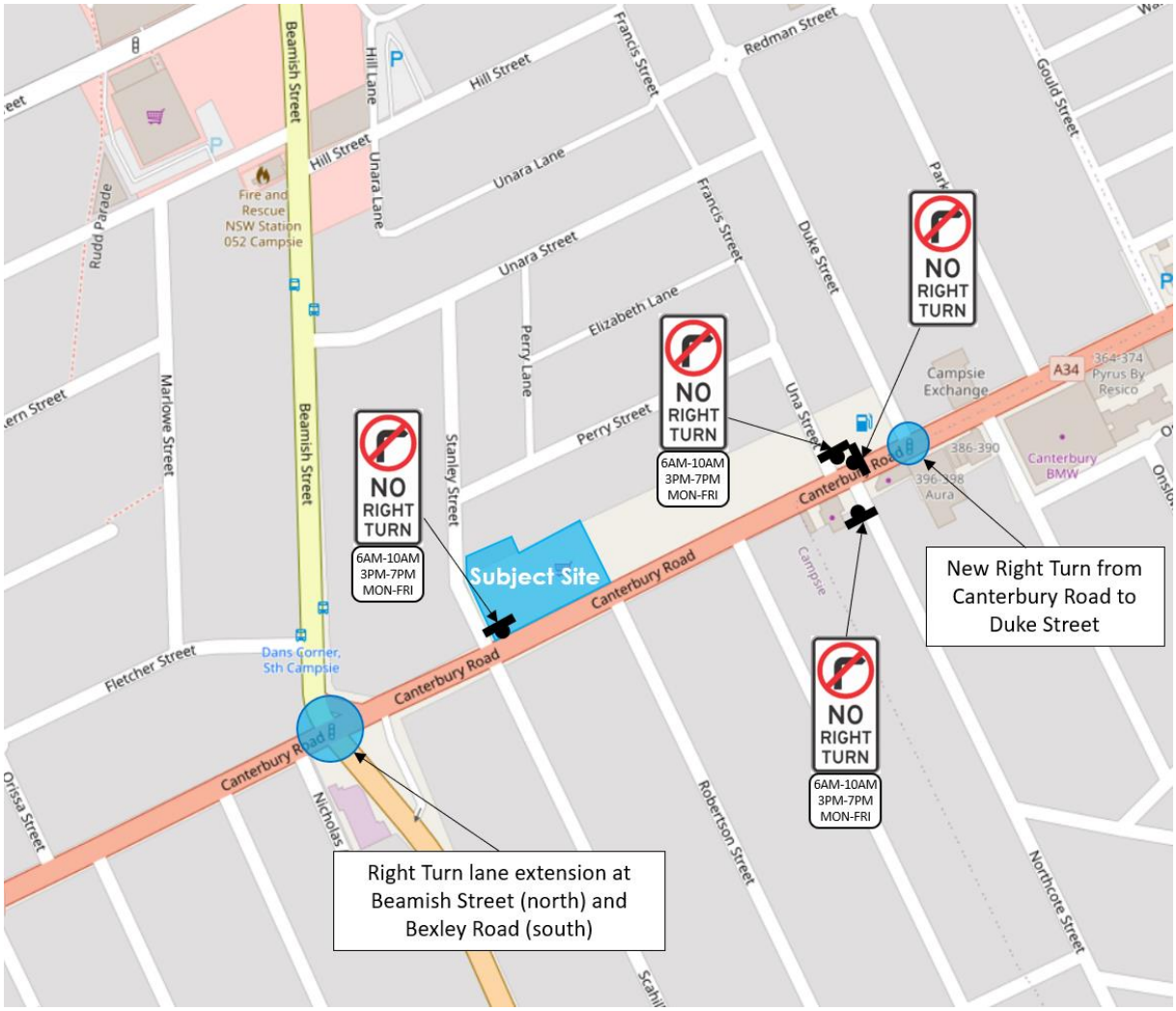


Figure 3.10: Proposed Site 1 Layout with Right Turn Lane Extension

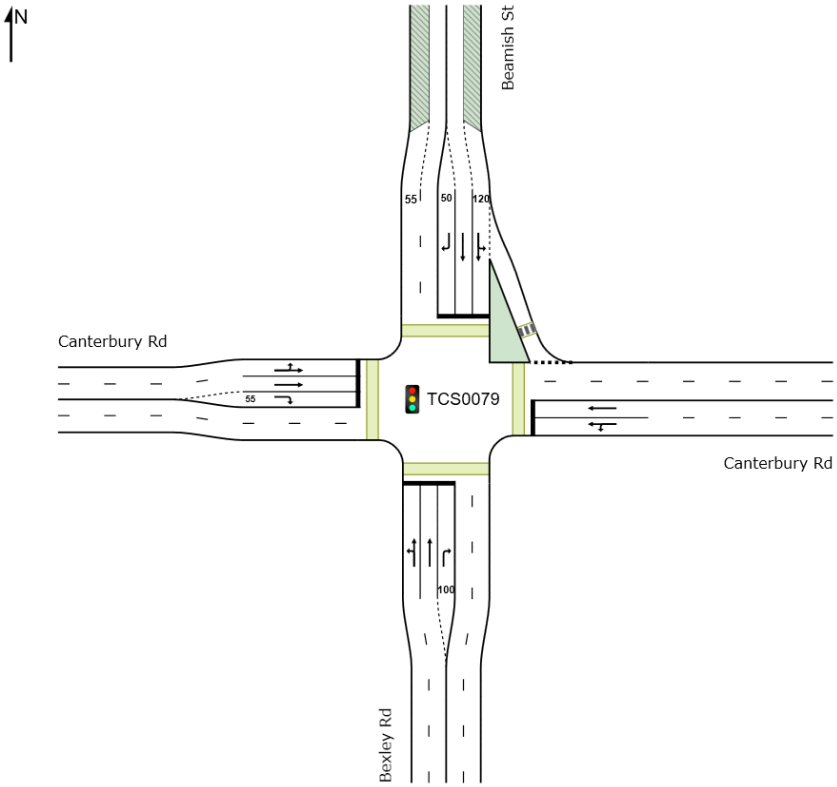
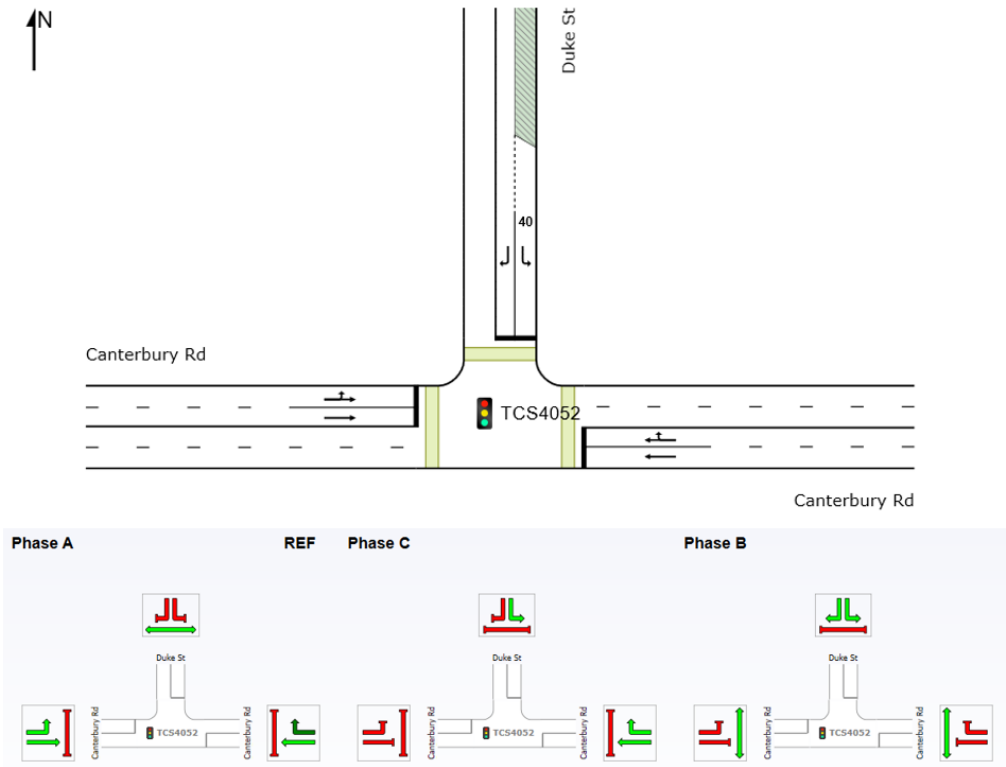


Figure 3.11: Site 4 Layout with Additional Phase C



3.7 Intersection Performance Assessment

3.7.1 Level of Service Criteria

TfNSW uses level of service as a measure of performance for all intersection types operating under prevailing traffic conditions. The level of service ranges from LoS A to LoS F which is directly related to the average intersection delays experienced by traffic travelling through the intersection. LoS A to LoS D are considered to provide acceptable performance with LoS A providing better performance than LoS D. LoS D is the long-term desirable level of service. LoS E and LoS F are considered to provide unsatisfactory intersection performance.

At signalised intersections, the average delay is the volume weighted average of all movements. For roundabouts and priority (give way and stop sign) controlled intersections, the average delay relates to the worst movement.

Table 3.4 shows the criteria that SIDRA Intersection adopts in assessing the LoS.

Table 3.4: Transport for NSW LoS Criteria

Level of Service (LoS)	Average Delay per vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Sign
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Near capacity	Near capacity, accident study required
E	57 to 70	At capacity, at signals incidents would cause excessive delays. Roundabouts require other control mode	At capacity, requires other control mode.
F	Greater than 70	Unsatisfactory, requires additional capacity	Unsatisfactory, requires other control mode or major treatment

3.7.2 Model Results

3.7.2.1 Existing Conditions With/Without Development

Based on the above, the intersection operation for the year 2021 with and without the proposed hospital development and with and without proposed upgrade improvements are presented in Table 3.5 (AM Peak) and Table 3.6 (PM Peak). The full movement summaries are provided in Appendix B.

Table 3.5: 2021 AM Peak Intersection Operation

Intersection	Control	S1 – 2021 Base AM Peak (7:30am-8:30am)			S2 – 2021 Base + Development			S3 – 2021 Base + Development + Right Turn Bans & New Right Turn			S4 – 2021 Base + Development + Right Turn Bans & New Right Turn + Right Turn Extension		
		DoS	Ave. Delay (s)	LoS	DoS	Ave. Delay (s)	LoS	DoS	Ave. Delay (s)	LoS	DoS	Ave. Delay (s)	LoS
1 – Beamish St – Bexley Rd – Canterbury Rd	Signal	1.10	73	F	1.16	79	F	1.13	79	F	1.08	66	E
2 – Canterbury Rd – Stanley St – Scahill St	Priority	0.40	456 [1]	F	4.32	32,267 [1]	F	0.41	9	A	0.42	9	A
3A – Canterbury Rd – Una St	Priority	0.43	319 [1]	F	0.54	484 [1]	F	0.41	10	A	0.42	11	A
3B – Canterbury Rd – Northcote St	Priority	1.21	582 [1]	F	1.41	751 [1]	F	0.45	27	B	0.46	27	B
4 – Canterbury Rd – Duke St	Signal	0.57	12	A	0.58	12	A	0.58	12	A	0.60	12	A
5 – Stanley St – Perry St	Priority	0.02	6	A	0.06	6	A	0.06	6	A	0.06	6	A
6 – Perry St – Perry Ln	Priority	0.01	6	A	0.05	6	A	0.05	6	A	0.05	6	A
7 – Perry St – Una St – Una Ln	Priority	0.02	8	A	0.05	8	A	0.08	7	A	0.08	7	A
8 – Beamish St – Unara St	Priority	0.37	13	A	0.37	13	A	0.37	13	A	0.38	13	A
9 – Unara St – Stanley St	Priority	0.08	6	A	0.08	6	A	0.09	6	A	0.09	6	A
10 – Unara St – Perry Ln	Priority	0.06	6	A	0.06	5	A	0.07	6	A	0.07	6	A
11 – Unara St – Eileen Ln – Una Ln	Priority	0.06	9	A	0.07	9	A	0.11	9	A	0.11	9	A
12 – Unara St – Duke St	Priority	0.11	5	A	0.11	5	A	0.15	5	A	0.15	5	A
Proposed Site Access Laneway	Priority	-	-	-	0.05	5	A	0.05	5	A	0.06	5	A

[1] Right turn from minor road to Canterbury Road (four lane two-way main road)

Table 3.6: 2021 PM Peak Intersection Operation

Intersection	Control	S1 – 2021 Base PM Peak (4:45am-5:45am)			S2 – 2021 Base + Development			S3 – 2021 Base + Development + Right Turn Bans & New Right Turn			S4 – 2021 Base + Development + Right Turn Bans & New Right Turn + Right Turn Extension		
		DoS	Ave. Delay (s)	LoS	DoS	Ave. Delay (s)	LoS	DoS	Ave. Delay (s)	LoS	DoS	Ave. Delay (s)	LoS
1 – Beamish St – Bexley Rd – Canterbury Rd	Signal	1.17	87	F	1.21	90	F	1.19	95	F	1.44	78	F
2 – Canterbury Rd – Stanley St – Scahill St	Priority	0.34	281 [1]	F	6.38	4,986 [1]	F	0.34	8	A	0.36	8	A
3A – Canterbury Rd – Una St	Priority	0.44	265 [1]	F	0.48	344 [1]	F	0.38	8	A	0.38	9	A
3B – Canterbury Rd – Northcote St	Priority	0.90	586 [1]	F	1.33	986 [1]	F	0.42	30	C	0.43	31	C
4 – Canterbury Rd – Duke St	Signal	0.57	11	A	0.57	11	A	0.67	12	A	0.55	13	A
5 – Stanley St – Perry St	Priority	0.02	5	A	0.04	5	A	0.06	5	A	0.06	5	A
6 – Perry St – Perry Ln	Priority	0.02	5	A	0.03	5	A	0.03	5	A	0.03	5	A
7 – Perry St – Una St – Una Ln	Priority	0.03	7	A	0.04	8	A	0.04	7	A	0.04	7	A
8 – Beamish St – Unara St	Priority	0.03	12	A	0.30	12	A	0.30	12	A	0.34	13	A
9 – Unara St – Stanley St	Priority	0.08	6	A	0.09	6	A	0.09	6	A	0.10	6	A
10 – Unara St – Perry Ln	Priority	0.06	5	A	0.06	6	A	0.07	6	A	0.08	6	A
11 – Unara St – Eileen Ln – Una Ln	Priority	0.06	8	A	0.06	8	A	0.09	9	A	0.09	9	A
12 – Unara St – Duke St	Priority	0.13	5	A	0.13	5	A	0.17	5	A	0.17	5	A
Proposed Site Access Laneway	Priority	-	-	-	0.16	5	A	0.10	5	A	0.10	5	A

[1] Right turn from minor road to Canterbury Road (four lane two-way main road)

The modelling shows that in 2021 most intersections are operating at acceptable Level of Service (LoS) A during the morning peak period and evening peak period with the exception of Site 1, Site 2, Site 3A and Site 3B which operate with LoS F. It is noted that existing right turn movements (Note [1]) from minor roads to Canterbury Road experience long delays as they are required to wait for sufficient gaps within through traffic. As such, timed right-turn bans are recommended to be implemented during peak hour periods with the exception of emergency vehicles turning right at Stanley Street (Site 2). As a result, intersection 2, 3A and 3B operate at acceptable LoS C or better in Scenario 3 and Scenario 4.

Site 1 currently operates at LoS F during the morning peak and evening peak period. The addition of development traffic (Scenario 2) causes minor impacts to intersection performance with the largest average delay increase of 6 seconds during the AM peak. The implementation of the proposed measures (Scenario 4) improves the overall intersection with reduced average delays of up to 13 seconds.

3.7.2.2 Future Model With/Without Development

Scenario 5 to Scenario 10 is discussed herein.

As mentioned above, the future 2026 base and future 2036 base incorporates STFM traffic growth within the study area and development traffic generated by 100% of the B6 zone uplift. The B6 uplift is anticipated to generate up to 533 vehicle trips per peak hour alone while in comparison the proposed hospital development is estimated to generate up to 179 vehicle trips per peak hour.

Based on the above, the intersection operation for the future year 2026 and 2036 with and without the proposed hospital development and with and without proposed upgrade improvements are presented in Table 3.7 (AM Peak) and Table 3.8 (PM Peak).

Table 3.7: Future AM Peak Intersection Operation

Intersection	Control	S5 – Future Base 2026			S6 – Future Base 2026 + Development			S7 – Future Base 2026 + Development + Right Turn Bans & New Right Turn + Right Turn Extension			S8 – Future Base 2036			S9 – Future Base 2036 + Development			S10 – Future Base 2036 + Development + Right Turn Bans & New Right Turn + Right Turn Extension		
		DoS	Ave. Delay (s)	LoS	DoS	Ave. Delay (s)	LoS	DoS	Ave. Delay (s)	LoS	DoS	Ave. Delay (s)	LoS	DoS	Ave. Delay (s)	LoS	DoS	Ave. Delay (s)	LoS
1 – Beamish St – Bexley Rd – Canterbury Rd	Signal	1.29	101	F	1.36	108	F	1.18	99	F	1.30	114	F	1.36	121	F	1.21	117	F
2 – Canterbury Rd – Stanley St – Scahill St	Priority	19.96	17,279 [1]	F	26.49	23,125 [1]	F	0.54	9	A	19.87	17,178 [1]	F	26.48	23,097 [1]	F	0.74	11	A
3A – Canterbury Rd – Una St	Priority	1.03	2,062 [1]	F	1.31	2,417 [1]	F	0.46	12	A	1.21	2,751 [1]	F	1.55	2,751 [1]	F	0.48	12	A
3B – Canterbury Rd – Northcote St	Priority	3.27	2,412 [1]	F	3.67	2,786 [1]	F	0.51	38 [2]	C	6.73	5,487 [1]	F	6.73	5,483 [1]	F	0.58	56 [2]	D
4 – Canterbury Rd – Duke St	Signal	0.64	13	A	0.81	15	B	0.87	31	C	0.874	18	B	0.90	21	B	0.93	40	C
5 – Stanley St – Perry St	Priority	0.14	6	A	0.15	6	A	0.20	6	A	0.12	6	A	0.11	6	A	0.20	6	A
6 – Perry St – Perry Ln	Priority	0.11	6	A	0.12	6	A	0.15	6	A	0.10	6	A	0.08	6	A	0.15	6	A
7 – Perry St – Una St – Una Ln	Priority	0.11	8	A	0.11	8	A	0.27	7	A	0.09	8	A	0.07	8	A	0.27	7	A
8 – Beamish St – Unara St	Priority	0.40	14	B	0.40	15	B	0.43	15	B	0.45	18	B	0.45	18	B	0.48	19	B
9 – Unara St – Stanley St	Priority	0.10	6	A	0.10	6	A	0.13	6	A	0.10	6	A	0.10	6	A	0.13	6	A
10 – Unara St – Perry Ln	Priority	0.06	6	A	0.06	6	A	0.08	6	A	0.06	6	A	0.06	6	A	0.08	5	A
11 – Unara St – Eileen Ln – Una Ln	Priority	0.06	9	A	0.06	9	A	0.19	10	A	0.06	9	A	0.06	9	A	0.19	10	A
12 – Unara St – Duke St	Priority	0.11	5	A	0.12	5	A	0.16	5	A	0.11	5	A	0.12	5	A	0.17	6	A
Site Access Laneway	Priority	0.21	6	A	0.29	6	A	0.20	6	A	0.21	6	A	0.29	6	A	0.20	6	A

[1] Right turn from minor road to Canterbury Road (four lane two-way main road)
[2] Right turn from Canterbury Road to minor road – not related to any development traffic

Table 3.8: Future PM Peak Intersection Operation

Intersection	Control	S5 – Future Base 2026			S6 – Future Base 2026 + Development			S7 – Future Base 2026 + Development + Right Turn Bans & New Right Turn + Right Turn Extension			S8 – Future Base 2036			S9 – Future Base 2036 + Development			S10 – Future Base 2036 + Development + Right Turn Bans & New Right Turn + Right Turn Extension		
		DoS	Ave. Delay (s)	LoS	DoS	Ave. Delay (s)	LoS	DoS	Ave. Delay (s)	LoS	DoS	Ave. Delay (s)	LoS	DoS	Ave. Delay (s)	LoS	DoS	Ave. Delay (s)	LoS
1 – Beamish St – Bexley Rd – Canterbury Rd	Signal	1.28	111	F	1.32	114	F	1.47	106	F	1.30	134	F	1.32	137	F	1.57	114	F
2 – Canterbury Rd – Stanley St – Scahill St	Priority	29.38	25,642 [1]	F	39.51	34,745 [1]	F	0.45	11	A	45.94	40,591 [1]	F	61.03	54,153 [1]	F	0.60	14	A
3A – Canterbury Rd – Una St	Priority	0.70	1,226 [1]	F	0.90	1,691 [1]	F	0.53	10	A	0.99	1,911 [1]	F	1.00	1,897 [1]	F	0.60	11	A
3B – Canterbury Rd – Northcote St	Priority	2.34	1,831 [1]	F	2.34	1,821 [1]	F	0.52	44 [2]	D	2.73	2,102 [1]	F	2.73	2,094 [1]	F	0.56	49 [2]	D
4 – Canterbury Rd – Duke St	Signal	0.58	11	A	0.59	12	A	0.91	36	C	0.60	12	A	0.62	12	A	0.92	39	C
5 – Stanley St – Perry St	Priority	0.08	5	A	0.10	5	A	0.17	6	A	0.08	5	A	0.10	5	A	0.17	6	A
6 – Perry St – Perry Ln	Priority	0.06	5	A	0.07	5	A	0.07	5	A	0.06	5	A	0.07	5	A	0.07	5	A
7 – Perry St – Una St – Una Ln	Priority	0.07	8	A	0.08	8	A	0.12	7	A	0.07	8	A	0.08	8	A	0.12	7	A
8 – Beamish St – Unara St	Priority	0.34	14	A	0.40	14	A	0.45	16	B	0.38	15	B	0.45	16	B	0.53	20	B
9 – Unara St – Stanley St	Priority	0.09	6	A	0.11	6	A	0.26	6	A	0.09	6	A	0.11	6	A	0.26	6	A
10 – Unara St – Perry Ln	Priority	0.06	6	A	0.06	6	A	0.11	6	A	0.06	6	A	0.06	5	A	0.11	6	A
11 – Unara St – Eileen Ln – Una Ln	Priority	0.06	8	A	0.06	8	A	0.12	9	A	0.06	8	A	0.07	8	A	0.12	10	A
12 – Unara St – Duke St	Priority	0.14	5	A	0.14	5	A	0.19	5	A	0.14	5	A	0.14	5	A	0.19	5	A
Site Access Laneway	Priority	0.47	5	A	0.63	6	A	0.40	6	A	0.47	5	A	0.63	5	A	0.40	6	A

[1] Right turn from minor road to Canterbury Road (four lane two-way main road)
[2] Right turn from Canterbury Road to minor road – not related to any development traffic

Table 3.7 and Table 3.8 indicates the existing intersections Site 1, Site 2, Site 3A and Site 3B will continue to operate at unacceptable LoS F in the future 2026 and future 2036 base regardless of the proposed hospital development.

The proposed hospital development traffic (Scenario 6 and Scenario 9) causes minor impacts to intersection performance at key signalised sites with a maximum average delay increase of up to 7 seconds. However, the increase traffic due to background growth would further exacerbate the existing delays for right turn movements from minor roads onto Canterbury Road at priority-controlled sites (sites 2, 3A and 3B).

Scenario 7 and Scenario 10 indicate that the proposed mitigation measures would alleviate the poor intersection performances. As a result, intersection 2, 3A and 3B would operate at acceptable LoS D or better. Furthermore, the proposed mitigation measures would improve the operation of Site 1 for both the future 2026 or 2036 scenarios to levels consistent with the respective future base results.

In summary, the modelling results indicate that overall, the proposed hospital development traffic has minor impacts to the road network compared to the anticipated background traffic growth and traffic generated by the B6 zone. The proposed mitigation measures would help provide performance relief along the Canterbury Road corridor during the peak periods.

4 Conclusion

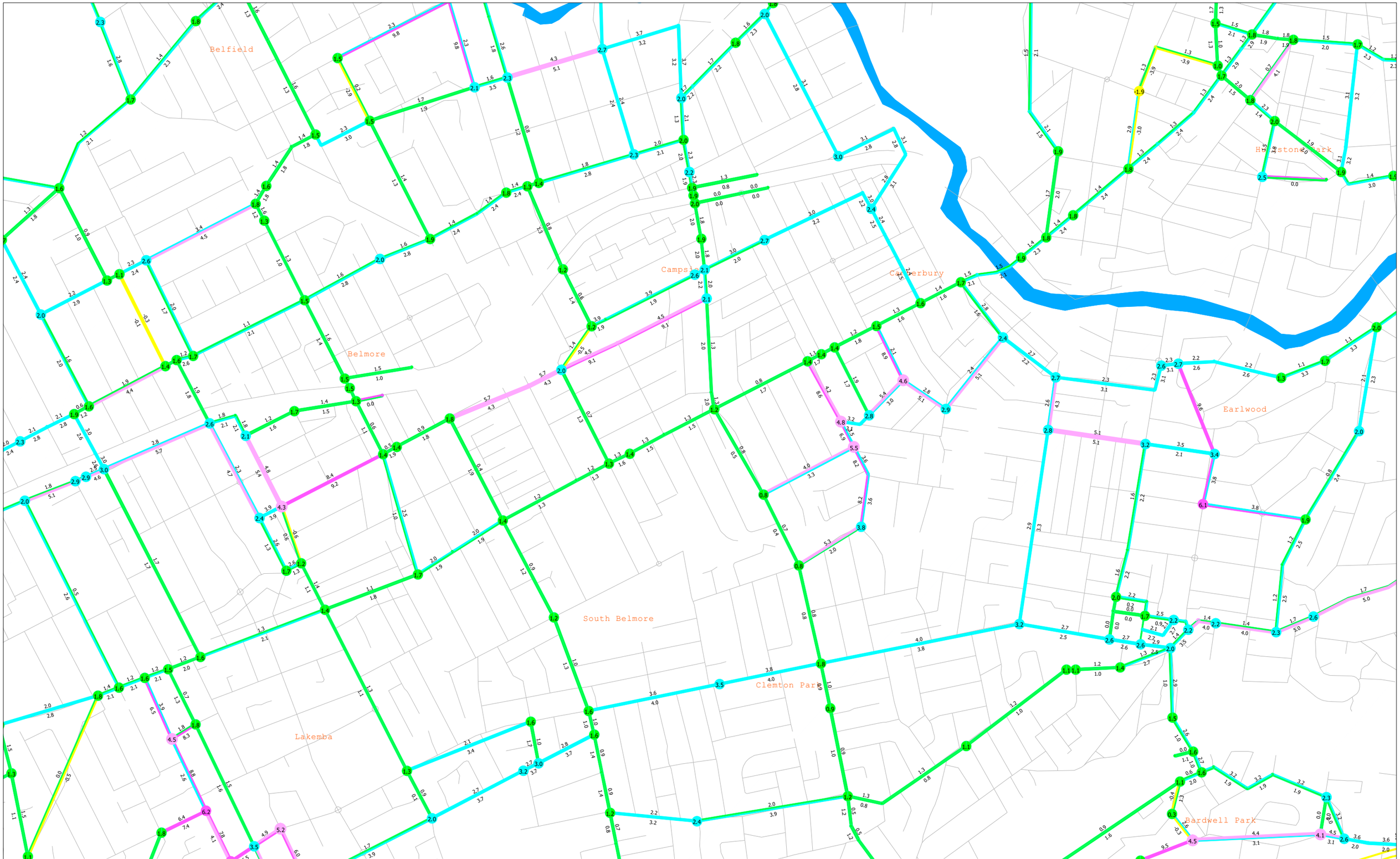
This traffic modelling report is prepared for Varga Traffic Planning to detail TTPP's methodology, calibration and discussion of the traffic network modelling undertaken for the proposed hospital development at 445-449 Canterbury Road, Campsie. A summary of the modelling calibration and assumptions are as follows:

- Traffic surveys of the modelled intersections were provided to TTPP and undertaken on Thursday 10 June 2021.
- Traffic survey volumes are considered to be appropriate and of typical road network levels in light of the current Covid-19 situation.
- All signalised intersections were configured in the SIDRA models based on latest TCS plans and Nearmap aerial imagery at the time of completing the modelling analysis.
- All priority-controlled and roundabout intersection were configured based on aerial imagery and site observations captured at the time of completing the modelling analysis.
- The phase sequencing was based on SCATS history files for signalised intersection. Phase times were adjusted from the observed SCATS data to calibrate to the existing on-site traffic conditions (i.e. queue lengths and level of service).
- Gap acceptance values were applied to certain turning movements at priority-controlled intersections based on the RMS Traffic Modelling Guidelines to calibrate to the existing on-site traffic conditions.
- Capacity adjustment factors were applied to nominated lanes to reflect and calibrate to the existing on-site traffic conditions (i.e. queue lengths and level of service)
- The proposed hospital development traffic causes minor impacts to intersection performance.

Appendix A

STFM Traffic Growth Plots

ROAD TRAFFIC GROWTH (%YR, 2HRSPK) LINKS & INTERSECTIONS

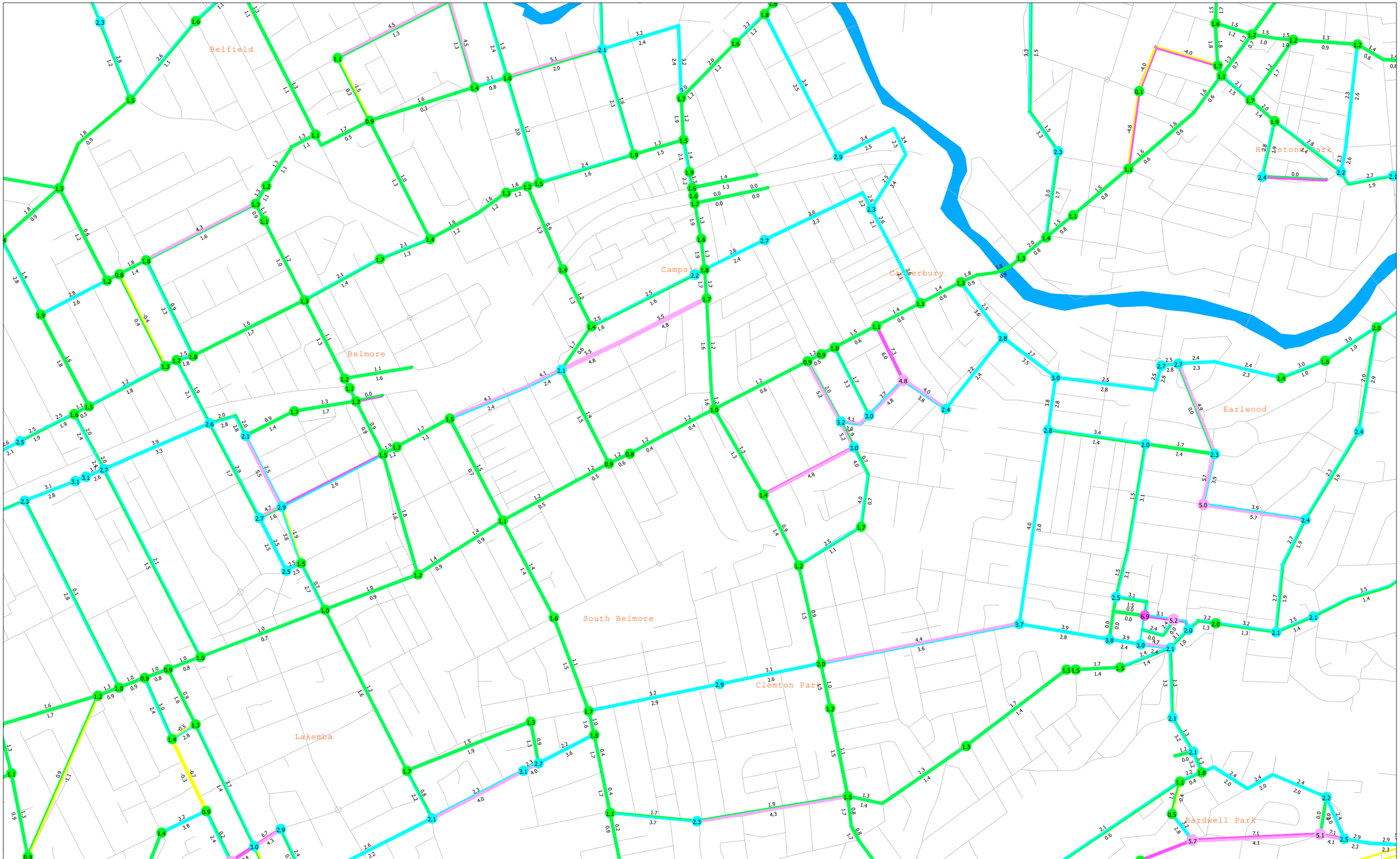


SYDNEY GMA STRATEGIC TRAFFIC FORECASTING MODEL(STFM)
Scenario 2036: 2036 ROAD NETWORK MODEL(TZP19STMV3.8FMMV7.1)-7-9AM(mf36)
2021-06-29 07:08

Growth(YR):

- <0
- <2.00
- 2.01-4.00
- 4.01-6.00
- >6.00
- New Links=999

ROAD TRAFFIC GROWTH (%YR, 2HRSPK) LINKS & INTERSECTIONS



SYDNEY GMA STRATEGIC TRAFFIC FORECASTING MODEL(STFM)
Scenario 20360: 2036 ROAD NETWORK MODEL(TZP19STMV3.8FMMV7.1)-4-6PM(mf56)
2021-06-29 07:08

Growth(YR):

- <0
- <2.00
- 2.01-4.00
- 4.01-6.00
- >6.00
- New Links=999

Appendix B

SIDRA Results

MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Existing AM)]

Network: [AM (Network Folder: S1 Existing)]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	77	5.5	77	5.5	1.087	134.6	LOS F	18.3	133.1	1.00	1.23	1.98	14.8
2	T1	592	4.3	592	4.3	* 1.087	147.8	LOS F	22.5	163.5	1.00	1.37	1.98	9.2
3	R2	379	4.7	379	4.7	* 1.098	172.9	LOS F	26.8	194.9	1.00	1.25	2.01	8.9
Approach		1047	4.5	1047	4.5	1.098	155.9	LOS F	26.8	194.9	1.00	1.32	1.99	9.6
East: Canterbury Rd														
4	L2	189	7.8	189	7.8	* 0.813	49.8	LOS D	15.7	115.0	0.97	0.91	1.03	26.4
5	T1	879	4.6	879	4.6	0.813	42.6	LOS D	15.8	115.0	0.97	0.90	1.02	27.1
Approach		1068	5.1	1068	5.1	0.813	43.8	LOS D	15.8	115.0	0.97	0.90	1.02	27.0
North: Beamish St														
7	L2	40	21.1	40	21.1	0.743	66.9	LOS E	8.5	63.9	1.00	0.97	1.07	13.5
8	T1	358	6.2	358	6.2	0.743	59.1	LOS E	8.5	63.9	0.98	0.91	1.08	26.7
9	R2	101	13.5	101	13.5	0.528	55.9	LOS D	3.5	27.0	0.91	0.77	0.91	26.3
Approach		499	8.9	499	8.9	0.743	59.1	LOS E	8.5	63.9	0.97	0.89	1.04	25.8
West: Canterbury Rd														
10	L2	45	25.6	45	25.6	0.730	32.1	LOS C	20.0	147.6	0.84	0.77	0.84	31.3
11	T1	1127	4.9	1127	4.9	0.730	24.7	LOS B	20.0	147.6	0.79	0.72	0.79	32.2
12	R2	244	2.6	244	2.6	* 1.040	104.7	LOS F	14.6	104.7	1.00	1.17	1.85	17.2
Approach		1417	5.2	1417	5.2	1.040	38.7	LOS C	20.0	147.6	0.83	0.80	0.98	25.5
All Vehicles		4032	5.5	4031	5.5	1.098	73.0	LOS F	26.8	194.9	0.93	0.97	1.26	18.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	20	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.7	0.96
North: Beamish St											
P3	Full	14	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96
West: Canterbury Rd											

P4	Full	32	59.2	LOS E	0.1	0.1	0.96	0.96	225.4	216.0	0.96
All Pedestrians		71	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Existing AM)]

Network: [AM (Network Folder: S1 Existing)]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.037	7.1	LOS A	0.1	0.6	0.48	0.64	0.48	40.2
Approach		15	0.0	15	0.0	0.037	7.1	LOS A	0.1	0.6	0.48	0.64	0.48	40.2
East: Canterbury Rd														
4	L2	41	0.0	41	0.0	0.293	5.6	LOS A	3.1	22.2	0.00	0.04	0.00	56.9
5	T1	1064	5.1	1064	5.1	0.293	0.0	LOS A	4.4	32.4	0.00	0.02	0.00	59.1
Approach		1105	5.0	1105	5.0	0.293	0.3	NA	4.4	32.4	0.00	0.02	0.00	58.9
North: Stanley St														
7	L2	16	0.0	16	0.0	0.026	10.0	LOS A	0.0	0.3	0.58	0.72	0.58	25.2
9	R2	2	0.0	2	0.0	0.398	456.0	LOS F	0.2	1.4	0.99	1.01	1.04	0.9
Approach		18	0.0	18	0.0	0.398	62.5	LOS E	0.2	1.4	0.63	0.75	0.63	6.2
West: Canterbury Rd														
10	L2	12	0.0	11	0.0	0.401	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	59.1
11	T1	1535	5.2	1501	5.2	0.401	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.4
Approach		1546	5.2	1512 N1	5.2	0.401	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.4
All Vehicles		2684	5.0	2650 N1	5.1	0.401	0.6	NA	4.4	32.4	0.01	0.02	0.01	56.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Existing AM)]

Network: [AM (Network Folder: S1 Existing)]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1294	4.4	1294	4.4	0.431	3.2	LOS A	1.4	10.0	0.37	0.03	0.43	16.3
6	R2	44	0.0	44	0.0	0.431	25.6	LOS B	1.4	10.0	1.00	0.09	1.16	7.3
Approach		1338	4.2	1338	4.2	0.431	4.0	NA	1.4	10.0	0.39	0.04	0.45	15.6
North: Una St														
7	L2	16	13.3	16	13.5	0.061	10.1	LOS A	0.1	1.1	0.60	0.77	0.60	22.7
9	R2	2	0.0	2	0.0	0.179	319.4	LOS F	0.2	1.3	0.99	1.00	1.00	1.2
Approach		18	11.8	18	11.9	0.179	46.5	LOS D	0.2	1.3	0.64	0.80	0.64	7.6
West: Canterbury Rd														
10	L2	11	0.0	10	0.0	0.407	5.6	LOS A	6.6	48.2	0.00	0.01	0.00	59.4
11	T1	1557	5.3	1523	5.4	0.407	0.1	LOS A	6.6	48.2	0.00	0.00	0.00	59.6
Approach		1567	5.3	1534 N1	5.3	0.407	0.1	NA	6.6	48.2	0.00	0.00	0.00	59.6
All Vehicles		2923	4.9	2889 N1	4.9	0.431	2.2	NA	6.6	48.2	0.18	0.02	0.21	49.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: X:\21219 Campsie Private Hospital - Traffic Modelling\07 Modelling Files\Model\21219-sid Campsie Private Hospital 210805 All Scenario (Incl With Mitigation Measures).sip9

MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Existing AM)]

Network: [AM (Network Folder: S1 Existing)]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	38	5.6	38	5.6	0.075	10.7	LOS A	0.1	0.8	0.63	0.80	0.63	38.8
3	R2	29	3.6	29	3.6	1.206	582.4	LOS F	3.2	23.2	1.00	1.35	2.36	2.8
Approach		67	4.7	67	4.7	1.206	260.8	LOS F	3.2	23.2	0.79	1.04	1.39	6.0
East: Canterbury Rd														
4	L2	80	0.0	80	0.0	0.485	3.7	LOS A	0.0	0.0	0.00	0.05	0.00	56.3
5	T1	1300	4.2	1299	4.2	0.485	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	56.0
Approach		1380	4.0	1379 N1	4.0	0.485	0.2	NA	0.0	0.0	0.00	0.03	0.00	56.1
West: Canterbury Rd														
11	T1	1548	5.1	1515	5.1	0.458	2.5	LOS A	1.4	10.0	0.12	0.01	0.16	19.6
12	R2	24	26.1	24	26.3	0.458	32.4	LOS C	1.4	10.0	0.27	0.02	0.38	41.7
Approach		1573	5.4	1539 N1	5.4	0.458	2.9	NA	1.4	10.0	0.12	0.01	0.17	22.8
All Vehicles		3020	4.7	2986 N1	4.8	1.206	7.5	NA	3.2	23.2	0.08	0.04	0.12	20.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Existing AM)]

Network: [AM (Network Folder: S1 Existing)]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1279	4.2	1279	4.2	0.480	8.4	LOS A	10.6	77.1	0.47	0.43	0.47	45.6
Approach		1279	4.2	1279	4.2	0.480	8.4	LOS A	10.6	77.1	0.47	0.43	0.47	45.6
North: Duke St														
7	L2	62	1.7	62	1.7	0.233	58.2	LOS E	2.1	15.3	0.92	0.75	0.92	23.6
9	R2	101	1.0	100	1.0	* 0.386	59.7	LOS E	3.6	25.4	0.95	0.78	0.95	11.6
Approach		163	1.3	162 N1	1.3	0.386	59.1	LOS E	3.6	25.4	0.94	0.77	0.94	17.0
West: Canterbury Rd														
10	L2	18	0.0	17	0.0	* 0.574	13.1	LOS A	6.2	45.0	0.52	0.49	0.52	16.4
11	T1	1560	5.1	1522	5.1	0.574	9.4	LOS A	6.2	45.0	0.52	0.49	0.52	45.4
Approach		1578	5.1	1540 N1	5.1	0.574	9.4	LOS A	6.2	45.0	0.52	0.49	0.52	45.3
All Vehicles		3020	4.5	2981 N1	4.6	0.574	11.7	LOS A	10.6	77.1	0.52	0.48	0.52	42.0

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	19	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	11	59.2	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	15	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		44	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.6	0.96

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: 5 [5. Stanley St - Perry St (Site Folder: Existing AM)]

Network: [AM (Network Folder: S1 Existing)]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	7	28.6	7	28.7	0.018	4.0	LOS A	0.0	0.2	0.03	0.57	0.03	25.4
6b	R3	16	6.7	16	6.7	0.018	4.9	LOS A	0.0	0.2	0.03	0.57	0.03	25.4
Approach		23	13.6	23	13.7	0.018	4.6	LOS A	0.0	0.2	0.03	0.57	0.03	25.4
NorthEast: Stanley St														
24b	L3	14	15.4	13	15.9	0.011	5.5	LOS A	0.0	0.0	0.00	0.47	0.00	35.9
8	T1	3	33.3	3	34.2	0.011	0.0	LOS A	0.0	0.0	0.00	0.47	0.00	35.9
Approach		17	18.8	16 N1	19.4	0.011	4.5	NA	0.0	0.0	0.00	0.47	0.00	35.9
SouthWest: Stanley St														
2	T1	17	12.5	17	12.6	0.018	0.0	LOS A	0.0	0.2	0.06	0.23	0.06	40.1
32a	R1	16	6.7	16	6.7	0.018	3.7	LOS A	0.0	0.2	0.06	0.23	0.06	40.1
Approach		33	9.7	32 N1	9.8	0.018	1.8	NA	0.0	0.2	0.06	0.23	0.06	40.1
All Vehicles		73	13.0	72 N1	13.2	0.018	3.3	NA	0.0	0.2	0.04	0.39	0.04	34.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Existing AM)]

Network: [AM (Network Folder: S1 Existing)]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	22	14.3	22	14.3	0.013	0.0	LOS A	0.0	0.0	0.01	0.03	0.01	49.0
6b	R3	1	0.0	1	0.0	0.013	5.2	LOS A	0.0	0.0	0.01	0.03	0.01	49.0
Approach		23	13.6	23	13.7	0.013	0.2	NA	0.0	0.0	0.01	0.03	0.01	49.0
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.09	0.51	0.09	34.8
26a	R1	2	0.0	2	0.0	0.002	4.2	LOS A	0.0	0.0	0.09	0.51	0.09	34.8
Approach		3	0.0	3	0.0	0.002	4.6	LOS A	0.0	0.0	0.09	0.51	0.09	34.8
West: Perry St														
10a	L1	1	0.0	1	0.0	0.012	4.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
11	T1	21	15.0	21	15.3	0.012	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
Approach		22	14.3	22	14.5	0.012	0.2	NA	0.0	0.0	0.00	0.03	0.00	47.8
All Vehicles		48	13.0	48	13.2	0.013	0.5	NA	0.0	0.0	0.01	0.06	0.01	47.3

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

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Existing AM)]

Network: [AM (Network Folder: S1 Existing)]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	14	7.7	14	7.7	0.024	4.6	LOS A	0.0	0.0	0.00	0.16	0.00	43.2
2	T1	33	0.0	32	0.0	0.024	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	43.2
Approach		46	2.3	46	2.3	0.024	1.4	NA	0.0	0.0	0.00	0.16	0.00	43.2
North: Una Ln														
8	T1	14	0.0	14	0.0	0.010	7.2	LOS A	0.0	0.1	0.14	0.94	0.14	29.4
9	R2	3	0.0	3	0.0	0.010	8.3	LOS A	0.0	0.1	0.14	0.94	0.14	29.4
Approach		17	0.0	17	0.0	0.010	7.4	LOS A	0.0	0.1	0.14	0.94	0.14	29.4
West: Perry St														
10	L2	8	0.0	8	0.0	0.016	4.6	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
12	R2	12	27.3	11	27.7	0.016	5.0	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
Approach		20	15.8	20	16.1	0.016	4.8	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
All Vehicles		83	5.1	82[N1]	5.1	0.024	3.4	NA	0.0	0.2	0.05	0.40	0.05	37.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Existing AM)]

Network: [AM (Network Folder: S1 Existing)]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	544	6.4	505	6.5	0.366	2.3	LOS A	0.6	4.3	0.26	0.25	0.31	42.2
3	R2	113	2.8	104	2.9	0.366	8.0	LOS A	0.6	4.3	0.26	0.25	0.31	43.2
Approach		657	5.8	609 N1	5.9	0.366	3.3	NA	0.6	4.3	0.26	0.25	0.31	42.3
East: Unara St														
4	L2	44	0.0	44	0.0	0.043	6.4	LOS A	0.1	0.5	0.46	0.63	0.46	28.2
6	R2	22	4.8	22	4.8	0.060	12.5	LOS A	0.1	0.5	0.72	0.87	0.72	26.8
Approach		66	1.6	66	1.6	0.060	8.4	LOS A	0.1	0.5	0.55	0.71	0.55	27.5
North: Beamish St														
7	L2	36	2.9	36	2.9	0.264	3.4	LOS A	0.0	0.0	0.00	0.03	0.00	39.1
8	T1	459	9.2	459	9.2	0.264	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	39.1
Approach		495	8.7	495	8.7	0.264	0.3	NA	0.0	0.0	0.00	0.03	0.00	39.1
All Vehicles		1218	6.7	1170 N1	7.0	0.366	2.3	NA	0.6	4.3	0.17	0.19	0.19	40.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Existing AM)]

Network: [AM (Network Folder: S1 Existing)]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	4	25.0	4	25.0	0.022	3.9	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
5	T1	37	0.0	37	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
Approach		41	2.6	41	2.6	0.022	0.4	NA	0.0	0.0	0.00	0.06	0.00	46.9
West: Unara St														
11	T1	122	2.6	115	2.6	0.075	0.0	LOS A	0.1	0.4	0.04	0.10	0.04	44.5
12b	R3	23	4.5	22	4.7	0.075	5.4	LOS A	0.1	0.4	0.04	0.10	0.04	44.5
Approach		145	2.9	137 N1	2.9	0.075	0.9	NA	0.1	0.4	0.04	0.10	0.04	44.5
SouthWest: Stanley St														
30b	L3	31	6.9	30	6.9	0.025	5.6	LOS A	0.0	0.3	0.10	0.53	0.10	33.8
32a	R1	5	0.0	5	0.0	0.025	4.7	LOS A	0.0	0.3	0.10	0.53	0.10	33.8
Approach		36	5.9	36	5.9	0.025	5.4	LOS A	0.0	0.3	0.10	0.53	0.10	33.8
All Vehicles		222	3.3	214 N1	3.4	0.075	1.5	NA	0.1	0.4	0.05	0.16	0.05	41.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Existing AM)]

Network: [AM (Network Folder: S1 Existing)]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	1	0.0	1	0.0	0.020	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	37	2.9	37	2.9	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		38	2.8	38	2.8	0.020	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	127	2.5	121	2.5	0.064	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.0
12b	R3	2	0.0	2	0.0	0.064	4.8	LOS A	0.0	0.0	0.00	0.01	0.00	49.0
Approach		129	2.4	123 N1	2.5	0.064	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.0
SouthWest: Perry Ln														
30b	L3	2	0.0	2	0.0	0.002	5.5	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
32a	R1	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
Approach		3	0.0	3	0.0	0.002	5.2	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
All Vehicles		171	2.5	164 N1	2.6	0.064	0.2	NA	0.0	0.0	0.01	0.02	0.01	48.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Existing AM)]

Network: [AM (Network Folder: S1 Existing)]

AM Peak 7:30AM-8:30AM
Site Category: -
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	5	0.0	5	0.0	0.049	7.6	LOS A	0.1	0.5	0.21	0.91	0.21	28.8
2	T1	5	0.0	5	0.0	0.049	7.9	LOS A	0.1	0.5	0.21	0.91	0.21	30.1
3	R2	35	0.0	34	0.0	0.049	7.9	LOS A	0.1	0.5	0.21	0.91	0.21	28.8
Approach		45	0.0	45	0.0	0.049	7.9	LOS A	0.1	0.5	0.21	0.91	0.21	29.0
East: Unara St														
4	L2	4	0.0	4	0.0	0.022	3.7	LOS A	0.0	0.0	0.02	0.07	0.02	44.1
5	T1	36	2.9	36	2.9	0.022	0.0	LOS A	0.0	0.0	0.02	0.07	0.02	44.1
6	R2	1	0.0	1	0.0	0.022	3.9	LOS A	0.0	0.0	0.02	0.07	0.02	27.4
Approach		41	2.6	41	2.6	0.022	0.5	NA	0.0	0.0	0.02	0.07	0.02	42.8
North: Eileen Ln														
7	L2	2	50.0	2	50.0	0.010	8.8	LOS A	0.0	0.1	0.26	0.93	0.26	20.4
8	T1	6	0.0	6	0.0	0.010	7.4	LOS A	0.0	0.1	0.26	0.93	0.26	20.4
9	R2	1	0.0	1	0.0	0.010	7.4	LOS A	0.0	0.1	0.26	0.93	0.26	20.4
Approach		9	11.1	9	11.1	0.010	7.7	LOS A	0.0	0.1	0.26	0.93	0.26	20.4
West: Unara St														
10	L2	3	0.0	3	0.0	0.064	4.6	LOS A	0.0	0.1	0.01	0.03	0.01	36.7
11	T1	123	2.6	117	2.6	0.064	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	48.8
12	R2	3	0.0	3	0.0	0.064	4.7	LOS A	0.0	0.1	0.01	0.03	0.01	48.8
Approach		129	2.4	123 N1	2.5	0.064	0.2	NA	0.0	0.1	0.01	0.03	0.01	48.3
All Vehicles		225	2.3	218 N1	2.4	0.064	2.2	NA	0.1	0.5	0.06	0.26	0.06	40.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: X:\21219 Campsie Private Hospital - Traffic Modelling\07 Modelling Files\Model\21219-sid Campsie Private Hospital 210805 All Scenario (Incl With Mitigation Measures).sip9

MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Existing AM)]

Network: [AM (Network Folder: S1 Existing)]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	3	0.0	3	0.0	0.023	4.6	LOS A	0.0	0.0	0.00	0.04	0.00	49.1
2	T1	41	0.0	41	0.0	0.023	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.2
Approach		44	0.0	44	0.0	0.023	0.3	NA	0.0	0.0	0.00	0.04	0.00	49.2
North: Duke St														
8	T1	129	0.8	129	0.8	0.088	0.0	LOS A	0.1	0.6	0.06	0.12	0.06	40.3
9	R2	36	0.0	36	0.0	0.088	4.0	LOS A	0.1	0.6	0.06	0.12	0.06	40.3
Approach		165	0.6	165	0.6	0.088	0.9	NA	0.1	0.6	0.06	0.12	0.06	40.3
West: Unara St														
10	L2	129	1.6	124	1.6	0.108	3.8	LOS A	0.2	1.3	0.11	0.50	0.11	17.2
12	R2	32	3.3	30	3.4	0.108	4.4	LOS A	0.2	1.3	0.11	0.50	0.11	25.9
Approach		161	2.0	154 N1	2.0	0.108	3.9	LOS A	0.2	1.3	0.11	0.50	0.11	17.9
All Vehicles		371	1.1	363 N1	1.2	0.108	2.1	NA	0.2	1.3	0.07	0.27	0.07	27.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Existing PM)]

Network: [PM (Network Folder: S1 Existing)]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	118	4.5	118	4.5	1.128	167.1	LOS F	14.5	105.1	1.00	1.27	2.20	13.1
2	T1	419	4.3	419	4.3	* 1.128	183.6	LOS F	21.9	158.6	1.00	1.46	2.19	8.0
3	R2	338	1.9	338	1.9	* 1.171	231.7	LOS F	28.1	200.1	1.00	1.39	2.35	6.8
Approach		875	3.4	875	3.4	1.171	199.9	LOS F	28.1	200.1	1.00	1.41	2.25	8.2
East: Canterbury Rd														
4	L2	138	1.5	138	1.5	* 0.814	45.8	LOS D	16.2	115.0	0.96	0.90	1.00	28.0
5	T1	1064	1.9	1064	1.9	0.814	39.3	LOS C	16.2	115.0	0.96	0.89	0.99	28.3
Approach		1202	1.8	1202	1.8	0.814	40.1	LOS C	16.2	115.0	0.96	0.89	0.99	28.3
North: Beamish St														
7	L2	67	9.4	67	9.4	1.094	149.9	LOS F	14.3	105.5	1.00	1.29	2.08	5.4
8	T1	351	4.8	350	4.8	1.094	156.7	LOS F	14.3	105.5	1.00	1.32	2.12	12.6
9	R2	112	5.7	112	5.7	0.687	59.9	LOS E	4.0	29.5	0.93	0.82	1.03	25.4
Approach		529	5.6	529	5.6	1.094	135.5	LOS F	14.3	105.5	0.99	1.21	1.88	13.1
West: Canterbury Rd														
10	L2	53	16.0	53	16.0	0.590	26.2	LOS B	15.3	109.3	0.72	0.66	0.72	34.8
11	T1	968	1.0	968	1.0	0.590	19.1	LOS B	15.3	109.3	0.67	0.61	0.67	35.8
12	R2	203	0.0	203	0.0	* 1.017	93.8	LOS F	11.8	82.8	1.00	1.13	1.81	18.0
Approach		1224	1.5	1224	1.5	1.017	31.8	LOS C	15.3	109.3	0.73	0.70	0.86	27.8
All Vehicles		3831	2.6	3830	2.6	1.171	87.1	LOS F	28.1	200.1	0.90	0.99	1.36	16.3

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	4	59.1	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	9	59.2	LOS E	0.0	0.0	0.95	0.95	224.3	214.7	0.96
North: Beamish St											
P3	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96
West: Canterbury Rd											

P4	Full	18	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96
All Pedestrians		37	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Existing PM)]

Network: [PM (Network Folder: S1 Existing)]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.040	7.5	LOS A	0.1	0.8	0.51	0.67	0.51	39.7
Approach		15	0.0	15	0.0	0.040	7.5	LOS A	0.1	0.8	0.51	0.67	0.51	39.7
East: Canterbury Rd														
4	L2	34	3.1	34	3.1	0.319	5.6	LOS A	4.7	33.5	0.00	0.03	0.00	56.9
5	T1	1193	1.9	1193	1.9	0.319	0.1	LOS A	5.7	40.2	0.00	0.02	0.00	59.3
Approach		1226	1.9	1226	1.9	0.319	0.2	NA	5.7	40.2	0.00	0.02	0.00	59.2
North: Stanley St														
7	L2	19	0.0	19	0.0	0.027	9.0	LOS A	0.0	0.3	0.54	0.68	0.54	26.8
9	R2	2	0.0	2	0.0	0.280	281.4	LOS F	0.1	1.0	0.99	1.00	1.02	1.5
Approach		21	0.0	21	0.0	0.280	36.2	LOS C	0.1	1.0	0.58	0.71	0.58	10.0
West: Canterbury Rd														
10	L2	13	8.3	12	8.2	0.341	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	59.1
11	T1	1360	1.5	1306	1.4	0.341	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.4
Approach		1373	1.5	1318 N1	1.5	0.341	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.4
All Vehicles		2635	1.7	2580 N1	1.7	0.341	0.5	NA	5.7	40.2	0.01	0.02	0.01	57.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Existing PM)]

Network: [PM (Network Folder: S1 Existing)]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1458	1.6	1458	1.6	0.437	1.8	LOS A	1.1	7.8	0.13	0.02	0.17	23.6
6	R2	38	2.8	38	2.8	0.437	20.5	LOS B	1.1	7.8	0.31	0.04	0.41	12.9
Approach		1496	1.6	1496	1.6	0.437	2.2	NA	1.1	7.8	0.13	0.02	0.18	23.1
North: Una St														
7	L2	8	0.0	8	0.0	0.024	8.0	LOS A	0.0	0.2	0.53	0.66	0.53	25.5
9	R2	3	0.0	3	0.0	0.216	264.6	LOS F	0.2	1.6	0.99	1.00	1.01	1.5
Approach		12	0.0	11 N1	0.0	0.216	78.0	LOS F	0.2	1.6	0.66	0.76	0.66	4.8
West: Canterbury Rd														
10	L2	26	0.0	25	0.0	0.350	5.6	LOS A	2.6	18.3	0.00	0.02	0.00	59.1
11	T1	1382	1.4	1329	1.3	0.350	0.1	LOS A	2.6	18.3	0.00	0.01	0.00	59.4
Approach		1408	1.3	1354 N1	1.3	0.350	0.2	NA	2.6	18.3	0.00	0.01	0.00	59.4
All Vehicles		2916	1.5	2861 N1	1.5	0.437	1.6	NA	2.6	18.3	0.07	0.02	0.10	51.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: X:\21219 Campsie Private Hospital - Traffic Modelling\07 Modelling Files\Model\21219-sid Campsie Private Hospital 210805 All Scenario (Incl With Mitigation Measures).sip9

MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Existing PM)]

Network: [PM (Network Folder: S1 Existing)]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	31	10.3	31	10.3	0.060	10.5	LOS A	0.1	0.7	0.61	0.77	0.61	39.1
3	R2	11	0.0	11	0.0	0.904	586.1	LOS F	1.0	7.0	1.00	1.10	1.39	3.0
Approach		41	7.7	41	7.7	0.904	158.1	LOS F	1.0	7.0	0.71	0.85	0.81	9.5
East: Canterbury Rd														
4	L2	129	0.0	129	0.0	0.491	3.7	LOS A	0.0	0.0	0.00	0.08	0.00	56.0
5	T1	1465	1.4	1465	1.4	0.491	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	55.1
Approach		1595	1.3	1595	1.3	0.491	0.3	NA	0.0	0.0	0.00	0.05	0.00	55.5
West: Canterbury Rd														
11	T1	1365	1.2	1313	1.1	0.399	3.1	LOS A	1.4	10.0	0.13	0.01	0.18	17.0
12	R2	25	12.5	24	12.3	0.399	32.7	LOS C	1.4	10.0	0.33	0.03	0.43	40.3
Approach		1391	1.4	1337 N1	1.3	0.399	3.6	NA	1.4	10.0	0.14	0.01	0.18	20.5
All Vehicles		3026	1.4	2973 N1	1.5	0.904	4.0	NA	1.4	10.0	0.07	0.04	0.09	31.0

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Existing PM)]

Network: [PM (Network Folder: S1 Existing)]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1461	1.4	1461	1.4	* 0.527	8.1	LOS A	12.3	86.9	0.48	0.44	0.48	46.1
Approach		1461	1.4	1461	1.4	0.527	8.1	LOS A	12.3	86.9	0.48	0.44	0.48	46.1
North: Duke St														
7	L2	49	2.1	49	2.1	0.209	59.9	LOS E	1.7	12.4	0.93	0.74	0.93	23.2
9	R2	134	0.8	133	0.8	* 0.570	63.3	LOS E	5.0	35.2	0.99	0.80	0.99	11.1
Approach		183	1.1	182 N1	1.2	0.570	62.4	LOS E	5.0	35.2	0.97	0.78	0.97	15.0
West: Canterbury Rd														
10	L2	31	0.0	29	0.0	0.471	11.3	LOS A	6.4	45.0	0.44	0.42	0.44	19.0
11	T1	1345	1.2	1294	1.1	0.471	7.5	LOS A	6.4	45.0	0.44	0.41	0.44	47.6
Approach		1376	1.1	1324 N1	1.1	0.471	7.6	LOS A	6.4	45.0	0.44	0.41	0.44	47.4
All Vehicles		3020	1.3	2967 N1	1.3	0.570	11.2	LOS A	12.3	86.9	0.49	0.45	0.49	42.3

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	16	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	21	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		38	59.2	LOS E	0.1	0.1	0.95	0.95	224.5	215.0	0.96

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: X:\21219 Campsie Private Hospital - Traffic Modelling\07 Modelling Files\Model\21219-sid Campsie Private Hospital 210805 All Scenario (Incl With Mitigation Measures).sip9

MOVEMENT SUMMARY

Site: 5 [5. Stanley St - Perry St (Site Folder: Existing PM)]

Network: [PM (Network Folder: S1 Existing)]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	4	0.0	4	0.0	0.023	4.0	LOS A	0.0	0.2	0.03	0.59	0.03	25.1
6b	R3	25	0.0	25	0.0	0.023	4.9	LOS A	0.0	0.2	0.03	0.59	0.03	25.1
Approach		29	0.0	29	0.0	0.023	4.7	LOS A	0.0	0.2	0.03	0.59	0.03	25.1
NorthEast: Stanley St														
24b	L3	17	0.0	16	0.0	0.011	5.4	LOS A	0.0	0.0	0.00	0.51	0.00	34.9
8	T1	2	50.0	2	51.6	0.011	0.0	LOS A	0.0	0.0	0.00	0.51	0.00	34.9
Approach		19	5.6	18 N1	5.9	0.011	4.8	NA	0.0	0.0	0.00	0.51	0.00	34.9
SouthWest: Stanley St														
2	T1	14	0.0	14	0.0	0.022	0.0	LOS A	0.0	0.3	0.07	0.31	0.07	37.8
32a	R1	27	0.0	27	0.0	0.022	3.7	LOS A	0.0	0.3	0.07	0.31	0.07	37.8
Approach		41	0.0	41	0.0	0.022	2.4	NA	0.0	0.3	0.07	0.31	0.07	37.8
All Vehicles		89	1.2	87 N1	1.2	0.023	3.7	NA	0.0	0.3	0.04	0.44	0.04	33.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Existing PM)]

Network: [PM (Network Folder: S1 Existing)]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	27	0.0	27	0.0	0.015	0.0	LOS A	0.0	0.0	0.01	0.05	0.01	48.6
6b	R3	2	0.0	2	0.0	0.015	5.2	LOS A	0.0	0.0	0.01	0.05	0.01	48.6
Approach		29	0.0	29	0.0	0.015	0.4	NA	0.0	0.0	0.01	0.05	0.01	48.6
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.002	5.4	LOS A	0.0	0.0	0.07	0.51	0.07	35.0
26a	R1	2	0.0	2	0.0	0.002	4.2	LOS A	0.0	0.0	0.07	0.51	0.07	35.0
Approach		3	0.0	3	0.0	0.002	4.6	LOS A	0.0	0.0	0.07	0.51	0.07	35.0
West: Perry St														
10a	L1	1	0.0	1	0.0	0.007	4.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
11	T1	14	0.0	13	0.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
Approach		15	0.0	14 N1	0.0	0.007	0.3	NA	0.0	0.0	0.00	0.04	0.00	47.1
All Vehicles		47	0.0	46 N1	0.0	0.015	0.6	NA	0.0	0.0	0.01	0.07	0.01	47.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Existing PM)]

Network: [PM (Network Folder: S1 Existing)]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	23	4.5	23	4.6	0.028	4.6	LOS A	0.0	0.0	0.00	0.24	0.00	40.3
2	T1	29	0.0	29	0.0	0.028	0.0	LOS A	0.0	0.0	0.00	0.24	0.00	40.3
Approach		53	2.0	52 N1	2.0	0.028	2.0	NA	0.0	0.0	0.00	0.24	0.00	40.3
North: Una Ln														
8	T1	5	0.0	5	0.0	0.009	7.2	LOS A	0.0	0.1	0.15	0.92	0.15	29.5
9	R2	6	0.0	6	0.0	0.009	7.4	LOS A	0.0	0.1	0.15	0.92	0.15	29.5
Approach		12	0.0	11 N1	0.0	0.009	7.3	LOS A	0.0	0.1	0.15	0.92	0.15	29.5
West: Perry St														
10	L2	5	20.0	5	20.5	0.014	4.8	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
12	R2	13	0.0	12	0.0	0.014	4.7	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
Approach		18	5.9	17 N1	6.0	0.014	4.7	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
All Vehicles		82	2.6	81 N1	2.6	0.028	3.4	NA	0.0	0.1	0.04	0.39	0.04	37.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Existing PM)]

Network: [PM (Network Folder: S1 Existing)]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	378	10.3	343	10.8	0.300	2.7	LOS A	0.5	3.9	0.35	0.29	0.38	41.3
3	R2	127	2.5	115	2.6	0.300	7.9	LOS A	0.5	3.9	0.35	0.29	0.38	41.9
Approach		505	8.3	458 [N1]	8.8	0.300	4.0	NA	0.5	3.9	0.35	0.29	0.38	41.4
East: Unara St														
4	L2	52	2.0	52	2.0	0.053	6.6	LOS A	0.1	0.6	0.48	0.65	0.48	27.9
6	R2	54	9.8	54	9.8	0.130	11.7	LOS A	0.2	1.2	0.69	0.86	0.69	27.5
Approach		105	6.0	105	6.0	0.130	9.2	LOS A	0.2	1.2	0.59	0.76	0.59	27.6
North: Beamish St														
7	L2	40	2.6	40	2.6	0.282	3.4	LOS A	0.0	0.0	0.00	0.03	0.00	39.1
8	T1	494	7.5	494	7.5	0.282	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	39.1
Approach		534	7.1	534	7.1	0.282	0.3	NA	0.0	0.0	0.00	0.03	0.00	39.1
All Vehicles		1144	7.5	1097 [N1]	7.9	0.300	2.7	NA	0.5	3.9	0.20	0.21	0.21	39.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Existing PM)]

Network: [PM (Network Folder: S1 Existing)]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	8	0.0	8	0.0	0.040	4.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
5	T1	66	3.2	66	3.2	0.040	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
Approach		75	2.8	75	2.8	0.040	0.4	NA	0.0	0.0	0.00	0.06	0.00	45.5
West: Unara St														
11	T1	120	0.9	111	0.9	0.083	0.1	LOS A	0.1	0.6	0.10	0.16	0.10	41.1
12b	R3	42	0.0	39	0.0	0.083	5.4	LOS A	0.1	0.6	0.10	0.16	0.10	41.1
Approach		162	0.6	150 N1	0.7	0.083	1.5	NA	0.1	0.6	0.10	0.16	0.10	41.1
SouthWest: Stanley St														
30b	L3	35	0.0	34	0.0	0.034	5.6	LOS A	0.1	0.4	0.15	0.53	0.15	33.5
32a	R1	13	0.0	12	0.0	0.034	4.9	LOS A	0.1	0.4	0.15	0.53	0.15	33.5
Approach		47	0.0	47	0.0	0.034	5.4	LOS A	0.1	0.4	0.15	0.53	0.15	33.5
All Vehicles		284	1.1	271 N1	1.2	0.083	1.9	NA	0.1	0.6	0.08	0.20	0.08	39.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Existing PM)]

Network: [PM (Network Folder: S1 Existing)]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	2	0.0	2	0.0	0.037	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	68	3.1	68	3.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		71	3.0	70 N1	3.0	0.037	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	118	0.9	110	0.9	0.059	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	47.8
12b	R3	4	0.0	4	0.0	0.059	4.9	LOS A	0.0	0.1	0.01	0.02	0.01	47.8
Approach		122	0.9	114 N1	0.9	0.059	0.2	NA	0.0	0.1	0.01	0.02	0.01	47.8
SouthWest: Perry Ln														
30b	L3	3	0.0	3	0.0	0.003	5.6	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
32a	R1	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
Approach		4	0.0	4	0.0	0.003	5.3	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
All Vehicles		197	1.6	188 N1	1.7	0.059	0.3	NA	0.0	0.1	0.01	0.03	0.01	47.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Existing PM)]

Network: [PM (Network Folder: S1 Existing)]

PM Peak 4:45PM-5:45PM
Site Category: -
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	11	10.0	10	10.2	0.036	8.1	LOS A	0.1	0.4	0.22	0.92	0.22	28.8
2	T1	6	0.0	6	0.0	0.036	8.1	LOS A	0.1	0.4	0.22	0.92	0.22	30.1
3	R2	18	5.9	18	6.0	0.036	8.3	LOS A	0.1	0.4	0.22	0.92	0.22	28.8
Approach		35	6.1	34 N1	6.2	0.036	8.2	LOS A	0.1	0.4	0.22	0.92	0.22	29.1
East: Unara St														
4	L2	11	0.0	11	0.0	0.042	3.7	LOS A	0.0	0.0	0.01	0.08	0.01	43.7
5	T1	67	3.1	67	3.1	0.042	0.0	LOS A	0.0	0.0	0.01	0.08	0.01	43.7
6	R2	1	0.0	1	0.0	0.042	3.9	LOS A	0.0	0.0	0.01	0.08	0.01	27.3
Approach		79	2.7	79	2.7	0.042	0.5	NA	0.0	0.0	0.01	0.08	0.01	43.0
North: Eileen Ln														
7	L2	1	0.0	1	0.0	0.006	7.4	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
8	T1	2	0.0	2	0.0	0.006	7.6	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
9	R2	2	0.0	2	0.0	0.006	7.6	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
Approach		5	0.0	5	0.0	0.006	7.5	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
West: Unara St														
10	L2	3	0.0	3	0.0	0.062	4.7	LOS A	0.0	0.1	0.02	0.04	0.02	36.5
11	T1	119	0.9	111	0.9	0.062	0.0	LOS A	0.0	0.1	0.02	0.04	0.02	48.3
12	R2	5	0.0	5	0.0	0.062	4.8	LOS A	0.0	0.1	0.02	0.04	0.02	48.3
Approach		127	0.8	119 N1	0.8	0.062	0.3	NA	0.0	0.1	0.02	0.04	0.02	47.7
All Vehicles		246	2.1	238 N1	2.2	0.062	1.7	NA	0.1	0.4	0.05	0.20	0.05	41.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Existing PM)]

Network: [PM (Network Folder: S1 Existing)]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	6	0.0	6	0.0	0.026	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	48.5
2	T1	45	0.0	44	0.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	48.7
Approach		52	0.0	50 N1	0.0	0.026	0.6	NA	0.0	0.0	0.00	0.07	0.00	48.7
North: Duke St														
8	T1	161	1.3	161	1.3	0.126	0.1	LOS A	0.2	1.2	0.09	0.16	0.09	37.5
9	R2	69	3.0	69	3.0	0.126	4.0	LOS A	0.2	1.2	0.09	0.16	0.09	37.5
Approach		231	1.8	231	1.8	0.126	1.3	NA	0.2	1.2	0.09	0.16	0.09	37.5
West: Unara St														
10	L2	109	1.9	103	2.0	0.084	3.8	LOS A	0.1	1.0	0.11	0.50	0.11	15.6
12	R2	19	0.0	18	0.0	0.084	4.7	LOS A	0.1	1.0	0.11	0.50	0.11	26.0
Approach		128	1.6	121 N1	1.7	0.084	3.9	LOS A	0.1	1.0	0.11	0.50	0.11	16.1
All Vehicles		411	1.5	402 N1	1.6	0.126	2.0	NA	0.2	1.2	0.08	0.25	0.08	28.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: X:\21219 Campsie Private Hospital - Traffic Modelling\07 Modelling Files\Model\21219-sid Campsie Private Hospital 210805 All Scenario (Incl With Mitigation Measures).sip9

MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Existing AM + Dev (No mitigation measures))]

Network: [AM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	77	5.5	77	5.5	1.088	135.2	LOS F	18.4	133.5	1.00	1.23	1.98	14.8
2	T1	592	4.3	592	4.3	* 1.088	148.4	LOS F	22.6	163.6	1.00	1.37	1.99	9.2
3	R2	404	4.4	404	4.4	* 1.163	223.2	LOS F	32.9	239.2	1.00	1.37	2.29	7.1
Approach		1073	4.4	1073	4.4	1.163	175.6	LOS F	32.9	239.2	1.00	1.36	2.10	8.7
East: Canterbury Rd														
4	L2	205	7.2	202	7.3	* 0.816	50.1	LOS D	15.7	115.0	0.98	0.91	1.04	26.3
5	T1	882	4.5	869	4.6	0.816	42.9	LOS D	15.8	115.0	0.97	0.91	1.02	26.9
Approach		1087	5.0	1071 N1	5.1	0.816	44.3	LOS D	15.8	115.0	0.97	0.91	1.03	26.8
North: Beamish St														
7	L2	40	21.1	40	21.1	0.743	67.5	LOS E	8.5	63.9	1.00	0.97	1.07	13.4
8	T1	358	6.2	358	6.2	0.743	59.4	LOS E	8.5	63.9	0.98	0.92	1.08	26.7
9	R2	101	13.5	101	13.5	0.528	55.9	LOS D	3.5	27.0	0.91	0.77	0.91	26.3
Approach		499	8.9	499	8.9	0.743	59.4	LOS E	8.5	63.9	0.97	0.89	1.04	25.8
West: Canterbury Rd														
10	L2	45	25.6	45	25.6	0.745	32.5	LOS C	20.7	152.5	0.85	0.78	0.85	31.1
11	T1	1156	4.8	1156	4.8	0.745	25.0	LOS B	20.7	152.5	0.80	0.73	0.80	32.0
12	R2	244	2.6	244	2.6	* 1.043	105.8	LOS F	14.7	105.0	1.00	1.17	1.86	17.0
Approach		1445	5.1	1445	5.1	1.043	38.9	LOS C	20.7	152.5	0.84	0.80	0.98	25.4
All Vehicles		4104	5.4	4087 N1	5.4	1.163	78.7	LOS F	32.9	239.2	0.93	0.99	1.29	17.5

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	20	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.7	0.96

North: Beamish St											
P3	Full	14	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96
West: Canterbury Rd											
P4	Full	32	59.2	LOS E	0.1	0.1	0.96	0.96	225.4	216.0	0.96
All Pedestrians		71	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Existing AM + Dev (No mitigation measures))]

Network: [AM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.037	7.0	LOS A	0.1	0.6	0.48	0.64	0.48	40.2
Approach		15	0.0	15	0.0	0.037	7.0	LOS A	0.1	0.6	0.48	0.64	0.48	40.2
East: Canterbury Rd														
4	L2	41	0.0	41	0.0	0.293	5.6	LOS A	3.2	23.0	0.00	0.04	0.00	56.9
5	T1	1064	5.1	1064	5.1	0.293	0.0	LOS A	4.6	33.7	0.00	0.02	0.00	59.1
Approach		1105	5.0	1105	5.0	0.293	0.3	NA	4.6	33.7	0.00	0.02	0.00	58.9
North: Stanley St														
7	L2	41	0.0	41	0.0	0.064	8.4	LOS A	0.1	0.7	0.57	0.74	0.57	20.1
9	R2	22	0.0	22	0.0	4.322	3266.7	LOS F	6.4	45.0	1.00	1.50	3.41	0.1
Approach		63	0.0	63	0.0	4.322	1148.8	LOS F	6.4	45.0	0.72	1.01	1.57	0.2
West: Canterbury Rd														
10	L2	65	0.0	63	0.0	0.410	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	56.3
11	T1	1535	5.2	1481	5.2	0.410	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	58.0
Approach		1600	5.0	1544 N1	5.0	0.410	0.3	NA	0.0	0.0	0.00	0.02	0.00	57.9
All Vehicles		2783	4.8	2726 N1	4.9	4.322	26.9	NA	6.4	45.0	0.02	0.05	0.04	17.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Existing AM + Dev (No mitigation measures))]

Network: [AM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1294	4.4	1293	4.4	0.543	3.9	LOS A	1.4	10.0	0.20	0.06	0.29	14.8
6	R2	99	0.0	99	0.0	0.543	25.7	LOS B	1.4	10.0	1.00	0.31	1.41	3.8
Approach		1393	4.1	1392 N1	4.1	0.543	5.4	NA	1.4	10.0	0.26	0.08	0.37	12.3
North: Una St														
7	L2	16	13.3	16	13.4	0.061	10.1	LOS A	0.1	1.1	0.60	0.77	0.60	22.7
9	R2	2	0.0	2	0.0	0.247	484.4	LOS F	0.3	1.8	0.99	1.00	1.02	0.8
Approach		18	11.8	18	11.8	0.247	65.9	LOS E	0.3	1.8	0.64	0.80	0.65	5.6
West: Canterbury Rd														
10	L2	11	0.0	10	0.0	0.408	5.6	LOS A	6.6	48.4	0.00	0.01	0.00	59.5
11	T1	1582	5.3	1528	5.3	0.408	0.1	LOS A	6.6	48.4	0.00	0.00	0.00	59.6
Approach		1593	5.2	1538 N1	5.2	0.408	0.1	NA	6.6	48.4	0.00	0.00	0.00	59.6
All Vehicles		3003	4.7	2948 N1	4.8	0.543	3.0	NA	6.6	48.4	0.13	0.05	0.18	45.7

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Existing AM + Dev (No mitigation measures))]

Network: [AM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	38	5.6	38	5.6	0.079	11.3	LOS A	0.1	0.9	0.65	0.82	0.65	38.4
3	R2	29	3.6	29	3.6	1.405	750.7	LOS F	4.2	30.3	1.00	1.42	2.65	2.2
Approach		67	4.7	67	4.7	1.405	334.7	LOS F	4.2	30.3	0.80	1.08	1.52	4.7
East: Canterbury Rd														
4	L2	80	0.0	80	0.0	0.504	3.7	LOS A	0.0	0.0	0.00	0.05	0.00	56.3
5	T1	1355	4.0	1354	4.0	0.504	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	56.1
Approach		1435	3.8	1434 N1	3.8	0.504	0.2	NA	0.0	0.0	0.00	0.03	0.00	56.2
West: Canterbury Rd														
11	T1	1574	5.0	1520	5.0	0.465	2.9	LOS A	1.4	10.0	0.42	0.01	0.47	17.6
12	R2	24	26.1	23	26.4	0.465	35.8	LOS C	1.4	10.0	1.00	0.03	1.12	40.6
Approach		1598	5.3	1544 N1	5.4	0.465	3.4	NA	1.4	10.0	0.43	0.01	0.48	20.7
All Vehicles		3100	4.6	3045 N1	4.7	1.405	9.3	NA	4.2	30.3	0.24	0.05	0.28	17.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: X:\21219 Campsie Private Hospital - Traffic Modelling\07 Modelling Files\Model\21219-sid Campsie Private Hospital 210805 All Scenario (Incl With Mitigation Measures).sip9

MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Existing AM + Dev (No mitigation measures))]

Network: [AM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1334	4.0	1334	4.0	0.500	8.6	LOS A	11.3	82.1	0.48	0.44	0.48	45.3
Approach		1334	4.0	1334	4.0	0.500	8.6	LOS A	11.3	82.1	0.48	0.44	0.48	45.3
North: Duke St														
7	L2	62	1.7	62	1.7	0.233	58.2	LOS E	2.1	15.3	0.92	0.75	0.92	23.6
9	R2	101	1.0	100	1.0	* 0.386	59.7	LOS E	3.6	25.4	0.95	0.78	0.95	11.6
Approach		163	1.3	162 N1	1.3	0.386	59.1	LOS E	3.6	25.4	0.94	0.77	0.94	17.0
West: Canterbury Rd														
10	L2	18	0.0	17	0.0	* 0.575	13.1	LOS A	6.2	45.0	0.53	0.49	0.53	16.4
11	T1	1585	5.0	1525	5.1	0.575	9.4	LOS A	6.2	45.0	0.53	0.49	0.53	45.4
Approach		1603	5.0	1542 N1	5.0	0.575	9.5	LOS A	6.2	45.0	0.53	0.49	0.53	45.3
All Vehicles		3100	4.4	3038 N1	4.5	0.575	11.7	LOS A	11.3	82.1	0.53	0.48	0.53	42.0

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	19	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	11	59.2	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	15	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		44	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.6	0.96

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: 5 [5. Stanley St - Perry St (Site Folder: Existing AM + Dev (No mitigation measures))]

Network: [AM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	74	2.9	73	2.9	0.059	4.0	LOS A	0.1	0.7	0.06	0.53	0.06	26.2
6b	R3	16	6.7	16	6.7	0.059	4.9	LOS A	0.1	0.7	0.06	0.53	0.06	26.2
Approach		89	3.5	89	3.5	0.059	4.2	LOS A	0.1	0.7	0.06	0.53	0.06	26.2
NorthEast: Stanley St														
24b	L3	14	15.4	13	15.9	0.016	5.5	LOS A	0.0	0.0	0.00	0.29	0.00	41.0
8	T1	15	7.1	14	7.4	0.016	0.0	LOS A	0.0	0.0	0.00	0.29	0.00	41.0
Approach		28	11.1	27 N1	11.5	0.016	2.7	NA	0.0	0.0	0.00	0.29	0.00	41.0
SouthWest: Stanley St														
2	T1	28	7.4	28	7.5	0.024	0.0	LOS A	0.0	0.2	0.07	0.16	0.07	38.3
32a	R1	16	6.7	16	6.7	0.024	2.6	LOS A	0.0	0.2	0.07	0.16	0.07	38.3
Approach		44	7.1	44	7.2	0.024	1.0	NA	0.0	0.2	0.07	0.16	0.07	38.3
All Vehicles		162	5.8	160 N1	5.9	0.059	3.0	NA	0.1	0.7	0.05	0.39	0.05	32.0

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Existing AM + Dev (No mitigation measures))]

Network: [AM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	88	3.6	88	3.6	0.047	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
6b	R3	1	0.0	1	0.0	0.047	5.2	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
Approach		89	3.5	89	3.5	0.047	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.7
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.09	0.51	0.09	34.8
26a	R1	2	0.0	2	0.0	0.002	4.4	LOS A	0.0	0.0	0.09	0.51	0.09	34.8
Approach		3	0.0	3	0.0	0.002	4.8	LOS A	0.0	0.0	0.09	0.51	0.09	34.8
West: Perry St														
10a	L1	1	0.0	1	0.0	0.012	4.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
11	T1	21	15.0	21	15.3	0.012	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
Approach		22	14.3	22	14.5	0.012	0.2	NA	0.0	0.0	0.00	0.03	0.00	47.8
All Vehicles		115	5.5	114 [N1]	5.6	0.047	0.2	NA	0.0	0.0	0.00	0.02	0.00	49.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Existing AM + Dev (No mitigation measures))]

Network: [AM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	68	1.5	68	1.5	0.054	4.6	LOS A	0.0	0.0	0.00	0.36	0.00	36.4
2	T1	33	0.0	33	0.0	0.054	0.0	LOS A	0.0	0.0	0.00	0.36	0.00	36.4
Approach		101	1.0	101	1.0	0.054	3.1	NA	0.0	0.0	0.00	0.36	0.00	36.4
North: Una Ln														
8	T1	14	0.0	14	0.0	0.023	7.2	LOS A	0.0	0.3	0.21	0.88	0.21	29.3
9	R2	16	0.0	16	0.0	0.023	7.9	LOS A	0.0	0.3	0.21	0.88	0.21	29.3
Approach		29	0.0	29	0.0	0.023	7.6	LOS A	0.0	0.3	0.21	0.88	0.21	29.3
West: Perry St														
10	L2	8	0.0	8	0.0	0.016	4.6	LOS A	0.0	0.2	0.11	0.52	0.11	37.3
12	R2	12	27.3	11	27.7	0.016	5.1	LOS A	0.0	0.2	0.11	0.52	0.11	37.3
Approach		20	15.8	20	16.1	0.016	4.9	LOS A	0.0	0.2	0.11	0.52	0.11	37.3
All Vehicles		151	2.8	150 [N1]	2.8	0.054	4.2	NA	0.0	0.3	0.06	0.48	0.06	34.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Existing AM + Dev (No mitigation measures))]

Network: [AM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	544	6.4	505	6.5	0.368	2.4	LOS A	0.6	4.4	0.27	0.25	0.32	42.1
3	R2	113	2.8	104	2.9	0.368	8.1	LOS A	0.6	4.4	0.27	0.25	0.32	43.1
Approach		657	5.8	609 N1	5.9	0.368	3.4	NA	0.6	4.4	0.27	0.25	0.32	42.2
East: Unara St														
4	L2	44	0.0	44	0.0	0.043	6.4	LOS A	0.1	0.5	0.46	0.63	0.46	28.2
6	R2	34	3.1	34	3.1	0.090	12.5	LOS A	0.1	0.8	0.72	0.88	0.72	26.8
Approach		78	1.4	78	1.4	0.090	9.0	LOS A	0.1	0.8	0.58	0.74	0.58	27.3
North: Beamish St														
7	L2	47	2.2	47	2.2	0.270	3.4	LOS A	0.0	0.0	0.00	0.04	0.00	38.9
8	T1	459	9.2	459	9.2	0.270	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	38.9
Approach		506	8.5	506	8.5	0.270	0.3	NA	0.0	0.0	0.00	0.04	0.00	38.9
All Vehicles		1241	6.6	1193 N1	6.9	0.368	2.5	NA	0.6	4.4	0.17	0.20	0.20	40.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Existing AM + Dev (No mitigation measures))]

Network: [AM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	4	25.0	4	25.0	0.022	3.9	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
5	T1	37	0.0	37	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
Approach		41	2.6	41	2.6	0.022	0.4	NA	0.0	0.0	0.00	0.06	0.00	46.9
West: Unara St														
11	T1	122	2.6	116	2.6	0.082	0.0	LOS A	0.1	0.6	0.06	0.14	0.06	42.6
12b	R3	35	3.0	33	3.1	0.082	5.4	LOS A	0.1	0.6	0.06	0.14	0.06	42.6
Approach		157	2.7	149 N1	2.7	0.082	1.2	NA	0.1	0.6	0.06	0.14	0.06	42.6
SouthWest: Stanley St														
30b	L3	42	5.0	42	5.0	0.032	5.5	LOS A	0.1	0.4	0.10	0.53	0.10	33.7
32a	R1	5	0.0	5	0.0	0.032	4.7	LOS A	0.1	0.4	0.10	0.53	0.10	33.7
Approach		47	4.4	47	4.5	0.032	5.5	LOS A	0.1	0.4	0.10	0.53	0.10	33.7
All Vehicles		245	3.0	237 N1	3.1	0.082	1.9	NA	0.1	0.6	0.06	0.20	0.06	40.0

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Existing AM + Dev (No mitigation measures))]

Network: [AM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	1	0.0	1	0.0	0.020	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	37	2.9	37	2.9	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		38	2.8	38	2.8	0.020	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	127	2.5	121	2.5	0.064	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.0
12b	R3	2	0.0	2	0.0	0.064	4.8	LOS A	0.0	0.0	0.00	0.01	0.00	49.0
Approach		129	2.4	123 N1	2.5	0.064	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.0
SouthWest: Perry Ln														
30b	L3	2	0.0	2	0.0	0.002	5.5	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
32a	R1	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
Approach		3	0.0	3	0.0	0.002	5.2	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
All Vehicles		171	2.5	164 N1	2.6	0.064	0.2	NA	0.0	0.0	0.01	0.02	0.01	48.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Existing AM + Dev (No mitigation measures))]

Network: [AM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

AM Peak 7:30AM-8:30AM
Site Category: -
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	5	0.0	5	0.0	0.050	7.6	LOS A	0.1	0.5	0.21	0.91	0.21	28.8
2	T1	5	0.0	5	0.0	0.050	8.0	LOS A	0.1	0.5	0.21	0.91	0.21	30.1
3	R2	35	0.0	34	0.0	0.050	8.0	LOS A	0.1	0.5	0.21	0.91	0.21	28.8
Approach		45	0.0	45	0.0	0.050	7.9	LOS A	0.1	0.5	0.21	0.91	0.21	28.9
East: Unara St														
4	L2	17	0.0	17	0.0	0.028	3.7	LOS A	0.0	0.0	0.01	0.18	0.01	38.1
5	T1	36	2.9	36	2.9	0.028	0.0	LOS A	0.0	0.0	0.01	0.18	0.01	38.1
6	R2	1	0.0	1	0.0	0.028	3.9	LOS A	0.0	0.0	0.01	0.18	0.01	26.2
Approach		54	2.0	54	2.0	0.028	1.2	NA	0.0	0.0	0.01	0.18	0.01	37.4
North: Eileen Ln														
7	L2	2	50.0	2	50.0	0.010	8.8	LOS A	0.0	0.1	0.26	0.93	0.26	20.4
8	T1	6	0.0	6	0.0	0.010	7.5	LOS A	0.0	0.1	0.26	0.93	0.26	20.4
9	R2	1	0.0	1	0.0	0.010	7.4	LOS A	0.0	0.1	0.26	0.93	0.26	20.4
Approach		9	11.1	9	11.1	0.010	7.8	LOS A	0.0	0.1	0.26	0.93	0.26	20.4
West: Unara St														
10	L2	3	0.0	3	0.0	0.065	4.6	LOS A	0.0	0.1	0.01	0.03	0.01	36.7
11	T1	123	2.6	117	2.6	0.065	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	48.8
12	R2	3	0.0	3	0.0	0.065	4.7	LOS A	0.0	0.1	0.01	0.03	0.01	48.8
Approach		129	2.4	123 N1	2.5	0.065	0.2	NA	0.0	0.1	0.01	0.03	0.01	48.3
All Vehicles		238	2.2	231 N1	2.3	0.065	2.3	NA	0.1	0.5	0.06	0.27	0.06	39.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Existing AM + Dev (No mitigation measures))]

Network: [AM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	3	0.0	3	0.0	0.022	4.6	LOS A	0.0	0.0	0.00	0.04	0.00	49.1
2	T1	41	0.0	40	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.2
Approach		44	0.0	44	0.0	0.022	0.3	NA	0.0	0.0	0.00	0.04	0.00	49.2
North: Duke St														
8	T1	129	0.8	129	0.8	0.095	0.1	LOS A	0.1	0.8	0.07	0.15	0.07	38.4
9	R2	48	0.0	48	0.0	0.095	4.0	LOS A	0.1	0.8	0.07	0.15	0.07	38.4
Approach		178	0.6	178	0.6	0.095	1.1	NA	0.1	0.8	0.07	0.15	0.07	38.4
West: Unara St														
10	L2	129	1.6	124	1.6	0.108	3.8	LOS A	0.2	1.3	0.10	0.50	0.10	17.2
12	R2	32	3.3	30	3.4	0.108	4.5	LOS A	0.2	1.3	0.10	0.50	0.10	25.9
Approach		161	2.0	155 [N1]	2.0	0.108	3.9	LOS A	0.2	1.3	0.10	0.50	0.10	17.9
All Vehicles		383	1.1	376 [N1]	1.1	0.108	2.2	NA	0.2	1.3	0.08	0.28	0.08	27.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Existing AM + Dev (No mitigation measures))]

Network: [AM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	12	0.0	11	0.0	0.037	0.2	LOS A	0.1	0.5	0.19	0.43	0.19	27.0
3	R2	54	0.0	52	0.0	0.037	4.3	LOS A	0.1	0.5	0.19	0.43	0.19	44.1
Approach		65	0.0	63 N1	0.0	0.037	3.6	NA	0.1	0.5	0.19	0.43	0.19	43.4
East: Site Access Laneway														
4	L2	44	0.0	44	0.0	0.051	4.6	LOS A	0.1	0.4	0.04	0.52	0.04	44.3
6	R2	12	0.0	12	0.0	0.051	4.9	LOS A	0.1	0.4	0.04	0.52	0.04	44.3
Approach		56	0.0	56	0.0	0.051	4.7	LOS A	0.1	0.4	0.04	0.52	0.04	44.3
North: Stanley St														
7	L2	78	0.0	77	0.0	0.051	3.4	LOS A	0.0	0.0	0.00	0.45	0.00	45.6
8	T1	11	30.0	10	30.2	0.051	0.0	LOS A	0.0	0.0	0.00	0.45	0.00	28.0
Approach		88	3.6	87 N1	3.6	0.051	3.0	NA	0.0	0.0	0.00	0.45	0.00	45.2
All Vehicles		209	1.5	206 N1	1.5	0.051	3.6	NA	0.1	0.5	0.07	0.46	0.07	44.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Existing PM + Dev (No mitigation measures))]

Network: N101 [PM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	118	4.5	118	4.5	1.128	167.1	LOS F	14.5	105.1	1.00	1.27	2.20	13.1
2	T1	419	4.3	419	4.3	* 1.128	183.6	LOS F	21.9	158.6	1.00	1.46	2.19	8.0
3	R2	348	1.8	348	1.8	* 1.207	261.2	LOS F	31.0	220.6	1.00	1.45	2.49	6.1
Approach		885	3.3	885	3.3	1.207	211.9	LOS F	31.0	220.6	1.00	1.43	2.31	7.8
East: Canterbury Rd														
4	L2	175	1.2	169	1.2	* 0.823	46.7	LOS D	16.2	115.0	0.97	0.91	1.02	27.6
5	T1	1073	1.9	1039	1.9	0.823	40.1	LOS C	16.2	115.0	0.96	0.90	1.01	28.0
Approach		1247	1.8	1208 N1	1.8	0.823	41.1	LOS C	16.2	115.0	0.96	0.90	1.01	27.9
North: Beamish St														
7	L2	67	9.4	67	9.4	1.093	149.4	LOS F	14.3	105.3	1.00	1.29	2.07	5.4
8	T1	351	4.8	350	4.8	1.093	156.3	LOS F	14.3	105.3	1.00	1.32	2.11	12.6
9	R2	112	5.7	112	5.7	0.686	59.9	LOS E	4.0	29.5	0.93	0.82	1.03	25.4
Approach		529	5.6	529	5.6	1.093	135.1	LOS F	14.3	105.3	0.99	1.21	1.88	13.1
West: Canterbury Rd														
10	L2	53	16.0	53	16.0	0.595	26.3	LOS B	15.5	110.8	0.72	0.67	0.72	34.8
11	T1	980	1.0	980	1.0	0.595	19.2	LOS B	15.5	110.8	0.68	0.61	0.68	35.8
12	R2	203	0.0	203	0.0	* 1.023	97.5	LOS F	12.0	84.3	1.00	1.14	1.84	17.6
Approach		1236	1.4	1236	1.4	1.023	32.4	LOS C	15.5	110.8	0.73	0.70	0.87	27.6
All Vehicles		3898	2.5	3858 N1	2.6	1.207	90.4	LOS F	31.0	220.6	0.90	1.00	1.38	15.9

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	4	59.1	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	9	59.2	LOS E	0.0	0.0	0.95	0.95	224.3	214.7	0.96

North: Beamish St											
P3	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96
West: Canterbury Rd											
P4	Full	18	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96
All Pedestrians		37	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Existing PM + Dev (No mitigation measures))]

Network: N101 [PM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.040	7.5	LOS A	0.1	0.9	0.51	0.67	0.51	39.7
Approach		15	0.0	15	0.0	0.040	7.5	LOS A	0.1	0.9	0.51	0.67	0.51	39.7
East: Canterbury Rd														
4	L2	34	3.1	34	3.1	0.319	5.6	LOS A	5.0	35.6	0.00	0.03	0.00	56.9
5	T1	1193	1.9	1192	1.9	0.319	0.1	LOS A	6.1	43.7	0.00	0.02	0.00	59.3
Approach		1226	1.9	1226	1.9	0.319	0.2	NA	6.1	43.7	0.00	0.02	0.00	59.2
North: Stanley St														
7	L2	77	0.0	77	0.0	0.107	7.7	LOS A	0.2	1.2	0.55	0.73	0.55	21.3
9	R2	47	0.0	47	0.0	6.381	4985.5	LOS F	7.9	55.0	1.00	1.78	4.70	0.0
Approach		124	0.0	124	0.0	6.381	1906.0	LOS F	7.9	55.0	0.72	1.13	2.13	0.1
West: Canterbury Rd														
10	L2	36	2.9	34	2.9	0.345	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	57.7
11	T1	1360	1.5	1296	1.4	0.345	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	58.8
Approach		1396	1.5	1330 N1	1.5	0.345	0.2	NA	0.0	0.0	0.00	0.02	0.00	58.7
All Vehicles		2761	1.6	2695 N1	1.6	6.381	88.0	NA	7.9	55.0	0.04	0.07	0.10	7.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Existing PM + Dev (No mitigation measures))]

Network: N101 [PM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1458	1.6	1457	1.6	0.478	2.8	LOS A	1.4	10.0	0.18	0.03	0.26	17.9
6	R2	61	1.7	61	1.7	0.478	21.5	LOS B	1.4	10.0	0.50	0.08	0.70	8.1
Approach		1519	1.6	1518 N1	1.6	0.478	3.5	NA	1.4	10.0	0.20	0.03	0.27	17.0
North: Una St														
7	L2	8	0.0	8	0.0	0.025	8.2	LOS A	0.0	0.3	0.54	0.67	0.54	25.2
9	R2	3	0.0	3	0.0	0.266	343.7	LOS F	0.3	1.9	0.99	1.00	1.03	1.2
Approach		12	0.0	11 N1	0.0	0.266	99.7	LOS F	0.3	1.9	0.67	0.76	0.67	3.8
West: Canterbury Rd														
10	L2	26	0.0	25	0.0	0.363	5.6	LOS A	3.2	22.4	0.00	0.02	0.00	59.1
11	T1	1440	1.3	1378	1.3	0.363	0.1	LOS A	3.2	22.4	0.00	0.01	0.00	59.4
Approach		1466	1.3	1403 N1	1.3	0.363	0.2	NA	3.2	22.4	0.00	0.01	0.00	59.4
All Vehicles		2997	1.4	2932 N1	1.5	0.478	2.3	NA	3.2	22.4	0.10	0.03	0.14	47.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Existing PM + Dev (No mitigation measures))]

Network: N101 [PM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	31	10.3	31	10.3	0.074	12.6	LOS A	0.1	0.8	0.69	0.85	0.69	37.4
3	R2	11	0.0	11	0.0	1.325	986.2	LOS F	1.9	13.5	1.00	1.20	1.84	1.7
Approach		41	7.7	41	7.7	1.325	262.2	LOS F	1.9	13.5	0.77	0.94	0.98	5.8
East: Canterbury Rd														
4	L2	129	0.0	129	0.0	0.560	3.7	LOS A	0.0	0.0	0.00	0.07	0.00	56.0
5	T1	1488	1.4	1488	1.4	0.560	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	54.9
Approach		1618	1.3	1617 N1	1.3	0.560	0.3	NA	0.0	0.0	0.00	0.05	0.00	55.4
West: Canterbury Rd														
11	T1	1448	1.1	1387	1.1	0.431	3.8	LOS A	1.4	10.0	0.40	0.02	0.45	14.8
12	R2	25	12.5	24	12.2	0.431	38.0	LOS C	1.4	10.0	1.00	0.04	1.13	38.5
Approach		1474	1.3	1411 N1	1.3	0.431	4.4	NA	1.4	10.0	0.41	0.02	0.46	17.9
All Vehicles		3133	1.4	3069 N1	1.4	1.325	5.7	NA	1.9	13.5	0.20	0.04	0.22	24.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Existing PM + Dev (No mitigation measures))]

Network: N101 [PM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1484	1.3	1484	1.3	* 0.535	8.1	LOS A	12.6	89.1	0.48	0.44	0.48	46.0
Approach		1484	1.3	1484	1.3	0.535	8.1	LOS A	12.6	89.1	0.48	0.44	0.48	46.0
North: Duke St														
7	L2	49	2.1	49	2.1	0.209	59.9	LOS E	1.7	12.4	0.93	0.74	0.93	23.2
9	R2	134	0.8	133	0.8	* 0.571	63.3	LOS E	5.0	35.2	0.99	0.80	0.99	11.1
Approach		183	1.1	182 N1	1.2	0.571	62.4	LOS E	5.0	35.2	0.97	0.78	0.97	15.0
West: Canterbury Rd														
10	L2	31	0.0	29	0.0	0.488	11.4	LOS A	6.4	45.0	0.45	0.43	0.45	18.8
11	T1	1403	1.1	1342	1.1	0.488	7.7	LOS A	6.4	45.0	0.45	0.42	0.45	47.5
Approach		1434	1.1	1372 N1	1.1	0.488	7.8	LOS A	6.4	45.0	0.45	0.42	0.45	47.3
All Vehicles		3101	1.2	3038 N1	1.2	0.571	11.2	LOS A	12.6	89.1	0.50	0.45	0.50	42.3

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	16	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	21	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		38	59.2	LOS E	0.1	0.1	0.95	0.95	224.5	215.0	0.96

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: 5 [5. Stanley St - Perry St (Site Folder: Existing PM + Dev (No mitigation measures))]

Network: N101 [PM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	33	0.0	32	0.0	0.041	4.0	LOS A	0.1	0.4	0.03	0.56	0.03	25.9
6b	R3	25	0.0	25	0.0	0.041	5.0	LOS A	0.1	0.4	0.03	0.56	0.03	25.9
Approach		58	0.0	57 N1	0.0	0.041	4.4	LOS A	0.1	0.4	0.03	0.56	0.03	25.9
NorthEast: Stanley St														
24b	L3	17	0.0	16	0.0	0.014	5.4	LOS A	0.0	0.0	0.00	0.41	0.00	37.3
8	T1	7	14.3	7	15.1	0.014	0.0	LOS A	0.0	0.0	0.00	0.41	0.00	37.3
Approach		24	4.3	23 N1	4.6	0.014	3.7	NA	0.0	0.0	0.00	0.41	0.00	37.3
SouthWest: Stanley St														
2	T1	42	0.0	42	0.0	0.037	0.0	LOS A	0.1	0.4	0.06	0.18	0.06	37.7
32a	R1	27	0.0	27	0.0	0.037	2.6	LOS A	0.1	0.4	0.06	0.18	0.06	37.7
Approach		69	0.0	69	0.0	0.037	1.0	NA	0.1	0.4	0.06	0.18	0.06	37.7
All Vehicles		152	0.7	149 N1	0.7	0.041	2.8	NA	0.1	0.4	0.04	0.36	0.04	32.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Existing PM + Dev (No mitigation measures))]

Network: N101 [PM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	56	0.0	55	0.0	0.030	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	49.3
6b	R3	2	0.0	2	0.0	0.030	5.2	LOS A	0.0	0.0	0.01	0.02	0.01	49.3
Approach		58	0.0	57 N1	0.0	0.030	0.2	NA	0.0	0.0	0.01	0.02	0.01	49.3
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.002	5.4	LOS A	0.0	0.0	0.07	0.52	0.07	35.0
26a	R1	2	0.0	2	0.0	0.002	4.3	LOS A	0.0	0.0	0.07	0.52	0.07	35.0
Approach		3	0.0	3	0.0	0.002	4.7	LOS A	0.0	0.0	0.07	0.52	0.07	35.0
West: Perry St														
10a	L1	1	0.0	1	0.0	0.007	4.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
11	T1	14	0.0	13	0.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
Approach		15	0.0	14 N1	0.0	0.007	0.3	NA	0.0	0.0	0.00	0.04	0.00	47.1
All Vehicles		76	0.0	74 N1	0.0	0.030	0.4	NA	0.0	0.0	0.01	0.05	0.01	48.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Existing PM + Dev (No mitigation measures))]

Network: N101 [PM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	46	2.3	46	2.3	0.040	4.6	LOS A	0.0	0.0	0.00	0.33	0.00	37.4
2	T1	29	0.0	29	0.0	0.040	0.0	LOS A	0.0	0.0	0.00	0.33	0.00	37.4
Approach		76	1.4	75[N1]	1.4	0.040	2.8	NA	0.0	0.0	0.00	0.33	0.00	37.4
North: Una Ln														
8	T1	5	0.0	5	0.0	0.014	7.2	LOS A	0.0	0.1	0.18	0.90	0.18	29.5
9	R2	12	0.0	11	0.0	0.014	7.5	LOS A	0.0	0.1	0.18	0.90	0.18	29.5
Approach		17	0.0	17	0.0	0.014	7.4	LOS A	0.0	0.1	0.18	0.90	0.18	29.5
West: Perry St														
10	L2	5	20.0	5	20.4	0.014	4.8	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
12	R2	13	0.0	12	0.0	0.014	4.7	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
Approach		18	5.9	17[N1]	6.0	0.014	4.8	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
All Vehicles		111	1.9	109[N1]	1.9	0.040	3.8	NA	0.0	0.1	0.04	0.45	0.04	35.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Existing PM + Dev (No mitigation measures))]

Network: N101 [PM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	378	10.3	343	10.8	0.301	2.8	LOS A	0.5	4.0	0.35	0.29	0.38	41.3
3	R2	127	2.5	115	2.6	0.301	7.9	LOS A	0.5	4.0	0.35	0.29	0.38	41.9
Approach		505	8.3	458 N1	8.8	0.301	4.1	NA	0.5	4.0	0.35	0.29	0.38	41.4
East: Unara St														
4	L2	52	2.0	51	2.1	0.053	6.6	LOS A	0.1	0.6	0.48	0.65	0.48	27.9
6	R2	82	6.4	82	6.4	0.191	11.8	LOS A	0.3	1.9	0.70	0.87	0.72	27.5
Approach		134	4.7	133 N1	4.8	0.191	9.8	LOS A	0.3	1.9	0.62	0.79	0.63	27.6
North: Beamish St														
7	L2	45	2.3	45	2.3	0.284	3.4	LOS A	0.0	0.0	0.00	0.04	0.00	39.0
8	T1	494	7.5	494	7.5	0.284	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	39.0
Approach		539	7.0	539	7.0	0.284	0.3	NA	0.0	0.0	0.00	0.04	0.00	39.0
All Vehicles		1178	7.3	1130 N1	7.6	0.301	3.0	NA	0.5	4.0	0.21	0.23	0.23	39.0

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Existing PM + Dev (No mitigation measures))]

Network: N101 [PM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	8	0.0	8	0.0	0.040	4.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
5	T1	66	3.2	66	3.2	0.040	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
Approach		75	2.8	74 N1	2.8	0.040	0.4	NA	0.0	0.0	0.00	0.06	0.00	45.5
West: Unara St														
11	T1	120	0.9	111	0.9	0.087	0.1	LOS A	0.1	0.7	0.10	0.18	0.10	40.5
12b	R3	47	0.0	44	0.0	0.087	5.4	LOS A	0.1	0.7	0.10	0.18	0.10	40.5
Approach		167	0.6	155 N1	0.6	0.087	1.6	NA	0.1	0.7	0.10	0.18	0.10	40.5
SouthWest: Stanley St														
30b	L3	63	0.0	63	0.0	0.052	5.6	LOS A	0.1	0.6	0.15	0.53	0.15	33.4
32a	R1	13	0.0	13	0.0	0.052	4.9	LOS A	0.1	0.6	0.15	0.53	0.15	33.4
Approach		76	0.0	75 N1	0.0	0.052	5.5	LOS A	0.1	0.6	0.15	0.53	0.15	33.4
All Vehicles		318	1.0	305 N1	1.0	0.087	2.3	NA	0.1	0.7	0.09	0.24	0.09	38.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Existing PM + Dev (No mitigation measures))]

Network: N101 [PM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	2	0.0	2	0.0	0.037	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	68	3.1	68	3.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		71	3.0	70 N1	3.0	0.037	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	118	0.9	110	0.9	0.059	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	47.8
12b	R3	4	0.0	4	0.0	0.059	4.9	LOS A	0.0	0.1	0.01	0.02	0.01	47.8
Approach		122	0.9	114 N1	0.9	0.059	0.2	NA	0.0	0.1	0.01	0.02	0.01	47.8
SouthWest: Perry Ln														
30b	L3	3	0.0	3	0.0	0.003	5.6	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
32a	R1	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
Approach		4	0.0	4	0.0	0.003	5.3	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
All Vehicles		197	1.6	188 N1	1.7	0.059	0.3	NA	0.0	0.1	0.01	0.03	0.01	47.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Existing PM + Dev (No mitigation measures))]

Network: N101 [PM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

PM Peak 4:45PM-5:45PM
Site Category: -
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	11	10.0	10	10.1	0.037	8.1	LOS A	0.1	0.4	0.22	0.92	0.22	28.7
2	T1	6	0.0	6	0.0	0.037	8.1	LOS A	0.1	0.4	0.22	0.92	0.22	30.0
3	R2	18	5.9	18	6.0	0.037	8.4	LOS A	0.1	0.4	0.22	0.92	0.22	28.7
Approach		35	6.1	34 N1	6.1	0.037	8.2	LOS A	0.1	0.4	0.22	0.92	0.22	29.0
East: Unara St														
4	L2	16	0.0	16	0.0	0.044	3.7	LOS A	0.0	0.0	0.01	0.11	0.01	42.0
5	T1	67	3.1	67	3.1	0.044	0.0	LOS A	0.0	0.0	0.01	0.11	0.01	42.0
6	R2	1	0.0	1	0.0	0.044	3.9	LOS A	0.0	0.0	0.01	0.11	0.01	27.0
Approach		84	2.5	84	2.5	0.044	0.7	NA	0.0	0.0	0.01	0.11	0.01	41.4
North: Eileen Ln														
7	L2	1	0.0	1	0.0	0.006	7.4	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
8	T1	2	0.0	2	0.0	0.006	7.6	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
9	R2	2	0.0	2	0.0	0.006	7.6	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
Approach		5	0.0	5	0.0	0.006	7.6	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
West: Unara St														
10	L2	3	0.0	3	0.0	0.062	4.7	LOS A	0.0	0.1	0.02	0.04	0.02	36.5
11	T1	119	0.9	112	0.9	0.062	0.0	LOS A	0.0	0.1	0.02	0.04	0.02	48.3
12	R2	5	0.0	5	0.0	0.062	4.8	LOS A	0.0	0.1	0.02	0.04	0.02	48.3
Approach		127	0.8	120 N1	0.8	0.062	0.3	NA	0.0	0.1	0.02	0.04	0.02	47.7
All Vehicles		252	2.1	243 N1	2.2	0.062	1.7	NA	0.1	0.4	0.05	0.20	0.05	41.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Existing PM + Dev (No mitigation measures))]

Network: N101 [PM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	6	0.0	6	0.0	0.026	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	48.5
2	T1	45	0.0	44	0.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	48.7
Approach		52	0.0	50 N1	0.0	0.026	0.6	NA	0.0	0.0	0.00	0.07	0.00	48.7
North: Duke St														
8	T1	161	1.3	161	1.3	0.129	0.1	LOS A	0.2	1.3	0.09	0.17	0.09	37.0
9	R2	75	2.8	75	2.8	0.129	4.0	LOS A	0.2	1.3	0.09	0.17	0.09	37.0
Approach		236	1.8	236	1.8	0.129	1.3	NA	0.2	1.3	0.09	0.17	0.09	37.0
West: Unara St														
10	L2	109	1.9	103	2.0	0.084	3.8	LOS A	0.1	1.0	0.11	0.50	0.11	15.6
12	R2	19	0.0	18	0.0	0.084	4.7	LOS A	0.1	1.0	0.11	0.50	0.11	26.0
Approach		128	1.6	121 N1	1.7	0.084	3.9	LOS A	0.1	1.0	0.11	0.50	0.11	16.1
All Vehicles		416	1.5	407 N1	1.6	0.129	2.0	NA	0.2	1.3	0.09	0.26	0.09	28.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Existing PM + Dev (No mitigation measures))]

Network: N101 [PM + Dev (No Mitigations) (Network Folder: S2 Existing + Dev (No Mitigation Measures))]

Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	13	0.0	12	0.0	0.019	0.1	LOS A	0.0	0.2	0.11	0.34	0.11	30.4
3	R2	23	0.0	22	0.0	0.019	4.2	LOS A	0.0	0.2	0.11	0.34	0.11	45.0
Approach		36	0.0	34 N1	0.0	0.019	2.7	NA	0.0	0.2	0.11	0.34	0.11	43.8
East: Site Access Laneway														
4	L2	104	0.0	104	0.0	0.156	4.6	LOS A	0.1	1.0	0.04	0.52	0.04	44.4
6	R2	28	0.0	28	0.0	0.156	4.8	LOS A	0.1	1.0	0.04	0.52	0.04	44.4
Approach		133	0.0	133	0.0	0.156	4.6	LOS A	0.1	1.0	0.04	0.52	0.04	44.4
North: Stanley St														
7	L2	34	0.0	33	0.0	0.025	3.4	LOS A	0.0	0.0	0.00	0.43	0.00	45.6
8	T1	6	50.0	6	50.6	0.025	0.0	LOS A	0.0	0.0	0.00	0.43	0.00	28.0
Approach		40	7.9	39 N1	8.1	0.025	2.9	NA	0.0	0.0	0.00	0.43	0.00	45.1
All Vehicles		208	1.5	206 N1	1.5	0.156	4.0	NA	0.1	1.0	0.04	0.48	0.04	44.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Existing AM + Dev + RT Ban Only)]

Network: N101 [AM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	77	5.5	77	5.5	1.107	149.6	LOS F	19.8	144.2	1.00	1.27	2.06	13.9
2	T1	604	4.2	604	4.2	* 1.107	162.5	LOS F	24.0	174.2	1.00	1.41	2.06	8.6
3	R2	392	4.6	392	4.6	* 1.132	199.0	LOS F	29.9	217.6	1.00	1.31	2.16	7.8
Approach		1073	4.4	1073	4.4	1.132	174.9	LOS F	29.9	217.6	1.00	1.37	2.10	8.7
East: Canterbury Rd														
4	L2	198	7.4	198	7.4	* 0.820	50.5	LOS D	15.7	115.0	0.98	0.92	1.04	26.2
5	T1	879	4.6	879	4.6	0.820	43.2	LOS D	15.8	115.0	0.97	0.91	1.03	26.8
Approach		1077	5.1	1077	5.1	0.820	44.6	LOS D	15.8	115.0	0.97	0.91	1.03	26.7
North: Beamish St														
7	L2	40	21.1	40	21.1	0.760	68.7	LOS E	8.8	66.3	1.00	0.98	1.09	13.2
8	T1	366	6.0	366	6.0	0.760	60.4	LOS E	8.8	66.3	0.98	0.93	1.09	26.4
9	R2	103	13.3	103	13.3	0.544	55.9	LOS D	3.5	27.5	0.91	0.77	0.91	26.3
Approach		509	8.7	509	8.7	0.760	60.2	LOS E	8.8	66.3	0.97	0.90	1.06	25.6
West: Canterbury Rd														
10	L2	45	25.6	45	25.6	0.745	32.5	LOS C	20.7	152.5	0.85	0.78	0.85	31.1
11	T1	1156	4.8	1156	4.8	0.745	25.0	LOS B	20.7	152.5	0.80	0.73	0.80	32.0
12	R2	244	2.6	244	2.6	* 1.047	108.1	LOS F	14.8	106.0	1.00	1.18	1.88	16.8
Approach		1445	5.1	1445	5.1	1.047	39.3	LOS C	20.7	152.5	0.84	0.80	0.98	25.3
All Vehicles		4104	5.4	4104	5.4	1.132	78.7	LOS F	29.9	217.6	0.93	0.99	1.30	17.5

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	20	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.7	0.96
North: Beamish St											
P3	Full	14	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96

West: Canterbury Rd										
P4 Full	32	59.2	LOS E	0.1	0.1	0.96	0.96	225.4	216.0	0.96
All Pedestrians	71	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Existing AM + Dev + RT Ban Only)]

Network: N101 [AM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.038	7.1	LOS A	0.1	0.7	0.48	0.64	0.48	40.1
Approach		15	0.0	15	0.0	0.038	7.1	LOS A	0.1	0.7	0.48	0.64	0.48	40.1
East: Canterbury Rd														
4	L2	41	0.0	41	0.0	0.295	5.6	LOS A	3.4	24.5	0.00	0.04	0.00	56.9
5	T1	1074	5.1	1074	5.1	0.295	0.0	LOS A	4.9	35.5	0.00	0.02	0.00	59.1
Approach		1115	4.9	1115	4.9	0.295	0.3	NA	4.9	35.5	0.00	0.02	0.00	58.9
North: Stanley St														
7	L2	41	0.0	41	0.0	0.065	8.5	LOS A	0.1	0.7	0.58	0.75	0.58	19.9
Approach		41	0.0	41	0.0	0.065	8.5	LOS A	0.1	0.7	0.58	0.75	0.58	19.9
West: Canterbury Rd														
10	L2	53	0.0	51	0.0	0.409	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	56.8
11	T1	1535	5.2	1491	5.2	0.409	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	58.3
Approach		1587	5.0	1542 N1	5.1	0.409	0.2	NA	0.0	0.0	0.00	0.02	0.00	58.2
All Vehicles		2758	4.9	2712 N1	5.0	0.409	0.4	NA	4.9	35.5	0.01	0.04	0.01	57.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Existing AM + Dev + RT Ban Only)]

Network: N101 [AM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1303	4.4	1303	4.4	0.344	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		1303	4.4	1303	4.4	0.344	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
North: Una St														
7	L2	16	13.3	16	13.4	0.061	10.2	LOS A	0.1	1.1	0.60	0.78	0.60	22.6
Approach		16	13.3	16	13.4	0.061	10.2	LOS A	0.1	1.1	0.60	0.78	0.60	22.6
West: Canterbury Rd														
10	L2	11	0.0	10	0.0	0.411	5.6	LOS A	6.9	50.4	0.00	0.01	0.00	59.4
11	T1	1582	5.3	1538	5.3	0.411	0.1	LOS A	6.9	50.4	0.00	0.00	0.00	59.6
Approach		1593	5.2	1548 N1	5.2	0.411	0.1	NA	6.9	50.4	0.00	0.00	0.00	59.6
All Vehicles		2912	4.9	2867 N1	5.0	0.411	0.1	NA	6.9	50.4	0.00	0.01	0.00	59.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Existing AM + Dev + RT Ban Only)]

Network: N101 [AM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	38	5.6	38	5.6	0.044	7.9	LOS A	0.1	0.6	0.53	0.67	0.53	41.3
Approach		38	5.6	38	5.6	0.044	7.9	LOS A	0.1	0.6	0.53	0.67	0.53	41.3
East: Canterbury Rd														
4	L2	88	0.0	88	0.0	0.357	3.7	LOS A	0.0	0.0	0.00	0.08	0.00	56.1
5	T1	1265	4.3	1265	4.3	0.357	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	55.8
Approach		1354	4.0	1354	4.0	0.357	0.3	NA	0.0	0.0	0.00	0.04	0.00	56.0
West: Canterbury Rd														
11	T1	1574	5.0	1530	5.0	0.450	1.7	LOS A	1.4	10.0	0.10	0.01	0.14	22.0
12	R2	24	26.1	24	26.3	0.450	26.7	LOS B	1.4	10.0	0.23	0.02	0.31	43.2
Approach		1598	5.3	1554 N1	5.4	0.450	2.1	NA	1.4	10.0	0.10	0.01	0.14	25.6
All Vehicles		2989	4.8	2946 N1	4.8	0.450	1.3	NA	1.4	10.0	0.06	0.03	0.08	42.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Existing AM + Dev + RT Ban Only)]

Network: N101 [AM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1235	4.3	1235	4.3	0.463	8.3	LOS A	10.1	73.2	0.46	0.42	0.46	45.8
Approach		1235	4.3	1235	4.3	0.463	8.3	LOS A	10.1	73.2	0.46	0.42	0.46	45.8
North: Duke St														
7	L2	62	1.7	61	1.7	0.233	58.2	LOS E	2.1	15.2	0.92	0.75	0.92	23.6
9	R2	111	1.0	109	1.0	* 0.421	60.0	LOS E	3.9	27.9	0.96	0.78	0.96	11.5
Approach		173	1.2	171 N1	1.2	0.421	59.4	LOS E	3.9	27.9	0.94	0.77	0.94	16.7
West: Canterbury Rd														
10	L2	18	0.0	17	0.0	* 0.581	13.2	LOS A	6.2	45.0	0.53	0.49	0.53	16.3
11	T1	1585	5.0	1542	5.1	0.581	9.5	LOS A	6.2	45.0	0.53	0.49	0.53	45.3
Approach		1603	5.0	1560 N1	5.0	0.581	9.5	LOS A	6.2	45.0	0.53	0.49	0.53	45.2
All Vehicles		3011	4.5	2966 N1	4.6	0.581	11.9	LOS A	10.1	73.2	0.52	0.48	0.52	41.8

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	19	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	11	59.2	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	15	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		44	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.6	0.96

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: 5 [5. Stanley St - Perry St (Site Folder: Existing AM + Dev + RT Ban Only)]

Network: N101 [AM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	74	2.9	74	2.9	0.060	4.0	LOS A	0.1	0.7	0.08	0.53	0.08	25.9
6b	R3	16	6.7	16	6.7	0.060	5.1	LOS A	0.1	0.7	0.08	0.53	0.08	25.9
Approach		89	3.5	89	3.5	0.060	4.2	LOS A	0.1	0.7	0.08	0.53	0.08	25.9
NorthEast: Stanley St														
24b	L3	14	15.4	13	16.1	0.022	5.5	LOS A	0.0	0.0	0.00	0.20	0.00	43.5
8	T1	27	3.8	26	4.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	43.5
Approach		41	7.7	39 [N1]	8.1	0.022	1.9	NA	0.0	0.0	0.00	0.20	0.00	43.5
SouthWest: Stanley St														
2	T1	48	4.3	48	4.4	0.035	0.0	LOS A	0.0	0.3	0.06	0.11	0.06	41.0
32a	R1	16	6.7	16	6.7	0.035	2.6	LOS A	0.0	0.3	0.06	0.11	0.06	41.0
Approach		64	4.9	64	4.9	0.035	0.7	NA	0.0	0.3	0.06	0.11	0.06	41.0
All Vehicles		195	4.9	192 [N1]	4.9	0.060	2.6	NA	0.1	0.7	0.06	0.32	0.06	34.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Existing AM + Dev + RT Ban Only)]

Network: N101 [AM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	88	3.6	88	3.6	0.047	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
6b	R3	1	0.0	1	0.0	0.047	5.2	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
Approach		89	3.5	89	3.5	0.047	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.7
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.09	0.51	0.09	34.8
26a	R1	2	0.0	2	0.0	0.002	4.4	LOS A	0.0	0.0	0.09	0.51	0.09	34.8
Approach		3	0.0	3	0.0	0.002	4.8	LOS A	0.0	0.0	0.09	0.51	0.09	34.8
West: Perry St														
10a	L1	1	0.0	1	0.0	0.012	4.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
11	T1	21	15.0	21	15.3	0.012	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
Approach		22	14.3	22	14.6	0.012	0.2	NA	0.0	0.0	0.00	0.03	0.00	47.8
All Vehicles		115	5.5	114 [N1]	5.5	0.047	0.2	NA	0.0	0.0	0.00	0.02	0.00	49.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Existing AM + Dev + RT Ban Only)]

Network: N101 [AM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	14	7.7	14	7.7	0.024	4.6	LOS A	0.0	0.0	0.00	0.16	0.00	43.2
2	T1	33	0.0	32	0.0	0.024	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	43.2
Approach		46	2.3	46	2.3	0.024	1.4	NA	0.0	0.0	0.00	0.16	0.00	43.2
North: Una Ln														
8	T1	14	0.0	14	0.0	0.076	7.2	LOS A	0.1	0.7	0.15	0.91	0.15	29.6
9	R2	69	0.0	69	0.0	0.076	7.3	LOS A	0.1	0.7	0.15	0.91	0.15	29.6
Approach		83	0.0	83	0.0	0.076	7.3	LOS A	0.1	0.7	0.15	0.91	0.15	29.6
West: Perry St														
10	L2	8	0.0	8	0.0	0.018	4.6	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
12	R2	12	27.3	11	27.7	0.018	5.0	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
Approach		20	15.8	19 [N1]	16.1	0.018	4.8	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
All Vehicles		149	2.8	149	2.8	0.076	5.1	NA	0.1	0.7	0.10	0.63	0.10	33.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Existing AM + Dev + RT Ban Only)]

Network: N101 [AM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	544	6.4	497	6.5	0.373	2.5	LOS A	0.6	4.8	0.29	0.26	0.35	41.9
3	R2	125	2.5	114	2.6	0.373	8.1	LOS A	0.6	4.8	0.29	0.26	0.35	42.8
Approach		669	5.7	611 N1	5.8	0.373	3.5	NA	0.6	4.8	0.29	0.26	0.35	42.0
East: Unara St														
4	L2	54	0.0	54	0.0	0.052	6.4	LOS A	0.1	0.6	0.46	0.64	0.46	28.2
6	R2	34	3.1	34	3.1	0.090	12.6	LOS A	0.1	0.8	0.72	0.88	0.72	26.8
Approach		87	1.2	87	1.2	0.090	8.8	LOS A	0.1	0.8	0.56	0.73	0.56	27.4
North: Beamish St														
7	L2	47	2.2	47	2.2	0.270	3.4	LOS A	0.0	0.0	0.00	0.04	0.00	38.9
8	T1	459	9.2	459	9.2	0.270	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	38.9
Approach		506	8.5	506	8.5	0.270	0.3	NA	0.0	0.0	0.00	0.04	0.00	38.9
All Vehicles		1263	6.5	1205 N1	6.8	0.373	2.6	NA	0.6	4.8	0.19	0.20	0.22	40.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Existing AM + Dev + RT Ban Only)]

Network: N101 [AM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	4	25.0	4	25.0	0.022	3.9	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
5	T1	37	0.0	37	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
Approach		41	2.6	41	2.6	0.022	0.4	NA	0.0	0.0	0.00	0.06	0.00	46.9
West: Unara St														
11	T1	122	2.6	114	2.6	0.089	0.1	LOS A	0.1	0.7	0.07	0.17	0.07	41.1
12b	R3	47	2.2	44	2.3	0.089	5.3	LOS A	0.1	0.7	0.07	0.17	0.07	41.1
Approach		169	2.5	159 N1	2.5	0.089	1.5	NA	0.1	0.7	0.07	0.17	0.07	41.1
SouthWest: Stanley St														
30b	L3	53	4.0	52	4.0	0.047	5.5	LOS A	0.1	0.5	0.10	0.53	0.10	33.9
32a	R1	15	0.0	15	0.0	0.047	4.8	LOS A	0.1	0.5	0.10	0.53	0.10	33.9
Approach		67	3.1	67	3.1	0.047	5.4	LOS A	0.1	0.5	0.10	0.53	0.10	33.9
All Vehicles		278	2.7	267 N1	2.8	0.089	2.3	NA	0.1	0.7	0.07	0.25	0.07	38.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Existing AM + Dev + RT Ban Only)]

Network: N101 [AM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	1	0.0	1	0.0	0.020	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	37	2.9	37	2.9	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		38	2.8	38	2.8	0.020	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	137	2.3	129	2.3	0.069	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.1
12b	R3	2	0.0	2	0.0	0.069	4.8	LOS A	0.0	0.0	0.00	0.01	0.00	49.1
Approach		139	2.3	131 N1	2.3	0.069	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.1
SouthWest: Perry Ln														
30b	L3	2	0.0	2	0.0	0.002	5.5	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
32a	R1	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
Approach		3	0.0	3	0.0	0.002	5.2	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
All Vehicles		180	2.3	172 N1	2.4	0.069	0.2	NA	0.0	0.0	0.00	0.02	0.00	48.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Existing AM + Dev + RT Ban Only)]

Network: N101 [AM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

AM Peak 7:30AM-8:30AM
Site Category: -
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	5	0.0	5	0.0	0.056	7.7	LOS A	0.1	0.5	0.31	0.91	0.31	28.0
2	T1	5	0.0	5	0.0	0.056	8.6	LOS A	0.1	0.5	0.31	0.91	0.31	29.5
3	R2	35	0.0	34	0.0	0.056	8.7	LOS A	0.1	0.5	0.31	0.91	0.31	28.0
Approach		45	0.0	45	0.0	0.056	8.6	LOS A	0.1	0.5	0.31	0.91	0.31	28.2
East: Unara St														
4	L2	125	0.0	125	0.0	0.109	3.6	LOS A	0.0	0.0	0.00	0.32	0.00	32.6
5	T1	80	1.3	80	1.3	0.109	0.0	LOS A	0.0	0.0	0.00	0.32	0.00	32.6
6	R2	1	0.0	1	0.0	0.109	4.0	LOS A	0.0	0.0	0.00	0.32	0.00	24.8
Approach		206	0.5	206	0.5	0.109	2.2	NA	0.0	0.0	0.00	0.32	0.00	32.5
North: Eileen Ln														
7	L2	2	50.0	2	50.0	0.011	8.8	LOS A	0.0	0.1	0.32	0.93	0.32	19.5
8	T1	6	0.0	6	0.0	0.011	8.4	LOS A	0.0	0.1	0.32	0.93	0.32	19.5
9	R2	1	0.0	1	0.0	0.011	7.7	LOS A	0.0	0.1	0.32	0.93	0.32	19.5
Approach		9	11.1	9	11.1	0.011	8.4	LOS A	0.0	0.1	0.32	0.93	0.32	19.5
West: Unara St														
10	L2	3	0.0	3	0.0	0.069	4.9	LOS A	0.0	0.1	0.02	0.03	0.02	36.6
11	T1	133	2.4	125	2.4	0.069	0.0	LOS A	0.0	0.1	0.02	0.03	0.02	48.6
12	R2	3	0.0	3	0.0	0.069	5.2	LOS A	0.0	0.1	0.02	0.03	0.02	48.6
Approach		139	2.3	131 [N1]	2.3	0.069	0.3	NA	0.0	0.1	0.02	0.03	0.02	48.2
All Vehicles		400	1.3	392 [N1]	1.3	0.109	2.4	NA	0.1	0.5	0.05	0.30	0.05	37.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Existing AM + Dev + RT Ban Only)]

Network: N101 [AM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	3	0.0	3	0.0	0.023	4.6	LOS A	0.0	0.0	0.00	0.04	0.00	49.1
2	T1	41	0.0	41	0.0	0.023	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.2
Approach		44	0.0	44	0.0	0.023	0.3	NA	0.0	0.0	0.00	0.04	0.00	49.2
North: Duke St														
8	T1	129	0.8	129	0.8	0.153	0.1	LOS A	0.3	2.1	0.12	0.28	0.12	31.9
9	R2	146	0.0	146	0.0	0.153	4.0	LOS A	0.3	2.1	0.12	0.28	0.12	31.9
Approach		276	0.4	276	0.4	0.153	2.2	NA	0.3	2.1	0.12	0.28	0.12	31.9
West: Unara St														
10	L2	129	1.6	124	1.6	0.120	3.8	LOS A	0.2	1.4	0.10	0.51	0.10	17.1
12	R2	41	2.6	39	2.6	0.120	5.0	LOS A	0.2	1.4	0.10	0.51	0.10	25.6
Approach		171	1.9	163 N1	1.8	0.120	4.1	LOS A	0.2	1.4	0.10	0.51	0.10	18.0
All Vehicles		491	0.9	483 N1	0.9	0.153	2.6	NA	0.3	2.1	0.10	0.33	0.10	27.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Existing AM + Dev + RT Ban Only)]

Network: N101 [AM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	12	0.0	11	0.0	0.030	0.3	LOS A	0.1	0.4	0.20	0.40	0.20	27.4
3	R2	41	0.0	40	0.0	0.030	4.4	LOS A	0.1	0.4	0.20	0.40	0.20	44.2
Approach		53	0.0	51 [N1]	0.0	0.030	3.5	NA	0.1	0.4	0.20	0.40	0.20	43.4
East: Site Access Laneway														
4	L2	25	0.0	25	0.0	0.042	4.6	LOS A	0.1	0.4	0.05	0.53	0.05	44.3
6	R2	32	0.0	32	0.0	0.042	4.9	LOS A	0.1	0.4	0.05	0.53	0.05	44.3
Approach		57	0.0	57	0.0	0.042	4.8	LOS A	0.1	0.4	0.05	0.53	0.05	44.3
North: Stanley St														
7	L2	92	0.0	90	0.0	0.055	3.4	LOS A	0.0	0.0	0.00	0.46	0.00	45.6
8	T1	11	30.0	10	30.3	0.055	0.0	LOS A	0.0	0.0	0.00	0.46	0.00	27.8
Approach		102	3.1	100 [N1]	3.1	0.055	3.1	NA	0.0	0.0	0.00	0.46	0.00	45.2
All Vehicles		212	1.5	208 [N1]	1.5	0.055	3.6	NA	0.1	0.4	0.06	0.47	0.06	44.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Existing PM + Dev + RT Ban Only)]

Network: N101 [PM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	118	4.5	118	4.5	1.139	175.9	LOS F	15.1	109.6	1.00	1.28	2.25	12.7
2	T1	424	4.2	424	4.2	1.139	192.2	LOS F	22.6	164.1	1.00	1.48	2.23	7.7
3	R2	343	1.8	343	1.8	* 1.189	246.4	LOS F	29.6	210.3	1.00	1.42	2.42	6.5
Approach		885	3.3	885	3.3	1.189	211.0	LOS F	29.6	210.3	1.00	1.43	2.31	7.9
East: Canterbury Rd														
4	L2	157	1.3	157	1.3	* 0.831	47.5	LOS D	16.2	115.0	0.97	0.92	1.03	27.4
5	T1	1066	1.9	1066	1.9	0.831	40.9	LOS C	16.2	115.0	0.97	0.91	1.02	27.7
Approach		1223	1.8	1223	1.8	0.831	41.8	LOS C	16.2	115.0	0.97	0.91	1.02	27.6
North: Beamish St														
7	L2	67	9.4	67	9.4	1.144	189.0	LOS F	17.1	125.3	1.00	1.37	2.28	4.5
8	T1	369	4.6	369	4.6	* 1.144	195.4	LOS F	17.1	125.3	1.00	1.41	2.32	10.7
9	R2	116	5.5	116	5.5	0.732	61.6	LOS E	4.3	31.2	0.94	0.84	1.09	25.0
Approach		553	5.3	552 N1	5.3	1.144	166.6	LOS F	17.1	125.3	0.99	1.29	2.06	11.3
West: Canterbury Rd														
10	L2	53	16.0	53	16.0	0.595	26.3	LOS B	15.5	110.8	0.72	0.67	0.72	34.8
11	T1	980	1.0	980	1.0	0.595	19.2	LOS B	15.5	110.8	0.68	0.61	0.68	35.8
12	R2	203	0.0	203	0.0	* 1.030	100.8	LOS F	12.2	85.4	1.00	1.14	1.86	17.3
Approach		1236	1.4	1236	1.4	1.030	32.9	LOS C	15.5	110.8	0.73	0.70	0.87	27.4
All Vehicles		3897	2.5	3897	2.5	1.189	95.1	LOS F	29.6	210.3	0.90	1.02	1.41	15.3

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	4	59.1	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	9	59.2	LOS E	0.0	0.0	0.95	0.95	224.3	214.7	0.96
North: Beamish St											

P3	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96
West: Canterbury Rd											
P4	Full	18	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96
All Pedestrians		37	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Existing PM + Dev + RT Ban Only)]

Network: N101 [PM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.041	7.6	LOS A	0.1	1.0	0.51	0.67	0.51	39.6
Approach		15	0.0	15	0.0	0.041	7.6	LOS A	0.1	1.0	0.51	0.67	0.51	39.6
East: Canterbury Rd														
4	L2	34	3.1	34	3.1	0.325	5.6	LOS A	5.6	39.7	0.00	0.03	0.00	56.9
5	T1	1216	1.8	1216	1.8	0.325	0.1	LOS A	6.7	48.0	0.00	0.02	0.00	59.3
Approach		1249	1.9	1249	1.9	0.325	0.2	NA	6.7	48.0	0.00	0.02	0.00	59.2
North: Stanley St														
7	L2	77	0.0	77	0.0	0.108	7.7	LOS A	0.2	1.2	0.55	0.73	0.55	21.3
Approach		77	0.0	77	0.0	0.108	7.7	LOS A	0.2	1.2	0.55	0.73	0.55	21.3
West: Canterbury Rd														
10	L2	31	3.4	29	3.4	0.344	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	58.0
11	T1	1360	1.5	1298	1.4	0.344	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	58.9
Approach		1391	1.5	1328 N1	1.5	0.344	0.1	NA	0.0	0.0	0.00	0.01	0.00	58.9
All Vehicles		2732	1.6	2669 N1	1.7	0.344	0.4	NA	6.7	48.0	0.02	0.04	0.02	57.7

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Existing PM + Dev + RT Ban Only)]

Network: N101 [PM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1481	1.6	1481	1.6	0.384	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		1481	1.6	1481	1.6	0.384	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
North: Una St														
7	L2	8	0.0	8	0.0	0.025	8.2	LOS A	0.0	0.3	0.54	0.68	0.54	25.2
Approach		8	0.0	8	0.0	0.025	8.2	LOS A	0.0	0.3	0.54	0.68	0.54	25.2
West: Canterbury Rd														
10	L2	26	0.0	25	0.0	0.363	5.6	LOS A	3.2	22.7	0.00	0.02	0.00	59.1
11	T1	1440	1.3	1380	1.3	0.363	0.1	LOS A	3.2	22.7	0.00	0.01	0.00	59.4
Approach		1466	1.3	1405 N1	1.2	0.363	0.2	NA	3.2	22.7	0.00	0.01	0.00	59.4
All Vehicles		2956	1.4	2894 N1	1.5	0.384	0.1	NA	3.2	22.7	0.00	0.01	0.00	59.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Existing PM + Dev + RT Ban Only)]

Network: N101 [PM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	31	10.3	31	10.3	0.052	8.6	LOS A	0.1	0.6	0.55	0.70	0.55	40.7
Approach		31	10.3	31	10.3	0.052	8.6	LOS A	0.1	0.6	0.55	0.70	0.55	40.7
East: Canterbury Rd														
4	L2	148	0.0	148	0.0	0.415	3.7	LOS A	0.0	0.0	0.00	0.11	0.00	55.8
5	T1	1451	1.5	1451	1.5	0.415	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	54.6
Approach		1599	1.3	1599	1.3	0.415	0.4	NA	0.0	0.0	0.00	0.05	0.00	55.2
West: Canterbury Rd														
11	T1	1448	1.1	1389	1.1	0.413	2.5	LOS A	1.4	10.0	0.12	0.01	0.16	17.5
12	R2	25	12.5	24	12.1	0.413	30.2	LOS C	1.4	10.0	0.29	0.03	0.39	41.4
Approach		1474	1.3	1413 N1	1.2	0.413	3.0	NA	1.4	10.0	0.13	0.01	0.17	21.3
All Vehicles		3103	1.4	3043 N1	1.4	0.415	1.7	NA	1.4	10.0	0.06	0.04	0.08	41.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Existing PM + Dev + RT Ban Only)]

Network: N101 [PM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1423	1.4	1423	1.4	* 0.513	7.9	LOS A	11.8	83.3	0.47	0.43	0.47	46.3
Approach		1423	1.4	1423	1.4	0.513	7.9	LOS A	11.8	83.3	0.47	0.43	0.47	46.3
North: Duke St														
7	L2	49	2.1	49	2.2	0.208	59.9	LOS E	1.7	12.3	0.93	0.74	0.93	23.2
9	R2	157	0.7	155	0.7	* 0.665	64.7	LOS E	6.0	42.0	1.00	0.83	1.04	10.9
Approach		206	1.0	204 N1	1.0	0.665	63.6	LOS E	6.0	42.0	0.98	0.81	1.01	14.4
West: Canterbury Rd														
10	L2	31	0.0	29	0.0	0.489	11.4	LOS A	6.4	45.0	0.45	0.43	0.45	18.8
11	T1	1403	1.1	1346	1.1	0.489	7.7	LOS A	6.4	45.0	0.45	0.42	0.45	47.4
Approach		1434	1.1	1375 N1	1.1	0.489	7.8	LOS A	6.4	45.0	0.45	0.42	0.45	47.2
All Vehicles		3063	1.2	3002 N1	1.3	0.665	11.6	LOS A	11.8	83.3	0.50	0.45	0.50	41.8

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	16	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	21	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		38	59.2	LOS E	0.1	0.1	0.95	0.95	224.5	215.0	0.96

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: 5 [5. Stanley St - Perry St (Site Folder: Existing PM + Dev + RT Ban Only)]

Network: N101 [PM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	33	0.0	32	0.0	0.042	4.0	LOS A	0.1	0.4	0.04	0.56	0.04	25.6
6b	R3	25	0.0	25	0.0	0.042	5.2	LOS A	0.1	0.4	0.04	0.56	0.04	25.6
Approach		58	0.0	57 N1	0.0	0.042	4.5	LOS A	0.1	0.4	0.04	0.56	0.04	25.6
NorthEast: Stanley St														
24b	L3	17	0.0	16	0.0	0.016	5.4	LOS A	0.0	0.0	0.00	0.34	0.00	39.0
8	T1	13	8.3	12	8.9	0.016	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	39.0
Approach		29	3.6	28 N1	3.8	0.016	3.1	NA	0.0	0.0	0.00	0.34	0.00	39.0
SouthWest: Stanley St														
2	T1	87	0.0	87	0.0	0.060	0.0	LOS A	0.1	0.4	0.05	0.11	0.05	41.5
32a	R1	27	0.0	27	0.0	0.060	2.6	LOS A	0.1	0.4	0.05	0.11	0.05	41.5
Approach		115	0.0	114 N1	0.0	0.060	0.6	NA	0.1	0.4	0.05	0.11	0.05	41.5
All Vehicles		202	0.5	199 N1	0.5	0.060	2.1	NA	0.1	0.4	0.04	0.27	0.04	34.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Existing PM + Dev + RT Ban Only)]

Network: N101 [PM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	56	0.0	55	0.0	0.030	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	49.3
6b	R3	2	0.0	2	0.0	0.030	5.2	LOS A	0.0	0.0	0.01	0.02	0.01	49.3
Approach		58	0.0	57 N1	0.0	0.030	0.2	NA	0.0	0.0	0.01	0.02	0.01	49.3
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.002	5.4	LOS A	0.0	0.0	0.07	0.52	0.07	35.0
26a	R1	2	0.0	2	0.0	0.002	4.3	LOS A	0.0	0.0	0.07	0.52	0.07	35.0
Approach		3	0.0	3	0.0	0.002	4.7	LOS A	0.0	0.0	0.07	0.52	0.07	35.0
West: Perry St														
10a	L1	1	0.0	1	0.0	0.007	4.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
11	T1	14	0.0	13	0.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
Approach		15	0.0	14 N1	0.0	0.007	0.3	NA	0.0	0.0	0.00	0.04	0.00	47.1
All Vehicles		76	0.0	75 N1	0.0	0.030	0.4	NA	0.0	0.0	0.01	0.05	0.01	48.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Existing PM + Dev + RT Ban Only)]

Network: N101 [PM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	23	4.5	23	4.6	0.027	4.6	LOS A	0.0	0.0	0.00	0.24	0.00	40.3
2	T1	29	0.0	29	0.0	0.027	0.0	LOS A	0.0	0.0	0.00	0.24	0.00	40.3
Approach		53	2.0	52 N1	2.0	0.027	2.0	NA	0.0	0.0	0.00	0.24	0.00	40.3
North: Una Ln														
8	T1	5	0.0	5	0.0	0.036	7.2	LOS A	0.0	0.3	0.15	0.91	0.15	29.6
9	R2	35	0.0	35	0.0	0.036	7.3	LOS A	0.0	0.3	0.15	0.91	0.15	29.6
Approach		40	0.0	40	0.0	0.036	7.3	LOS A	0.0	0.3	0.15	0.91	0.15	29.6
West: Perry St														
10	L2	5	20.0	5	20.4	0.014	4.8	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
12	R2	13	0.0	12	0.0	0.014	4.7	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
Approach		18	5.9	17 N1	6.0	0.014	4.7	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
All Vehicles		111	1.9	109 N1	1.9	0.036	4.4	NA	0.0	0.3	0.07	0.53	0.07	34.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: X:\21219 Campsie Private Hospital - Traffic Modelling\07 Modelling Files\Model\21219-sid Campsie Private Hospital 210805 All Scenario (Incl With Mitigation Measures).sip9

MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Existing PM + Dev + RT Ban Only)]

Network: N101 [PM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	378	10.3	340	10.9	0.304	2.8	LOS A	0.5	4.1	0.36	0.30	0.39	41.2
3	R2	133	2.4	119	2.5	0.304	7.9	LOS A	0.5	4.1	0.36	0.30	0.39	41.7
Approach		511	8.2	459 N1	8.7	0.304	4.1	NA	0.5	4.1	0.36	0.30	0.39	41.3
East: Unara St														
4	L2	75	1.4	75	1.4	0.077	6.7	LOS A	0.1	0.8	0.49	0.67	0.49	27.8
6	R2	82	6.4	82	6.4	0.192	11.8	LOS A	0.3	1.9	0.70	0.87	0.72	27.4
Approach		157	4.0	157	4.0	0.192	9.3	LOS A	0.3	1.9	0.60	0.78	0.61	27.6
North: Beamish St														
7	L2	45	2.3	45	2.3	0.284	3.4	LOS A	0.0	0.0	0.00	0.04	0.00	39.0
8	T1	494	7.5	494	7.5	0.284	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	39.0
Approach		539	7.0	539	7.0	0.284	0.3	NA	0.0	0.0	0.00	0.04	0.00	39.0
All Vehicles		1206	7.2	1154 N1	7.5	0.304	3.1	NA	0.5	4.1	0.22	0.24	0.24	38.7

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Existing PM + Dev + RT Ban Only)]

Network: N101 [PM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	8	0.0	8	0.0	0.040	4.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
5	T1	66	3.2	66	3.2	0.040	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
Approach		75	2.8	75	2.8	0.040	0.4	NA	0.0	0.0	0.00	0.06	0.00	45.5
West: Unara St														
11	T1	120	0.9	111	0.9	0.089	0.1	LOS A	0.1	0.8	0.11	0.19	0.11	39.9
12b	R3	53	0.0	48	0.0	0.089	5.4	LOS A	0.1	0.8	0.11	0.19	0.11	39.9
Approach		173	0.6	159 N1	0.6	0.089	1.7	NA	0.1	0.8	0.11	0.19	0.11	39.9
SouthWest: Stanley St														
30b	L3	85	0.0	85	0.0	0.089	5.6	LOS A	0.1	1.0	0.16	0.54	0.16	33.5
32a	R1	36	0.0	36	0.0	0.089	5.0	LOS A	0.1	1.0	0.16	0.54	0.16	33.5
Approach		121	0.0	120 N1	0.0	0.089	5.4	LOS A	0.1	1.0	0.16	0.54	0.16	33.5
All Vehicles		368	0.9	354 N1	0.9	0.089	2.7	NA	0.1	1.0	0.10	0.28	0.10	37.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Existing PM + Dev + RT Ban Only)]

Network: N101 [PM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	2	0.0	2	0.0	0.037	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	68	3.1	68	3.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		71	3.0	70 [N1]	3.0	0.037	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	141	0.7	132	0.7	0.071	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	48.1
12b	R3	4	0.0	4	0.0	0.071	4.9	LOS A	0.0	0.1	0.01	0.02	0.01	48.1
Approach		145	0.7	136 [N1]	0.7	0.071	0.2	NA	0.0	0.1	0.01	0.02	0.01	48.1
SouthWest: Perry Ln														
30b	L3	3	0.0	3	0.0	0.003	5.6	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
32a	R1	1	0.0	1	0.0	0.003	4.7	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
Approach		4	0.0	4	0.0	0.003	5.4	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
All Vehicles		220	1.4	211 [N1]	1.5	0.071	0.2	NA	0.0	0.1	0.01	0.03	0.01	48.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Existing PM + Dev + RT Ban Only)]

Network: N101 [PM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

PM Peak 4:45PM-5:45PM
Site Category: -
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	11	10.0	10	10.2	0.040	8.2	LOS A	0.1	0.4	0.28	0.91	0.28	28.2
2	T1	6	0.0	6	0.0	0.040	8.6	LOS A	0.1	0.4	0.28	0.91	0.28	29.6
3	R2	18	5.9	18	6.0	0.040	9.0	LOS A	0.1	0.4	0.28	0.91	0.28	28.2
Approach		35	6.1	34 N1	6.2	0.040	8.7	LOS A	0.1	0.4	0.28	0.91	0.28	28.6
East: Unara St														
4	L2	62	0.0	62	0.0	0.089	3.6	LOS A	0.0	0.0	0.01	0.20	0.01	37.3
5	T1	105	2.0	105	2.0	0.089	0.0	LOS A	0.0	0.0	0.01	0.20	0.01	37.3
6	R2	1	0.0	1	0.0	0.089	4.0	LOS A	0.0	0.0	0.01	0.20	0.01	26.0
Approach		168	1.3	168	1.3	0.089	1.4	NA	0.0	0.0	0.01	0.20	0.01	37.1
North: Eileen Ln														
7	L2	1	0.0	1	0.0	0.006	7.5	LOS A	0.0	0.1	0.32	0.88	0.32	19.8
8	T1	2	0.0	2	0.0	0.006	8.2	LOS A	0.0	0.1	0.32	0.88	0.32	19.8
9	R2	2	0.0	2	0.0	0.006	8.0	LOS A	0.0	0.1	0.32	0.88	0.32	19.8
Approach		5	0.0	5	0.0	0.006	8.0	LOS A	0.0	0.1	0.32	0.88	0.32	19.8
West: Unara St														
10	L2	3	0.0	3	0.0	0.074	4.9	LOS A	0.0	0.1	0.03	0.03	0.03	36.5
11	T1	142	0.7	134	0.7	0.074	0.0	LOS A	0.0	0.1	0.03	0.03	0.03	48.3
12	R2	5	0.0	5	0.0	0.074	5.1	LOS A	0.0	0.1	0.03	0.03	0.03	48.3
Approach		151	0.7	142 N1	0.7	0.074	0.3	NA	0.0	0.1	0.03	0.03	0.03	47.9
All Vehicles		359	1.5	349 N1	1.5	0.089	1.8	NA	0.1	0.4	0.05	0.21	0.05	40.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Existing PM + Dev + RT Ban Only)]

Network: N101 [PM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	6	0.0	6	0.0	0.026	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	48.5
2	T1	45	0.0	44	0.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	48.7
Approach		52	0.0	50 N1	0.0	0.026	0.6	NA	0.0	0.0	0.00	0.07	0.00	48.7
North: Duke St														
8	T1	161	1.3	161	1.3	0.165	0.1	LOS A	0.3	2.2	0.13	0.24	0.13	33.3
9	R2	136	1.6	136	1.6	0.165	4.0	LOS A	0.3	2.2	0.13	0.24	0.13	33.3
Approach		297	1.4	297	1.4	0.165	1.9	NA	0.3	2.2	0.13	0.24	0.13	33.3
West: Unara St														
10	L2	109	1.9	104	1.9	0.109	3.8	LOS A	0.2	1.2	0.10	0.51	0.10	15.4
12	R2	42	0.0	40	0.0	0.109	5.1	LOS A	0.2	1.2	0.10	0.51	0.10	25.4
Approach		152	1.4	144 N1	1.4	0.109	4.1	LOS A	0.2	1.2	0.10	0.51	0.10	16.5
All Vehicles		500	1.3	491 N1	1.3	0.165	2.4	NA	0.3	2.2	0.11	0.30	0.11	27.7

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Existing PM + Dev + RT Ban Only)]

Network: N101 [PM + Dev + RT Ban Only (Network Folder: S3 Existing + Dev (With RT Bans Only))]

Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	13	0.0	12	0.0	0.016	0.1	LOS A	0.0	0.2	0.12	0.31	0.12	31.3
3	R2	18	0.0	17	0.0	0.016	4.2	LOS A	0.0	0.2	0.12	0.31	0.12	45.3
Approach		31	0.0	29 N1	0.0	0.016	2.5	NA	0.0	0.2	0.12	0.31	0.12	43.8
East: Site Access Laneway														
4	L2	58	0.0	58	0.0	0.096	4.6	LOS A	0.1	1.0	0.04	0.53	0.04	44.3
6	R2	74	0.0	74	0.0	0.096	4.8	LOS A	0.1	1.0	0.04	0.53	0.04	44.3
Approach		132	0.0	132	0.0	0.096	4.7	LOS A	0.1	1.0	0.04	0.53	0.04	44.3
North: Stanley St														
7	L2	39	0.0	38	0.0	0.025	3.4	LOS A	0.0	0.0	0.00	0.44	0.00	45.6
8	T1	6	50.0	6	50.6	0.025	0.0	LOS A	0.0	0.0	0.00	0.44	0.00	27.9
Approach		45	7.0	44 N1	7.1	0.025	2.9	NA	0.0	0.0	0.00	0.44	0.00	45.1
All Vehicles		207	1.5	205 N1	1.5	0.096	4.0	NA	0.1	1.0	0.04	0.48	0.04	44.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd + DEV (Site Folder: Existing AM)]

Network: [AM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	77	5.5	77	5.5	1.083	131.2	LOS F	18.0	130.5	1.00	1.22	1.96	15.0
2	T1	604	4.2	604	4.2	* 1.083	144.6	LOS F	23.2	168.2	1.00	1.37	1.96	9.4
3	R2	392	4.6	392	4.6	* 0.990	101.8	LOS F	20.6	149.8	1.00	1.07	1.53	14.0
Approach		1073	4.4	1073	4.4	1.083	128.0	LOS F	23.2	168.2	1.00	1.25	1.80	11.2
East: Canterbury Rd														
4	L2	198	7.4	198	7.4	* 0.820	50.5	LOS D	15.7	115.0	0.98	0.92	1.04	26.2
5	T1	879	4.6	879	4.6	0.820	43.2	LOS D	15.8	115.0	0.97	0.91	1.03	26.8
Approach		1077	5.1	1077	5.1	0.820	44.6	LOS D	15.8	115.0	0.97	0.91	1.03	26.7
North: Beamish St														
7	L2	40	21.1	40	21.1	0.641	61.9	LOS E	6.8	51.0	0.98	0.91	0.98	14.3
8	T1	366	6.0	366	6.0	0.641	55.6	LOS D	7.4	54.2	0.98	0.86	0.98	27.6
9	R2	103	13.3	103	13.3	0.336	55.9	LOS D	3.5	27.5	0.91	0.78	0.91	26.3
Approach		509	8.7	509	8.7	0.641	56.2	LOS D	7.4	54.2	0.97	0.85	0.97	26.6
West: Canterbury Rd														
10	L2	45	25.6	45	25.6	0.745	32.5	LOS C	20.7	152.5	0.85	0.78	0.85	31.1
11	T1	1156	4.8	1156	4.8	0.745	25.0	LOS B	20.7	152.5	0.80	0.73	0.80	32.0
12	R2	244	2.6	244	2.6	* 1.047	108.1	LOS F	14.8	106.0	1.00	1.18	1.88	16.8
Approach		1445	5.1	1445	5.1	1.047	39.3	LOS C	20.7	152.5	0.84	0.80	0.98	25.3
All Vehicles		4104	5.4	4104	5.4	1.083	65.9	LOS E	23.2	168.2	0.93	0.95	1.21	19.7

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	20	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.7	0.96
North: Beamish St											
P3	Full	14	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96

West: Canterbury Rd										
P4 Full	32	59.2	LOS E	0.1	0.1	0.96	0.96	225.4	216.0	0.96
All Pedestrians	71	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St + DEV (Site Folder: Existing AM)]

Network: [AM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.038	7.1	LOS A	0.1	0.7	0.48	0.64	0.48	40.1
Approach		15	0.0	15	0.0	0.038	7.1	LOS A	0.1	0.7	0.48	0.64	0.48	40.1
East: Canterbury Rd														
4	L2	41	0.0	41	0.0	0.295	5.6	LOS A	3.4	24.5	0.00	0.04	0.00	56.9
5	T1	1074	5.1	1074	5.1	0.295	0.0	LOS A	4.9	35.5	0.00	0.02	0.00	59.1
Approach		1115	4.9	1115	4.9	0.295	0.3	NA	4.9	35.5	0.00	0.02	0.00	58.9
North: Stanley St														
7	L2	41	0.0	41	0.0	0.067	8.8	LOS A	0.1	0.7	0.59	0.76	0.59	19.6
Approach		41	0.0	41	0.0	0.067	8.8	LOS A	0.1	0.7	0.59	0.76	0.59	19.6
West: Canterbury Rd														
10	L2	53	0.0	53	0.0	0.421	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	56.8
11	T1	1535	5.2	1535	5.2	0.421	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	58.3
Approach		1587	5.0	1587	5.0	0.421	0.2	NA	0.0	0.0	0.00	0.02	0.00	58.2
All Vehicles		2758	4.9	2758	4.9	0.421	0.4	NA	4.9	35.5	0.01	0.03	0.01	57.8

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

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MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St + DEV (Site Folder: Existing AM)]

Network: [AM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1303	4.4	1303	4.4	0.344	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		1303	4.4	1303	4.4	0.344	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
North: Una St														
7	L2	16	13.3	16	13.4	0.064	10.5	LOS A	0.2	1.2	0.61	0.79	0.61	22.3
Approach		16	13.3	16	13.4	0.064	10.5	LOS A	0.2	1.2	0.61	0.79	0.61	22.3
West: Canterbury Rd														
10	L2	11	0.0	11	0.0	0.422	5.6	LOS A	7.6	55.5	0.00	0.01	0.00	59.4
11	T1	1582	5.3	1582	5.3	0.422	0.1	LOS A	7.6	55.5	0.00	0.00	0.00	59.6
Approach		1593	5.2	1593	5.2	0.422	0.1	NA	7.6	55.5	0.00	0.00	0.00	59.6
All Vehicles		2912	4.9	2911[N1]	4.9	0.422	0.1	NA	7.6	55.5	0.00	0.01	0.00	59.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St + DEV (Site Folder: Existing AM)]

Network: [AM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	38	5.6	38	5.6	0.044	7.9	LOS A	0.1	0.6	0.53	0.67	0.53	41.3
Approach		38	5.6	38	5.6	0.044	7.9	LOS A	0.1	0.6	0.53	0.67	0.53	41.3
East: Canterbury Rd														
4	L2	88	0.0	88	0.0	0.357	3.7	LOS A	0.0	0.0	0.00	0.08	0.00	56.1
5	T1	1265	4.3	1265	4.3	0.357	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	55.8
Approach		1354	4.0	1354	4.0	0.357	0.3	NA	0.0	0.0	0.00	0.04	0.00	56.0
West: Canterbury Rd														
11	T1	1574	5.0	1574	5.0	0.463	1.8	LOS A	1.4	10.0	0.10	0.01	0.14	21.8
12	R2	24	26.1	24	26.1	0.463	27.1	LOS B	1.4	10.0	0.23	0.02	0.32	43.2
Approach		1598	5.3	1598	5.3	0.463	2.2	NA	1.4	10.0	0.10	0.01	0.14	25.4
All Vehicles		2989	4.8	2989	4.8	0.463	1.4	NA	1.4	10.0	0.06	0.03	0.08	42.1

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

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St + DEV (Site Folder: Existing AM)]

Network: [AM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1235	4.3	1235	4.3	0.463	8.3	LOS A	10.1	73.2	0.46	0.42	0.46	45.8
Approach		1235	4.3	1235	4.3	0.463	8.3	LOS A	10.1	73.2	0.46	0.42	0.46	45.8
North: Duke St														
7	L2	62	1.7	62	1.7	0.233	58.2	LOS E	2.1	15.3	0.92	0.75	0.92	23.6
9	R2	111	1.0	110	1.0	* 0.422	60.1	LOS E	4.0	27.9	0.96	0.78	0.96	11.5
Approach		173	1.2	171 N1	1.2	0.422	59.4	LOS E	4.0	27.9	0.94	0.77	0.94	16.7
West: Canterbury Rd														
10	L2	18	0.0	18	0.0	* 0.598	13.4	LOS A	6.2	45.0	0.54	0.51	0.54	16.1
11	T1	1585	5.0	1585	5.0	0.598	9.7	LOS A	6.2	45.0	0.54	0.50	0.54	45.1
Approach		1603	5.0	1603	5.0	0.598	9.7	LOS A	6.2	45.0	0.54	0.50	0.54	45.0
All Vehicles		3011	4.5	3009 N1	4.5	0.598	12.0	LOS A	10.1	73.2	0.53	0.48	0.53	41.7

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	19	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	11	59.2	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	15	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		44	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.6	0.96

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: 5 [5. Stanley St - Perry St + DEV (Site Folder: Existing AM)]

Network: [AM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	74	2.9	74	2.9	0.060	4.0	LOS A	0.1	0.7	0.08	0.53	0.08	25.9
6b	R3	16	6.7	16	6.7	0.060	5.1	LOS A	0.1	0.7	0.08	0.53	0.08	25.9
Approach		89	3.5	89	3.5	0.060	4.2	LOS A	0.1	0.7	0.08	0.53	0.08	25.9
NorthEast: Stanley St														
24b	L3	14	15.4	13	15.9	0.023	5.5	LOS A	0.0	0.0	0.00	0.20	0.00	43.5
8	T1	27	3.8	26	4.0	0.023	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	43.5
Approach		41	7.7	39 [N1]	8.0	0.023	1.9	NA	0.0	0.0	0.00	0.20	0.00	43.5
SouthWest: Stanley St														
2	T1	48	4.3	48	4.3	0.035	0.0	LOS A	0.0	0.3	0.06	0.11	0.06	41.0
32a	R1	16	6.7	16	6.7	0.035	2.6	LOS A	0.0	0.3	0.06	0.11	0.06	41.0
Approach		64	4.9	64	4.9	0.035	0.7	NA	0.0	0.3	0.06	0.11	0.06	41.0
All Vehicles		195	4.9	193 [N1]	4.9	0.060	2.6	NA	0.1	0.7	0.06	0.32	0.06	34.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln + DEV (Site Folder: Existing AM)]

Network: [AM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	88	3.6	88	3.6	0.047	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
6b	R3	1	0.0	1	0.0	0.047	5.2	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
Approach		89	3.5	89	3.5	0.047	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.7
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.09	0.51	0.09	34.8
26a	R1	2	0.0	2	0.0	0.002	4.4	LOS A	0.0	0.0	0.09	0.51	0.09	34.8
Approach		3	0.0	3	0.0	0.002	4.8	LOS A	0.0	0.0	0.09	0.51	0.09	34.8
West: Perry St														
10a	L1	1	0.0	1	0.0	0.012	4.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
11	T1	21	15.0	21	15.2	0.012	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
Approach		22	14.3	22	14.5	0.012	0.2	NA	0.0	0.0	0.00	0.03	0.00	47.8
All Vehicles		115	5.5	114 N1	5.5	0.047	0.2	NA	0.0	0.0	0.00	0.02	0.00	49.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln + DEV (Site Folder: Existing AM)]

Network: [AM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	14	7.7	14	7.7	0.025	4.6	LOS A	0.0	0.0	0.00	0.16	0.00	43.2
2	T1	33	0.0	33	0.0	0.025	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	43.2
Approach		46	2.3	46	2.3	0.025	1.4	NA	0.0	0.0	0.00	0.16	0.00	43.2
North: Una Ln														
8	T1	14	0.0	14	0.0	0.077	7.2	LOS A	0.1	0.7	0.15	0.91	0.15	29.6
9	R2	69	0.0	69	0.0	0.077	7.3	LOS A	0.1	0.7	0.15	0.91	0.15	29.6
Approach		83	0.0	83	0.0	0.077	7.3	LOS A	0.1	0.7	0.15	0.91	0.15	29.6
West: Perry St														
10	L2	8	0.0	8	0.0	0.019	4.6	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
12	R2	12	27.3	11	27.6	0.019	5.0	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
Approach		20	15.8	20	16.0	0.019	4.8	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
All Vehicles		149	2.8	149	2.8	0.077	5.1	NA	0.1	0.7	0.10	0.63	0.10	33.5

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

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MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St + DEV (Site Folder: Existing AM)]

Network: [AM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	544	6.4	507	6.5	0.381	2.5	LOS A	0.7	4.9	0.29	0.26	0.36	41.9
3	R2	125	2.5	117	2.6	0.381	8.1	LOS A	0.7	4.9	0.29	0.26	0.36	42.8
Approach		669	5.7	623 N1	5.8	0.381	3.6	NA	0.7	4.9	0.29	0.26	0.36	42.0
East: Unara St														
4	L2	54	0.0	54	0.0	0.053	6.4	LOS A	0.1	0.6	0.46	0.64	0.46	28.2
6	R2	34	3.1	34	3.1	0.092	12.8	LOS A	0.1	0.8	0.73	0.88	0.73	26.6
Approach		87	1.2	87	1.2	0.092	8.9	LOS A	0.1	0.8	0.57	0.73	0.57	27.3
North: Beamish St														
7	L2	47	2.2	47	2.2	0.270	3.4	LOS A	0.0	0.0	0.00	0.04	0.00	38.9
8	T1	459	9.2	459	9.2	0.270	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	38.9
Approach		506	8.5	506	8.5	0.270	0.3	NA	0.0	0.0	0.00	0.04	0.00	38.9
All Vehicles		1263	6.5	1217 N1	6.7	0.381	2.6	NA	0.7	4.9	0.19	0.20	0.22	40.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St + DEV (Site Folder: Existing AM)]

Network: [AM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	4	25.0	4	25.0	0.022	3.9	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
5	T1	37	0.0	37	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
Approach		41	2.6	41	2.6	0.022	0.4	NA	0.0	0.0	0.00	0.06	0.00	46.9
West: Unara St														
11	T1	122	2.6	116	2.6	0.090	0.1	LOS A	0.1	0.7	0.07	0.17	0.07	41.1
12b	R3	47	2.2	45	2.3	0.090	5.3	LOS A	0.1	0.7	0.07	0.17	0.07	41.1
Approach		169	2.5	161 N1	2.5	0.090	1.5	NA	0.1	0.7	0.07	0.17	0.07	41.1
SouthWest: Stanley St														
30b	L3	53	4.0	53	4.0	0.048	5.5	LOS A	0.1	0.5	0.10	0.53	0.10	33.9
32a	R1	15	0.0	15	0.0	0.048	4.8	LOS A	0.1	0.5	0.10	0.53	0.10	33.9
Approach		67	3.1	67	3.1	0.048	5.4	LOS A	0.1	0.5	0.10	0.53	0.10	33.9
All Vehicles		278	2.7	269 N1	2.7	0.090	2.3	NA	0.1	0.7	0.07	0.25	0.07	38.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln + DEV (Site Folder: Existing AM)]

Network: [AM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	1	0.0	1	0.0	0.020	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	37	2.9	37	2.9	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		38	2.8	38	2.8	0.020	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	137	2.3	131	2.3	0.069	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.1
12b	R3	2	0.0	2	0.0	0.069	4.8	LOS A	0.0	0.0	0.00	0.01	0.00	49.1
Approach		139	2.3	133 N1	2.3	0.069	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.1
SouthWest: Perry Ln														
30b	L3	2	0.0	2	0.0	0.002	5.5	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
32a	R1	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
Approach		3	0.0	3	0.0	0.002	5.2	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
All Vehicles		180	2.3	174 N1	2.4	0.069	0.2	NA	0.0	0.0	0.00	0.02	0.00	48.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln + DEV (Site Folder: Existing AM)]

Network: [AM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

AM Peak 7:30AM-8:30AM
Site Category: -
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	5	0.0	5	0.0	0.056	7.7	LOS A	0.1	0.5	0.31	0.91	0.31	28.0
2	T1	5	0.0	5	0.0	0.056	8.6	LOS A	0.1	0.5	0.31	0.91	0.31	29.5
3	R2	35	0.0	35	0.0	0.056	8.7	LOS A	0.1	0.5	0.31	0.91	0.31	28.0
Approach		45	0.0	45	0.0	0.056	8.6	LOS A	0.1	0.5	0.31	0.91	0.31	28.2
East: Unara St														
4	L2	125	0.0	125	0.0	0.109	3.6	LOS A	0.0	0.0	0.00	0.32	0.00	32.6
5	T1	80	1.3	80	1.3	0.109	0.0	LOS A	0.0	0.0	0.00	0.32	0.00	32.6
6	R2	1	0.0	1	0.0	0.109	4.0	LOS A	0.0	0.0	0.00	0.32	0.00	24.8
Approach		206	0.5	206	0.5	0.109	2.2	NA	0.0	0.0	0.00	0.32	0.00	32.5
North: Eileen Ln														
7	L2	2	50.0	2	50.0	0.011	8.8	LOS A	0.0	0.1	0.33	0.93	0.33	19.5
8	T1	6	0.0	6	0.0	0.011	8.4	LOS A	0.0	0.1	0.33	0.93	0.33	19.5
9	R2	1	0.0	1	0.0	0.011	7.7	LOS A	0.0	0.1	0.33	0.93	0.33	19.5
Approach		9	11.1	9	11.1	0.011	8.4	LOS A	0.0	0.1	0.33	0.93	0.33	19.5
West: Unara St														
10	L2	3	0.0	3	0.0	0.070	4.9	LOS A	0.0	0.1	0.02	0.03	0.02	36.6
11	T1	133	2.4	127	2.4	0.070	0.0	LOS A	0.0	0.1	0.02	0.03	0.02	48.6
12	R2	3	0.0	3	0.0	0.070	5.2	LOS A	0.0	0.1	0.02	0.03	0.02	48.6
Approach		139	2.3	133 [N1]	2.3	0.070	0.3	NA	0.0	0.1	0.02	0.03	0.02	48.2
All Vehicles		400	1.3	394 [N1]	1.3	0.109	2.4	NA	0.1	0.5	0.05	0.30	0.05	37.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St + DEV (Site Folder: Existing AM)]

Network: [AM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

AM Peak 7:30AM-8:30AM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	3	0.0	3	0.0	0.023	4.6	LOS A	0.0	0.0	0.00	0.04	0.00	49.1
2	T1	41	0.0	41	0.0	0.023	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.2
Approach		44	0.0	44	0.0	0.023	0.3	NA	0.0	0.0	0.00	0.04	0.00	49.2
North: Duke St														
8	T1	129	0.8	129	0.8	0.153	0.1	LOS A	0.3	2.1	0.12	0.28	0.12	31.9
9	R2	146	0.0	146	0.0	0.153	4.0	LOS A	0.3	2.1	0.12	0.28	0.12	31.9
Approach		276	0.4	276	0.4	0.153	2.2	NA	0.3	2.1	0.12	0.28	0.12	31.9
West: Unara St														
10	L2	129	1.6	125	1.6	0.121	3.8	LOS A	0.2	1.4	0.10	0.51	0.10	17.1
12	R2	41	2.6	40	2.6	0.121	5.0	LOS A	0.2	1.4	0.10	0.51	0.10	25.6
Approach		171	1.9	165 N1	1.8	0.121	4.1	LOS A	0.2	1.4	0.10	0.51	0.10	18.0
All Vehicles		491	0.9	485 N1	0.9	0.153	2.6	NA	0.3	2.1	0.10	0.33	0.10	27.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Existing AM)]

Network: [AM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	12	0.0	12	0.0	0.031	0.3	LOS A	0.1	0.4	0.20	0.40	0.20	27.4
3	R2	41	0.0	41	0.0	0.031	4.4	LOS A	0.1	0.4	0.20	0.40	0.20	44.2
Approach		53	0.0	53	0.0	0.031	3.5	NA	0.1	0.4	0.20	0.40	0.20	43.4
East: Site Access Laneway														
4	L2	25	0.0	25	0.0	0.042	4.6	LOS A	0.1	0.4	0.05	0.53	0.05	44.3
6	R2	32	0.0	32	0.0	0.042	4.9	LOS A	0.1	0.4	0.05	0.53	0.05	44.3
Approach		57	0.0	57	0.0	0.042	4.8	LOS A	0.1	0.4	0.05	0.53	0.05	44.3
North: Stanley St														
7	L2	92	0.0	90	0.0	0.055	3.4	LOS A	0.0	0.0	0.00	0.46	0.00	45.6
8	T1	11	30.0	10	30.2	0.055	0.0	LOS A	0.0	0.0	0.00	0.46	0.00	27.8
Approach		102	3.1	101 N1	3.1	0.055	3.1	NA	0.0	0.0	0.00	0.46	0.00	45.2
All Vehicles		212	1.5	210 N1	1.5	0.055	3.6	NA	0.1	0.4	0.06	0.47	0.06	44.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd + DEV (Site Folder: Existing PM)]

Network: [PM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	118	4.5	118	4.5	0.921	81.0	LOS F	10.7	77.8	1.00	1.13	1.39	25.2
2	T1	424	4.2	424	4.2	* 0.921	76.7	LOS F	13.3	96.5	1.00	1.10	1.37	17.2
3	R2	343	1.8	343	1.8	* 0.934	82.3	LOS F	16.3	116.1	1.00	1.01	1.37	16.4
Approach		885	3.3	885	3.3	0.934	79.4	LOS F	16.3	116.1	1.00	1.07	1.37	18.2
East: Canterbury Rd														
4	L2	157	1.3	157	1.3	0.940	73.6	LOS F	16.2	115.0	1.00	1.09	1.29	20.9
5	T1	1066	1.9	1066	1.9	* 0.940	67.1	LOS E	16.2	115.0	1.00	1.11	1.28	20.7
Approach		1223	1.8	1223	1.8	0.940	67.9	LOS E	16.2	115.0	1.00	1.11	1.28	20.7
North: Beamish St														
7	L2	67	9.4	67	9.4	0.833	69.3	LOS E	9.0	66.5	1.00	1.05	1.20	13.0
8	T1	369	4.6	369	4.6	0.833	64.6	LOS E	9.0	66.5	1.00	1.01	1.22	25.4
9	R2	116	5.5	116	5.5	0.307	52.0	LOS D	3.8	27.9	0.88	0.78	0.88	27.5
Approach		553	5.3	553	5.3	0.833	62.5	LOS E	9.0	66.5	0.98	0.97	1.15	24.6
West: Canterbury Rd														
10	L2	53	16.0	53	16.0	0.685	34.0	LOS C	18.0	128.6	0.84	0.76	0.84	30.1
11	T1	980	1.0	980	1.0	0.685	26.5	LOS B	18.0	128.6	0.79	0.71	0.79	31.1
12	R2	203	0.0	203	0.0	* 1.443	435.7	LOS F	24.2	169.5	1.00	1.53	3.39	6.4
Approach		1236	1.4	1236	1.4	1.443	94.1	LOS F	24.2	169.5	0.83	0.85	1.22	14.8
All Vehicles		3897	2.5	3897	2.5	1.443	78.1	LOS F	24.2	169.5	0.94	0.99	1.26	18.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	4	59.1	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	9	59.2	LOS E	0.0	0.0	0.95	0.95	224.3	214.7	0.96
North: Beamish St											
P3	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96

West: Canterbury Rd										
P4 Full	18	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96
All Pedestrians	37	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St + DEV (Site Folder: Existing PM)]

Network: [PM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.041	7.6	LOS A	0.3	2.0	0.51	0.67	0.51	39.6
Approach		15	0.0	15	0.0	0.041	7.6	LOS A	0.3	2.0	0.51	0.67	0.51	39.6
East: Canterbury Rd														
4	L2	34	3.1	34	3.1	0.325	5.6	LOS A	11.7	83.0	0.00	0.03	0.00	56.9
5	T1	1216	1.8	1216	1.8	0.325	0.1	LOS A	13.7	97.5	0.00	0.02	0.00	59.3
Approach		1249	1.9	1249	1.9	0.325	0.2	NA	13.7	97.5	0.00	0.02	0.00	59.2
North: Stanley St														
7	L2	77	0.0	77	0.0	0.112	8.0	LOS A	0.2	1.3	0.57	0.75	0.57	20.8
Approach		77	0.0	77	0.0	0.112	8.0	LOS A	0.2	1.3	0.57	0.75	0.57	20.8
West: Canterbury Rd														
10	L2	31	3.4	31	3.4	0.360	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	57.9
11	T1	1360	1.5	1360	1.5	0.360	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	58.9
Approach		1391	1.5	1391	1.5	0.360	0.2	NA	0.0	0.0	0.00	0.01	0.00	58.8
All Vehicles		2732	1.6	2732	1.6	0.360	0.4	NA	13.7	97.5	0.02	0.04	0.02	57.7

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

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MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St + DEV (Site Folder: Existing PM)]

Network: [PM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1481	1.6	1481	1.6	0.384	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		1481	1.6	1481	1.6	0.384	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
North: Una St														
7	L2	8	0.0	8	0.0	0.027	8.5	LOS A	0.1	0.4	0.56	0.69	0.56	24.8
Approach		8	0.0	8	0.0	0.027	8.5	LOS A	0.1	0.4	0.56	0.69	0.56	24.8
West: Canterbury Rd														
10	L2	26	0.0	26	0.0	0.379	5.6	LOS A	5.3	37.5	0.00	0.02	0.00	59.1
11	T1	1440	1.3	1440	1.3	0.379	0.1	LOS A	5.3	37.5	0.00	0.01	0.00	59.4
Approach		1466	1.3	1466	1.3	0.379	0.2	NA	5.3	37.5	0.00	0.01	0.00	59.4
All Vehicles		2956	1.4	2956	1.4	0.384	0.1	NA	5.3	37.5	0.00	0.01	0.00	59.2

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

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St + DEV (Site Folder: Existing PM)]

Network: [PM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	31	10.3	31	10.3	0.052	8.6	LOS A	0.1	0.6	0.55	0.70	0.55	40.7
Approach		31	10.3	31	10.3	0.052	8.6	LOS A	0.1	0.6	0.55	0.70	0.55	40.7
East: Canterbury Rd														
4	L2	148	0.0	148	0.0	0.415	3.7	LOS A	0.0	0.0	0.00	0.11	0.00	55.8
5	T1	1451	1.5	1451	1.5	0.415	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	54.6
Approach		1599	1.3	1599	1.3	0.415	0.4	NA	0.0	0.0	0.00	0.05	0.00	55.2
West: Canterbury Rd														
11	T1	1448	1.1	1448	1.1	0.431	2.6	LOS A	1.4	10.0	0.13	0.01	0.17	17.1
12	R2	25	12.5	25	12.5	0.431	31.0	LOS C	1.4	10.0	0.30	0.03	0.40	41.1
Approach		1474	1.3	1474	1.3	0.431	3.1	NA	1.4	10.0	0.13	0.01	0.17	20.9
All Vehicles		3103	1.4	3103	1.4	0.431	1.7	NA	1.4	10.0	0.07	0.04	0.09	41.2

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

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St + DEV (Site Folder: Existing PM)]

Network: [PM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1423	1.4	1423	1.4	* 0.536	9.9	LOS A	13.1	92.9	0.52	0.48	0.52	43.8
Approach		1423	1.4	1423	1.4	0.536	9.9	LOS A	13.1	92.9	0.52	0.48	0.52	43.8
North: Duke St														
7	L2	49	2.1	49	2.1	0.170	55.6	LOS D	1.7	11.9	0.90	0.74	0.90	24.2
9	R2	157	0.7	157	0.7	* 0.545	59.5	LOS E	5.7	40.2	0.97	0.81	0.97	11.6
Approach		206	1.0	206	1.0	0.545	58.6	LOS E	5.7	40.2	0.95	0.79	0.95	15.3
West: Canterbury Rd														
10	L2	31	0.0	31	0.0	0.532	13.5	LOS A	6.4	45.0	0.52	0.49	0.52	15.9
11	T1	1403	1.1	1403	1.1	0.532	9.8	LOS A	6.4	45.0	0.52	0.48	0.52	44.9
Approach		1434	1.1	1434	1.1	0.532	9.9	LOS A	6.4	45.0	0.52	0.48	0.52	44.7
All Vehicles		3063	1.2	3063	1.2	0.545	13.2	LOS A	13.1	92.9	0.55	0.50	0.55	40.3

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	16	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	21	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		38	59.2	LOS E	0.1	0.1	0.95	0.95	224.5	215.0	0.96

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.

1:19:45 AM
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MOVEMENT SUMMARY

Site: 5 [5. Stanley St - Perry St + DEV (Site Folder: Existing PM)]

Network: [PM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	33	0.0	33	0.0	0.042	4.0	LOS A	0.1	0.4	0.05	0.56	0.05	25.6
6b	R3	25	0.0	25	0.0	0.042	5.2	LOS A	0.1	0.4	0.05	0.56	0.05	25.6
Approach		58	0.0	58	0.0	0.042	4.5	LOS A	0.1	0.4	0.05	0.56	0.05	25.6
NorthEast: Stanley St														
24b	L3	17	0.0	17	0.0	0.017	5.4	LOS A	0.0	0.0	0.00	0.35	0.00	39.0
8	T1	13	8.3	13	8.3	0.017	0.0	LOS A	0.0	0.0	0.00	0.35	0.00	39.0
Approach		29	3.6	29	3.6	0.017	3.1	NA	0.0	0.0	0.00	0.35	0.00	39.0
SouthWest: Stanley St														
2	T1	87	0.0	87	0.0	0.061	0.0	LOS A	0.1	0.4	0.05	0.11	0.05	41.4
32a	R1	27	0.0	27	0.0	0.061	2.6	LOS A	0.1	0.4	0.05	0.11	0.05	41.4
Approach		115	0.0	115	0.0	0.061	0.6	NA	0.1	0.4	0.05	0.11	0.05	41.4
All Vehicles		202	0.5	202	0.5	0.061	2.1	NA	0.1	0.4	0.04	0.27	0.04	34.9

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

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln + DEV (Site Folder: Existing PM)]

Network: [PM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	56	0.0	56	0.0	0.030	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	49.3
6b	R3	2	0.0	2	0.0	0.030	5.2	LOS A	0.0	0.0	0.01	0.02	0.01	49.3
Approach		58	0.0	58	0.0	0.030	0.2	NA	0.0	0.0	0.01	0.02	0.01	49.3
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.002	5.4	LOS A	0.0	0.0	0.07	0.52	0.07	35.0
26a	R1	2	0.0	2	0.0	0.002	4.3	LOS A	0.0	0.0	0.07	0.52	0.07	35.0
Approach		3	0.0	3	0.0	0.002	4.7	LOS A	0.0	0.0	0.07	0.52	0.07	35.0
West: Perry St														
10a	L1	1	0.0	1	0.0	0.008	4.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
11	T1	14	0.0	14	0.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
Approach		15	0.0	15	0.0	0.008	0.3	NA	0.0	0.0	0.00	0.04	0.00	47.1
All Vehicles		76	0.0	76	0.0	0.030	0.4	NA	0.0	0.0	0.01	0.05	0.01	48.4

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

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln + DEV (Site Folder: Existing PM)]

Network: [PM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	23	4.5	23	4.5	0.028	4.6	LOS A	0.0	0.0	0.00	0.24	0.00	40.3
2	T1	29	0.0	29	0.0	0.028	0.0	LOS A	0.0	0.0	0.00	0.24	0.00	40.3
Approach		53	2.0	53	2.0	0.028	2.0	NA	0.0	0.0	0.00	0.24	0.00	40.3
North: Una Ln														
8	T1	5	0.0	5	0.0	0.036	7.2	LOS A	0.1	0.4	0.15	0.91	0.15	29.6
9	R2	35	0.0	35	0.0	0.036	7.3	LOS A	0.1	0.4	0.15	0.91	0.15	29.6
Approach		40	0.0	40	0.0	0.036	7.3	LOS A	0.1	0.4	0.15	0.91	0.15	29.6
West: Perry St														
10	L2	5	20.0	5	20.0	0.014	4.8	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
12	R2	13	0.0	13	0.0	0.014	4.7	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
Approach		18	5.9	18	5.9	0.014	4.7	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
All Vehicles		111	1.9	111	1.9	0.036	4.4	NA	0.1	0.4	0.07	0.53	0.07	34.9

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

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MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St + DEV (Site Folder: Existing PM)]

Network: [PM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	378	10.3	378	10.3	0.337	3.0	LOS A	0.7	4.9	0.37	0.30	0.43	41.0
3	R2	133	2.4	133	2.4	0.337	8.1	LOS A	0.7	4.9	0.37	0.30	0.43	41.5
Approach		511	8.2	511	8.2	0.337	4.3	NA	0.7	4.9	0.37	0.30	0.43	41.1
East: Unara St														
4	L2	75	1.4	75	1.4	0.077	6.7	LOS A	0.1	0.8	0.49	0.67	0.49	27.8
6	R2	82	6.4	82	6.4	0.204	12.5	LOS A	0.3	2.0	0.72	0.89	0.76	26.9
Approach		157	4.0	157	4.0	0.204	9.7	LOS A	0.3	2.0	0.61	0.78	0.63	27.1
North: Beamish St														
7	L2	45	2.3	45	2.3	0.284	3.4	LOS A	0.0	0.0	0.00	0.04	0.00	39.0
8	T1	494	7.5	494	7.5	0.284	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	39.0
Approach		539	7.0	539	7.0	0.284	0.3	NA	0.0	0.0	0.00	0.04	0.00	39.0
All Vehicles		1206	7.2	1206	7.2	0.337	3.2	NA	0.7	4.9	0.24	0.25	0.27	38.7

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

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St + DEV (Site Folder: Existing PM)]

Network: [PM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	8	0.0	8	0.0	0.040	4.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
5	T1	66	3.2	66	3.2	0.040	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
Approach		75	2.8	75	2.8	0.040	0.4	NA	0.0	0.0	0.00	0.06	0.00	45.5
West: Unara St														
11	T1	120	0.9	120	0.9	0.097	0.1	LOS A	0.1	0.9	0.11	0.19	0.11	39.9
12b	R3	53	0.0	53	0.0	0.097	5.4	LOS A	0.1	0.9	0.11	0.19	0.11	39.9
Approach		173	0.6	173	0.6	0.097	1.7	NA	0.1	0.9	0.11	0.19	0.11	39.9
SouthWest: Stanley St														
30b	L3	85	0.0	85	0.0	0.090	5.6	LOS A	0.1	1.0	0.16	0.54	0.16	33.5
32a	R1	36	0.0	36	0.0	0.090	5.1	LOS A	0.1	1.0	0.16	0.54	0.16	33.5
Approach		121	0.0	121	0.0	0.090	5.4	LOS A	0.1	1.0	0.16	0.54	0.16	33.5
All Vehicles		368	0.9	368	0.9	0.097	2.7	NA	0.1	1.0	0.10	0.28	0.10	37.3

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

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln + DEV (Site Folder: Existing PM)]

Network: [PM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	2	0.0	2	0.0	0.037	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	68	3.1	68	3.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		71	3.0	71	3.0	0.037	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	141	0.7	141	0.7	0.076	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	48.1
12b	R3	4	0.0	4	0.0	0.076	4.9	LOS A	0.0	0.1	0.01	0.02	0.01	48.1
Approach		145	0.7	145	0.7	0.076	0.2	NA	0.0	0.1	0.01	0.02	0.01	48.1
SouthWest: Perry Ln														
30b	L3	3	0.0	3	0.0	0.003	5.6	LOS A	0.0	0.0	0.15	0.52	0.15	33.6
32a	R1	1	0.0	1	0.0	0.003	4.8	LOS A	0.0	0.0	0.15	0.52	0.15	33.6
Approach		4	0.0	4	0.0	0.003	5.4	LOS A	0.0	0.0	0.15	0.52	0.15	33.6
All Vehicles		220	1.4	220	1.4	0.076	0.2	NA	0.0	0.1	0.01	0.03	0.01	48.1

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

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln + DEV (Site Folder: Existing PM)]

Network: [PM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

PM Peak 4:45PM-5:45PM
Site Category: -
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	11	10.0	11	10.0	0.041	8.2	LOS A	0.1	0.4	0.29	0.91	0.29	28.2
2	T1	6	0.0	6	0.0	0.041	8.6	LOS A	0.1	0.4	0.29	0.91	0.29	29.6
3	R2	18	5.9	18	5.9	0.041	9.0	LOS A	0.1	0.4	0.29	0.91	0.29	28.2
Approach		35	6.1	35	6.1	0.041	8.7	LOS A	0.1	0.4	0.29	0.91	0.29	28.5
East: Unara St														
4	L2	62	0.0	62	0.0	0.089	3.6	LOS A	0.0	0.0	0.01	0.20	0.01	37.3
5	T1	105	2.0	105	2.0	0.089	0.0	LOS A	0.0	0.0	0.01	0.20	0.01	37.3
6	R2	1	0.0	1	0.0	0.089	4.1	LOS A	0.0	0.0	0.01	0.20	0.01	26.0
Approach		168	1.3	168	1.3	0.089	1.4	NA	0.0	0.0	0.01	0.20	0.01	37.1
North: Eileen Ln														
7	L2	1	0.0	1	0.0	0.006	7.5	LOS A	0.0	0.1	0.32	0.88	0.32	19.7
8	T1	2	0.0	2	0.0	0.006	8.2	LOS A	0.0	0.1	0.32	0.88	0.32	19.7
9	R2	2	0.0	2	0.0	0.006	8.0	LOS A	0.0	0.1	0.32	0.88	0.32	19.7
Approach		5	0.0	5	0.0	0.006	8.0	LOS A	0.0	0.1	0.32	0.88	0.32	19.7
West: Unara St														
10	L2	3	0.0	3	0.0	0.078	4.9	LOS A	0.0	0.1	0.03	0.03	0.03	36.5
11	T1	142	0.7	142	0.7	0.078	0.0	LOS A	0.0	0.1	0.03	0.03	0.03	48.3
12	R2	5	0.0	5	0.0	0.078	5.1	LOS A	0.0	0.1	0.03	0.03	0.03	48.3
Approach		151	0.7	151	0.7	0.078	0.3	NA	0.0	0.1	0.03	0.03	0.03	47.9
All Vehicles		359	1.5	359	1.5	0.089	1.7	NA	0.1	0.4	0.05	0.21	0.05	40.5

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

MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St + DEV (Site Folder: Existing PM)]

Network: [PM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

PM Peak 4:45PM-5:45PM
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	6	0.0	6	0.0	0.027	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	48.5
2	T1	45	0.0	45	0.0	0.027	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	48.7
Approach		52	0.0	52	0.0	0.027	0.6	NA	0.0	0.0	0.00	0.07	0.00	48.7
North: Duke St														
8	T1	161	1.3	161	1.3	0.165	0.1	LOS A	0.3	2.2	0.13	0.24	0.13	33.3
9	R2	136	1.6	136	1.6	0.165	4.0	LOS A	0.3	2.2	0.13	0.24	0.13	33.3
Approach		297	1.4	297	1.4	0.165	1.9	NA	0.3	2.2	0.13	0.24	0.13	33.3
West: Unara St														
10	L2	109	1.9	109	1.9	0.115	3.8	LOS A	0.2	1.3	0.11	0.51	0.11	15.4
12	R2	42	0.0	42	0.0	0.115	5.1	LOS A	0.2	1.3	0.11	0.51	0.11	25.3
Approach		152	1.4	152	1.4	0.115	4.1	LOS A	0.2	1.3	0.11	0.51	0.11	16.5
All Vehicles		500	1.3	500	1.3	0.165	2.4	NA	0.3	2.2	0.11	0.30	0.11	27.5

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

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MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Existing PM)]

Network: [PM + Dev + Mitigation Measures (Network Folder: S4 Existing + Dev (With RT Bans/Extension))]

Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	13	0.0	13	0.0	0.017	0.1	LOS A	0.0	0.2	0.12	0.31	0.12	31.2
3	R2	18	0.0	18	0.0	0.017	4.2	LOS A	0.0	0.2	0.12	0.31	0.12	45.2
Approach		31	0.0	31	0.0	0.017	2.5	NA	0.0	0.2	0.12	0.31	0.12	43.8
East: Site Access Laneway														
4	L2	58	0.0	58	0.0	0.096	4.6	LOS A	0.1	1.0	0.06	0.53	0.06	44.3
6	R2	74	0.0	74	0.0	0.096	4.8	LOS A	0.1	1.0	0.06	0.53	0.06	44.3
Approach		132	0.0	132	0.0	0.096	4.7	LOS A	0.1	1.0	0.06	0.53	0.06	44.3
North: Stanley St														
7	L2	39	0.0	39	0.0	0.027	3.4	LOS A	0.0	0.0	0.00	0.41	0.00	45.9
8	T1	11	30.0	11	30.0	0.027	0.0	LOS A	0.0	0.0	0.00	0.41	0.00	28.9
Approach		49	6.4	49	6.4	0.027	2.7	NA	0.0	0.0	0.00	0.41	0.00	45.2
All Vehicles		212	1.5	212	1.5	0.096	3.9	NA	0.1	1.0	0.06	0.47	0.06	44.4

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

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MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Future Base 2026 (with B6) AM)]

Network: [FB AM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	77	5.5	77	5.5	1.129	167.5	LOS F	21.7	157.5	1.00	1.31	2.15	13.0
2	T1	618	4.1	618	4.1	* 1.129	180.0	LOS F	25.7	186.5	1.00	1.46	2.16	7.9
3	R2	455	3.9	455	3.9	* 1.294	332.9	LOS F	46.2	334.4	1.00	1.58	2.81	4.9
Approach		1149	4.1	1149	4.1	1.294	239.7	LOS F	46.2	334.4	1.00	1.50	2.42	6.7
East: Canterbury Rd														
4	L2	237	6.2	226	6.5	* 0.885	59.3	LOS E	15.7	115.0	1.00	1.00	1.16	23.7
5	T1	982	4.1	937	4.3	0.885	52.0	LOS D	15.8	115.0	1.00	1.01	1.15	24.2
Approach		1219	4.5	1163 N1	4.7	0.885	53.5	LOS D	15.8	115.0	1.00	1.00	1.15	24.1
North: Beamish St														
7	L2	40	21.1	40	21.1	0.794	73.1	LOS F	9.5	71.2	1.00	1.02	1.13	12.5
8	T1	386	5.7	386	5.7	0.794	63.8	LOS E	9.5	71.2	0.99	0.96	1.14	25.6
9	R2	101	13.5	101	13.6	0.544	55.9	LOS D	3.5	27.0	0.91	0.77	0.91	26.3
Approach		527	8.4	527	8.4	0.794	63.0	LOS E	9.5	71.2	0.97	0.93	1.10	25.0
West: Canterbury Rd														
10	L2	45	25.6	45	25.6	0.821	35.3	LOS C	25.0	183.0	0.91	0.85	0.92	29.6
11	T1	1301	4.3	1301	4.3	0.821	28.9	LOS C	25.0	183.0	0.85	0.80	0.88	29.8
12	R2	244	2.6	244	2.6	* 1.106	147.0	LOS F	17.0	121.6	1.00	1.23	2.12	13.9
Approach		1591	4.6	1591	4.6	1.106	47.2	LOS D	25.0	183.0	0.88	0.87	1.07	22.8
All Vehicles		4486	4.9	4430 N1	5.0	1.294	100.7	LOS F	46.2	334.4	0.95	1.07	1.44	14.7

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	20	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.7	0.96
North: Beamish St											

P3	Full	14	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96
West: Canterbury Rd											
P4	Full	32	59.2	LOS E	0.1	0.1	0.96	0.96	225.4	216.0	0.96
All Pedestrians		71	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Future Base 2026 (with B6) AM)]

Network: [FB AM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.040	7.5	LOS A	0.2	1.3	0.50	0.67	0.50	39.7
Approach		15	0.0	15	0.0	0.040	7.5	LOS A	0.2	1.3	0.50	0.67	0.50	39.7
East: Canterbury Rd														
4	L2	41	0.0	41	0.0	0.321	5.6	LOS A	7.2	52.5	0.00	0.04	0.00	56.9
5	T1	1176	4.7	1175	4.7	0.321	0.1	LOS A	9.3	67.9	0.00	0.02	0.00	59.2
Approach		1217	4.5	1216 N1	4.5	0.321	0.2	NA	9.3	67.9	0.00	0.02	0.00	59.0
North: Stanley St														
7	L2	91	0.0	90	0.0	0.137	8.4	LOS A	0.2	1.6	0.58	0.78	0.58	20.1
9	R2	60	0.0	60	0.0	19.964	17278.8	LOS F	7.9	55.0	1.00	1.37	2.81	0.0
Approach		151	0.0	150 N1	0.0	19.964	6892.4	LOS F	7.9	55.0	0.75	1.01	1.47	0.0
West: Canterbury Rd														
10	L2	171	0.0	161	0.0	0.449	5.6	LOS A	0.0	0.0	0.00	0.11	0.00	52.3
11	T1	1626	4.9	1533	5.0	0.449	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	56.1
Approach		1797	4.5	1694 N1	4.5	0.449	0.6	NA	0.0	0.0	0.00	0.06	0.00	55.7
All Vehicles		3179	4.2	3075 N1	4.4	19.964	337.3	NA	9.3	67.9	0.04	0.09	0.07	2.0

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Future Base 2026 (with B6) AM)]

Network: [FB AM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1429	4.0	1429	4.0	0.752	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	58.8
6	R2	206	0.0	206	0.0	1.027	104.8	LOS F	1.4	10.0	1.00	1.89	4.58	0.9
Approach		1636	3.5	1635 N1	3.5	1.027	13.2	NA	1.4	10.0	0.13	0.24	0.58	5.7
North: Una St														
7	L2	16	13.3	16	13.4	0.066	10.9	LOS A	0.2	1.2	0.63	0.81	0.63	21.8
9	R2	2	0.0	2	0.0	0.776	2062.2	LOS F	0.8	5.5	1.00	1.02	1.09	0.2
Approach		18	11.8	18	11.8	0.776	252.0	LOS F	0.8	5.5	0.67	0.83	0.68	1.6
West: Canterbury Rd														
10	L2	11	0.0	10	0.0	0.434	5.6	LOS A	8.0	58.3	0.00	0.01	0.00	59.4
11	T1	1725	4.8	1632	4.9	0.434	0.1	LOS A	8.0	58.3	0.00	0.00	0.00	59.6
Approach		1736	4.8	1642 N1	4.8	0.434	0.1	NA	8.0	58.3	0.00	0.00	0.00	59.6
All Vehicles		3389	4.2	3295 N1	4.3	1.027	8.0	NA	8.0	58.3	0.07	0.12	0.29	32.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Future Base 2026 (with B6) AM)]

Network: [FB AM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	44	4.8	44	4.8	0.077	9.6	LOS A	0.1	0.9	0.60	0.76	0.60	39.7
3	R2	35	3.0	35	3.0	3.270	2411.7	LOS F	10.2	73.0	1.00	1.46	2.85	0.7
Approach		79	4.0	79	4.0	3.270	1066.5	LOS F	10.2	73.0	0.77	1.07	1.59	1.5
East: Canterbury Rd														
4	L2	80	0.0	80	0.0	0.440	3.7	LOS A	0.0	0.0	0.00	0.05	0.00	56.3
5	T1	1599	3.4	1598	3.4	0.440	0.0	LOS A	3.6	26.2	0.00	0.03	0.00	56.9
Approach		1679	3.3	1678 N1	3.3	0.440	0.2	NA	3.6	26.2	0.00	0.03	0.00	56.7
West: Canterbury Rd														
11	T1	1716	4.6	1624	4.6	0.508	4.3	LOS A	1.4	10.0	0.41	0.01	0.47	13.5
12	R2	24	26.1	23	26.6	0.508	46.9	LOS D	1.4	10.0	1.00	0.03	1.15	37.5
Approach		1740	4.9	1647 N1	4.9	0.508	4.9	NA	1.4	10.0	0.42	0.01	0.48	16.0
All Vehicles		3498	4.1	3404 N1	4.2	3.270	27.2	NA	10.2	73.0	0.22	0.04	0.27	7.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Future Base 2026 (with B6) AM)]

Network: [FB AM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1576	3.4	1576	3.4	* 0.644	10.3	LOS A	17.5	126.1	0.57	0.53	0.57	43.3
Approach		1576	3.4	1576	3.4	0.644	10.3	LOS A	17.5	126.1	0.57	0.53	0.57	43.3
North: Duke St														
7	L2	62	1.7	62	1.7	0.233	58.2	LOS E	2.1	15.2	0.92	0.75	0.92	23.6
9	R2	101	1.0	100	1.0	* 0.467	61.0	LOS E	3.7	26.0	0.96	0.79	0.96	11.4
Approach		163	1.3	162 N1	1.3	0.467	59.9	LOS E	3.7	26.0	0.95	0.77	0.95	16.9
West: Canterbury Rd														
10	L2	18	0.0	17	0.0	0.606	13.5	LOS A	6.2	45.0	0.55	0.51	0.55	16.0
11	T1	1728	4.6	1614	4.7	0.606	9.8	LOS A	6.2	45.0	0.55	0.51	0.55	45.0
Approach		1746	4.6	1630 N1	4.6	0.606	9.8	LOS A	6.2	45.0	0.55	0.51	0.55	44.9
All Vehicles		3485	3.9	3368 N1	4.0	0.644	12.5	LOS A	17.5	126.1	0.58	0.53	0.58	41.2

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	19	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	11	59.2	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	15	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		44	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.6	0.96

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: 5 [5. Stanley St - Perry St (Site Folder: Future Base 2026 (with B6) AM)]

Network: [FB AM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	205	1.0	199	1.1	0.140	4.1	LOS A	0.2	1.7	0.11	0.52	0.11	25.8
6b	R3	16	6.7	15	6.9	0.140	5.2	LOS A	0.2	1.7	0.11	0.52	0.11	25.8
Approach		221	1.4	215 N1	1.5	0.140	4.2	LOS A	0.2	1.7	0.11	0.52	0.11	25.8
NorthEast: Stanley St														
24b	L3	14	15.4	13	16.0	0.028	5.5	LOS A	0.0	0.0	0.00	0.16	0.00	44.8
8	T1	38	2.8	36	2.9	0.028	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	44.8
Approach		52	6.1	49 N1	6.4	0.028	1.5	NA	0.0	0.0	0.00	0.16	0.00	44.8
SouthWest: Stanley St														
2	T1	53	4.0	52	4.0	0.037	0.0	LOS A	0.0	0.3	0.07	0.10	0.07	41.3
32a	R1	16	6.7	16	6.7	0.037	2.7	LOS A	0.0	0.3	0.07	0.10	0.07	41.3
Approach		68	4.6	68	4.7	0.037	0.7	NA	0.0	0.3	0.07	0.10	0.07	41.3
All Vehicles		341	2.8	331 N1	2.9	0.140	3.0	NA	0.2	1.7	0.09	0.38	0.09	31.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Future Base 2026 (with B6) AM)]

Network: [FB AM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	220	1.4	214	1.5	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
6b	R3	1	0.0	1	0.0	0.111	5.2	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		221	1.4	215 N1	1.5	0.111	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.09	0.52	0.09	34.4
26a	R1	2	0.0	2	0.0	0.003	4.8	LOS A	0.0	0.0	0.09	0.52	0.09	34.4
Approach		3	0.0	3	0.0	0.003	5.1	LOS A	0.0	0.0	0.09	0.52	0.09	34.4
West: Perry St														
10a	L1	1	0.0	1	0.0	0.012	4.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
11	T1	21	15.0	20	15.3	0.012	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
Approach		22	14.3	21 N1	14.6	0.012	0.2	NA	0.0	0.0	0.00	0.03	0.00	47.8
All Vehicles		246	2.6	240 N1	2.6	0.111	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Future Base 2026 (with B6) AM)]

Network: [FB AM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	176	0.6	170	0.6	0.108	4.6	LOS A	0.0	0.0	0.00	0.45	0.00	34.1
2	T1	33	0.0	32	0.0	0.108	0.0	LOS A	0.0	0.0	0.00	0.45	0.00	34.1
Approach		208	0.5	202 N1	0.5	0.108	3.9	NA	0.0	0.0	0.00	0.45	0.00	34.1
North: Una Ln														
8	T1	14	0.0	14	0.0	0.050	7.2	LOS A	0.1	0.5	0.31	0.86	0.31	28.7
9	R2	39	0.0	39	0.0	0.050	8.4	LOS A	0.1	0.5	0.31	0.86	0.31	28.7
Approach		53	0.0	52 N1	0.0	0.050	8.1	LOS A	0.1	0.5	0.31	0.86	0.31	28.7
West: Perry St														
10	L2	8	0.0	8	0.0	0.017	4.6	LOS A	0.0	0.2	0.11	0.52	0.11	37.3
12	R2	12	27.3	11	27.7	0.017	5.4	LOS A	0.0	0.2	0.11	0.52	0.11	37.3
Approach		20	15.8	19 N1	16.1	0.017	5.1	LOS A	0.0	0.2	0.11	0.52	0.11	37.3
All Vehicles		281	1.5	274 N1	1.5	0.108	4.8	NA	0.1	0.5	0.07	0.53	0.07	33.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Future Base 2026 (with B6) AM)]

Network: [FB AM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	615	5.7	555	5.8	0.399	2.6	LOS A	0.7	5.1	0.29	0.25	0.37	41.9
3	R2	113	2.8	102	2.9	0.399	8.9	LOS A	0.7	5.1	0.29	0.25	0.37	42.8
Approach		727	5.2	657 [N1]	5.3	0.399	3.6	NA	0.7	5.1	0.29	0.25	0.37	42.0
East: Unara St														
4	L2	44	0.0	44	0.0	0.045	6.6	LOS A	0.1	0.5	0.48	0.65	0.48	27.9
6	R2	58	1.8	57	1.8	0.174	14.4	LOS A	0.2	1.5	0.78	0.90	0.79	25.4
Approach		102	1.0	101 [N1]	1.0	0.174	11.0	LOS A	0.2	1.5	0.65	0.79	0.65	26.0
North: Beamish St														
7	L2	71	1.5	71	1.5	0.300	3.4	LOS A	0.0	0.0	0.00	0.06	0.00	38.6
8	T1	496	8.5	496	8.5	0.300	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	38.6
Approach		566	7.6	566	7.6	0.300	0.5	NA	0.0	0.0	0.00	0.06	0.00	38.6
All Vehicles		1396	5.9	1324 [N1]	6.2	0.399	2.8	NA	0.7	5.1	0.19	0.21	0.23	39.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Future Base 2026 (with B6) AM)]

Network: [FB AM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	4	25.0	4	25.1	0.022	3.9	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
5	T1	37	0.0	37	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
Approach		41	2.6	41	2.6	0.022	0.4	NA	0.0	0.0	0.00	0.06	0.00	46.9
West: Unara St														
11	T1	122	2.6	115	2.6	0.095	0.1	LOS A	0.1	0.9	0.08	0.20	0.08	40.0
12b	R3	58	1.8	54	1.9	0.095	5.3	LOS A	0.1	0.9	0.08	0.20	0.08	40.0
Approach		180	2.3	169 N1	2.3	0.095	1.8	NA	0.1	0.9	0.08	0.20	0.08	40.0
SouthWest: Stanley St														
30b	L3	66	3.2	65	3.2	0.047	5.5	LOS A	0.1	0.6	0.10	0.54	0.10	33.6
32a	R1	5	0.0	5	0.0	0.047	4.9	LOS A	0.1	0.6	0.10	0.54	0.10	33.6
Approach		72	2.9	71 N1	3.0	0.047	5.5	LOS A	0.1	0.6	0.10	0.54	0.10	33.6
All Vehicles		293	2.5	281 N1	2.6	0.095	2.5	NA	0.1	0.9	0.07	0.26	0.07	37.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Future Base 2026 (with B6) AM)]

Network: [FB AM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	1	0.0	1	0.0	0.020	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	37	2.9	37	2.9	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		38	2.8	38	2.8	0.020	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	127	2.5	120	2.5	0.064	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.0
12b	R3	2	0.0	2	0.0	0.064	4.8	LOS A	0.0	0.0	0.00	0.01	0.00	49.0
Approach		129	2.4	122 N1	2.4	0.064	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.0
SouthWest: Perry Ln														
30b	L3	2	0.0	2	0.0	0.002	5.5	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
32a	R1	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
Approach		3	0.0	3	0.0	0.002	5.2	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
All Vehicles		171	2.5	163 N1	2.6	0.064	0.2	NA	0.0	0.0	0.01	0.02	0.01	48.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Future Base 2026 (with B6) AM)]

Network: [FB AM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	5	0.0	5	0.0	0.049	7.6	LOS A	0.1	0.5	0.22	0.91	0.22	28.7
2	T1	5	0.0	5	0.0	0.049	8.0	LOS A	0.1	0.5	0.22	0.91	0.22	30.0
3	R2	35	0.0	34	0.0	0.049	8.0	LOS A	0.1	0.5	0.22	0.91	0.22	28.7
Approach		45	0.0	44 N1	0.0	0.049	8.0	LOS A	0.1	0.5	0.22	0.91	0.22	28.9
East: Unara St														
4	L2	40	0.0	40	0.0	0.041	3.6	LOS A	0.0	0.0	0.01	0.28	0.01	33.8
5	T1	36	2.9	36	2.9	0.041	0.0	LOS A	0.0	0.0	0.01	0.28	0.01	33.8
6	R2	1	0.0	1	0.0	0.041	4.0	LOS A	0.0	0.0	0.01	0.28	0.01	25.1
Approach		77	1.4	77	1.4	0.041	2.0	NA	0.0	0.0	0.01	0.28	0.01	33.5
North: Eileen Ln														
7	L2	2	50.0	2	50.0	0.010	8.8	LOS A	0.0	0.1	0.27	0.93	0.27	20.3
8	T1	6	0.0	6	0.0	0.010	7.6	LOS A	0.0	0.1	0.27	0.93	0.27	20.3
9	R2	1	0.0	1	0.0	0.010	7.4	LOS A	0.0	0.1	0.27	0.93	0.27	20.3
Approach		9	11.1	9	11.1	0.010	7.8	LOS A	0.0	0.1	0.27	0.93	0.27	20.3
West: Unara St														
10	L2	3	0.0	3	0.0	0.064	4.7	LOS A	0.0	0.1	0.01	0.03	0.01	36.7
11	T1	123	2.6	116	2.5	0.064	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	48.7
12	R2	3	0.0	3	0.0	0.064	4.8	LOS A	0.0	0.1	0.01	0.03	0.01	48.7
Approach		129	2.4	122 N1	2.4	0.064	0.2	NA	0.0	0.1	0.01	0.03	0.01	48.2
All Vehicles		261	2.0	252 N1	2.1	0.064	2.4	NA	0.1	0.5	0.06	0.29	0.06	38.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Future Base 2026 (with B6) AM)]

Network: [FB AM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	3	0.0	3	0.0	0.022	4.6	LOS A	0.0	0.0	0.00	0.04	0.00	49.1
2	T1	41	0.0	40	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.2
Approach		44	0.0	43 N1	0.0	0.022	0.3	NA	0.0	0.0	0.00	0.04	0.00	49.2
North: Duke St														
8	T1	129	0.8	129	0.8	0.109	0.1	LOS A	0.2	1.2	0.09	0.19	0.09	36.0
9	R2	72	0.0	72	0.0	0.109	4.0	LOS A	0.2	1.2	0.09	0.19	0.09	36.0
Approach		201	0.5	201	0.5	0.109	1.5	NA	0.2	1.2	0.09	0.19	0.09	36.0
West: Unara St														
10	L2	129	1.6	123	1.6	0.108	3.8	LOS A	0.2	1.3	0.10	0.50	0.10	17.2
12	R2	32	3.3	30	3.4	0.108	4.6	LOS A	0.2	1.3	0.10	0.50	0.10	26.0
Approach		161	2.0	153 N1	1.9	0.108	3.9	LOS A	0.2	1.3	0.10	0.50	0.10	18.0
All Vehicles		406	1.0	397 N1	1.1	0.109	2.3	NA	0.2	1.3	0.09	0.29	0.09	27.7

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Future Base 2026 (with B6) AM)]

Network: [FB AM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

Site Category: -
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	12	0.0	11	0.0	0.109	0.8	LOS A	0.2	1.4	0.35	0.53	0.35	24.3
3	R2	159	0.0	150	0.0	0.109	4.9	LOS A	0.2	1.4	0.35	0.53	0.35	43.2
Approach		171	0.0	161 [N1]	0.0	0.109	4.6	NA	0.2	1.4	0.35	0.53	0.35	42.9
East: Site Access Laneway														
4	L2	133	0.0	133	0.0	0.210	4.6	LOS A	14.7	102.8	0.03	0.53	0.03	44.2
6	R2	36	0.0	36	0.0	0.210	5.7	LOS A	14.7	102.8	0.03	0.53	0.03	44.2
Approach		168	0.0	168	0.0	0.210	4.8	LOS A	14.7	102.8	0.03	0.53	0.03	44.2
North: Stanley St														
7	L2	234	0.0	226	0.0	0.128	3.4	LOS A	0.0	0.0	0.00	0.49	0.00	45.4
8	T1	11	30.0	10	30.6	0.128	0.0	LOS A	0.0	0.0	0.00	0.49	0.00	27.3
Approach		244	1.3	236 [N1]	1.3	0.128	3.3	NA	0.0	0.0	0.00	0.49	0.00	45.2
All Vehicles		583	0.5	565 [N1]	0.6	0.210	4.1	NA	14.7	102.8	0.11	0.51	0.11	44.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Future Base 2026 (with B6) PM)]

Network: [FB PM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	118	4.5	118	4.5	1.197	224.4	LOS F	18.5	133.9	1.00	1.37	2.48	10.7
2	T1	453	4.0	453	4.0	* 1.197	239.4	LOS F	26.8	193.8	1.00	1.61	2.47	6.4
3	R2	371	1.7	371	1.7	* 1.282	324.5	LOS F	37.2	264.2	1.00	1.57	2.79	5.0
Approach		941	3.1	941	3.1	1.282	271.0	LOS F	37.2	264.2	1.00	1.56	2.60	6.3
East: Canterbury Rd														
4	L2	247	0.9	224	0.9	* 0.867	52.9	LOS D	16.2	115.0	0.99	0.97	1.10	25.6
5	T1	1148	1.7	1040	1.9	0.867	45.8	LOS D	16.2	115.0	0.99	0.97	1.09	26.0
Approach		1396	1.6	1264 N 1	1.7	0.867	47.0	LOS D	16.2	115.0	0.99	0.97	1.09	25.9
North: Beamish St														
7	L2	67	9.4	67	9.4	1.150	192.7	LOS F	18.0	132.2	1.00	1.37	2.31	4.4
8	T1	374	4.5	374	4.5	1.150	199.5	LOS F	18.0	132.2	1.00	1.41	2.34	10.5
9	R2	112	5.7	112	5.7	0.709	60.7	LOS E	4.1	29.8	0.93	0.83	1.06	25.3
Approach		553	5.3	552 N1	5.3	1.150	170.6	LOS F	18.0	132.2	0.99	1.29	2.08	11.1
West: Canterbury Rd														
10	L2	53	16.0	53	16.0	0.659	26.9	LOS B	18.0	128.5	0.75	0.70	0.75	34.4
11	T1	1111	0.9	1111	0.9	0.659	19.9	LOS B	18.0	128.5	0.71	0.64	0.71	35.3
12	R2	203	0.0	203	0.0	* 1.060	117.4	LOS F	13.0	90.9	1.00	1.16	1.98	15.8
Approach		1366	1.3	1366	1.3	1.060	34.7	LOS C	18.0	128.5	0.75	0.72	0.90	26.6
All Vehicles		4256	2.3	4124 N 1	2.4	1.282	110.6	LOS F	37.2	264.2	0.91	1.07	1.50	13.7

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	4	59.1	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	9	59.2	LOS E	0.0	0.0	0.95	0.95	224.3	214.7	0.96
North: Beamish St											

P3	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96
West: Canterbury Rd											
P4	Full	18	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96
All Pedestrians		37	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Future Base 2026 (with B6) PM)]

Network: [FB PM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.042	7.8	LOS A	0.2	1.3	0.52	0.68	0.52	39.4
Approach		15	0.0	15	0.0	0.042	7.8	LOS A	0.2	1.3	0.52	0.68	0.52	39.4
East: Canterbury Rd														
4	L2	34	3.1	34	3.1	0.335	5.6	LOS A	7.7	54.5	0.00	0.03	0.00	56.9
5	T1	1258	1.8	1257	1.8	0.335	0.1	LOS A	9.4	66.7	0.00	0.02	0.00	59.3
Approach		1292	1.8	1291 N1	1.8	0.335	0.2	NA	9.4	66.7	0.00	0.02	0.00	59.2
North: Stanley St														
7	L2	193	0.0	193	0.0	0.277	8.7	LOS A	0.5	3.7	0.61	0.83	0.66	19.7
9	R2	138	0.0	138	0.0	29.376	25641.6	LOS F	7.9	55.0	1.00	1.58	3.77	0.0
Approach		331	0.0	330 N1	0.0	29.376	10702.7	LOS F	7.9	55.0	0.77	1.14	1.96	0.0
West: Canterbury Rd														
10	L2	81	1.3	76	1.3	0.380	5.6	LOS A	0.0	0.0	0.00	0.06	0.00	55.6
11	T1	1476	1.4	1390	1.3	0.380	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	57.7
Approach		1557	1.4	1467 N1	1.3	0.380	0.3	NA	0.0	0.0	0.00	0.03	0.00	57.6
All Vehicles		3194	1.4	3102 N1	1.4	29.376	1140.1	NA	9.4	66.7	0.08	0.15	0.21	0.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Future Base 2026 (with B6) PM)]

Network: [FB PM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1538	1.5	1537	1.5	0.640	4.6	LOS A	1.4	10.0	0.20	0.06	0.31	13.2
6	R2	107	1.0	107	1.0	0.640	30.4	LOS C	1.4	10.0	1.00	0.30	1.58	3.2
Approach		1645	1.5	1644 N1	1.5	0.640	6.3	NA	1.4	10.0	0.25	0.08	0.39	11.0
North: Una St														
7	L2	8	0.0	8	0.0	0.029	9.3	LOS A	0.1	0.4	0.58	0.72	0.58	23.7
9	R2	3	0.0	3	0.0	0.698	1226.4	LOS F	0.7	4.9	1.00	1.02	1.10	0.3
Approach		12	0.0	11 N1	0.0	0.698	341.2	LOS F	0.7	4.9	0.70	0.80	0.72	1.2
West: Canterbury Rd														
10	L2	26	0.0	25	0.0	0.417	5.6	LOS A	5.9	41.6	0.00	0.02	0.00	59.1
11	T1	1674	1.1	1590	1.1	0.417	0.1	LOS A	5.9	41.6	0.00	0.01	0.00	59.4
Approach		1700	1.1	1615 N1	1.1	0.417	0.2	NA	5.9	41.6	0.00	0.01	0.00	59.4
All Vehicles		3357	1.3	3270 N1	1.3	0.698	4.4	NA	5.9	41.6	0.13	0.05	0.20	40.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Future Base 2026 (with B6) PM)]

Network: [FB PM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	38	8.3	38	8.3	0.104	14.2	LOS A	0.2	1.1	0.74	0.87	0.74	36.2
3	R2	13	0.0	13	0.0	2.339	1830.5	LOS F	3.8	26.7	1.00	1.27	2.17	0.9
Approach		51	6.3	51	6.3	2.339	468.3	LOS F	3.8	26.7	0.80	0.97	1.09	3.2
East: Canterbury Rd														
4	L2	129	0.0	129	0.0	0.603	3.7	LOS A	0.0	0.0	0.00	0.06	0.00	56.0
5	T1	1616	1.3	1615	1.3	0.603	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	55.0
Approach		1745	1.2	1744 N1	1.2	0.603	0.3	NA	0.0	0.0	0.00	0.04	0.00	55.4
West: Canterbury Rd														
11	T1	1682	0.9	1599	0.9	0.503	5.6	LOS A	1.4	10.0	0.39	0.01	0.46	11.1
12	R2	25	12.5	24	12.0	0.503	52.4	LOS D	1.4	10.0	1.00	0.03	1.17	34.9
Approach		1707	1.1	1623 N1	1.1	0.503	6.3	NA	1.4	10.0	0.40	0.01	0.47	13.4
All Vehicles		3503	1.2	3418 N1	1.3	2.339	10.1	NA	3.8	26.7	0.20	0.04	0.24	16.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Future Base 2026 (with B6) PM)]

Network: [FB PM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1611	1.2	1611	1.2	* 0.580	8.6	LOS A	14.4	102.2	0.51	0.47	0.51	45.4
Approach		1611	1.2	1611	1.2	0.580	8.6	LOS A	14.4	102.2	0.51	0.47	0.51	45.4
North: Duke St														
7	L2	49	2.1	49	2.1	0.208	59.9	LOS E	1.7	12.4	0.93	0.74	0.93	23.2
9	R2	134	0.8	133	0.8	* 0.569	63.3	LOS E	5.0	35.1	0.99	0.80	0.99	11.1
Approach		183	1.1	182 N1	1.2	0.569	62.4	LOS E	5.0	35.1	0.97	0.78	0.97	15.0
West: Canterbury Rd														
10	L2	31	0.0	29	0.0	0.560	12.1	LOS A	6.4	45.0	0.50	0.47	0.50	17.8
11	T1	1634	1.0	1547	0.9	0.560	8.4	LOS A	6.4	45.0	0.49	0.46	0.49	46.6
Approach		1664	0.9	1576 N1	0.9	0.560	8.4	LOS A	6.4	45.0	0.49	0.46	0.49	46.4
All Vehicles		3458	1.1	3368 N1	1.1	0.580	11.4	LOS A	14.4	102.2	0.53	0.48	0.53	42.2

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	16	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	21	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		38	59.2	LOS E	0.1	0.1	0.95	0.95	224.5	215.0	0.96

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: 5 [5. Stanley St - Perry St (Site Folder: Future Base 2026 (with B6) PM)]

Network: [FB PM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	89	0.0	88	0.0	0.077	4.0	LOS A	0.1	0.9	0.05	0.54	0.05	26.1
6b	R3	25	0.0	25	0.0	0.077	5.3	LOS A	0.1	0.9	0.05	0.54	0.05	26.1
Approach		115	0.0	113 N1	0.0	0.077	4.3	LOS A	0.1	0.9	0.05	0.54	0.05	26.1
NorthEast: Stanley St														
24b	L3	17	0.0	15	0.0	0.018	5.4	LOS A	0.0	0.0	0.00	0.30	0.00	40.1
8	T1	17	6.3	15	6.8	0.018	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	40.1
Approach		34	3.1	31 N1	3.4	0.018	2.7	NA	0.0	0.0	0.00	0.30	0.00	40.1
SouthWest: Stanley St														
2	T1	98	0.0	97	0.0	0.066	0.0	LOS A	0.1	0.4	0.05	0.10	0.05	42.0
32a	R1	27	0.0	27	0.0	0.066	2.6	LOS A	0.1	0.4	0.05	0.10	0.05	42.0
Approach		125	0.0	125	0.0	0.066	0.6	NA	0.1	0.4	0.05	0.10	0.05	42.0
All Vehicles		274	0.4	269 N1	0.4	0.077	2.4	NA	0.1	0.9	0.04	0.31	0.04	33.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Future Base 2026 (with B6) PM)]

Network: [FB PM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	113	0.0	111	0.0	0.058	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.6
6b	R3	2	0.0	2	0.0	0.058	5.2	LOS A	0.0	0.0	0.00	0.01	0.00	49.6
Approach		115	0.0	113 N1	0.0	0.058	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.6
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.002	5.4	LOS A	0.0	0.0	0.06	0.52	0.06	35.0
26a	R1	2	0.0	2	0.0	0.002	4.4	LOS A	0.0	0.0	0.06	0.52	0.06	35.0
Approach		3	0.0	3	0.0	0.002	4.8	LOS A	0.0	0.0	0.06	0.52	0.06	35.0
West: Perry St														
10a	L1	1	0.0	1	0.0	0.007	4.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
11	T1	14	0.0	13	0.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
Approach		15	0.0	14 N1	0.0	0.007	0.3	NA	0.0	0.0	0.00	0.04	0.00	47.1
All Vehicles		133	0.0	131 N1	0.0	0.058	0.2	NA	0.0	0.0	0.00	0.03	0.00	49.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Future Base 2026 (with B6) PM)]

Network: [FB PM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	93	1.1	92	1.1	0.065	4.6	LOS A	0.0	0.0	0.00	0.41	0.00	35.2
2	T1	29	0.0	29	0.0	0.065	0.0	LOS A	0.0	0.0	0.00	0.41	0.00	35.2
Approach		122	0.9	121 N1	0.9	0.065	3.5	NA	0.0	0.0	0.00	0.41	0.00	35.2
North: Una Ln														
8	T1	5	0.0	5	0.0	0.025	7.2	LOS A	0.0	0.3	0.23	0.88	0.23	29.3
9	R2	22	0.0	22	0.0	0.025	7.7	LOS A	0.0	0.3	0.23	0.88	0.23	29.3
Approach		27	0.0	27	0.0	0.025	7.6	LOS A	0.0	0.3	0.23	0.88	0.23	29.3
West: Perry St														
10	L2	5	20.0	5	20.6	0.014	4.8	LOS A	0.0	0.1	0.11	0.52	0.11	37.2
12	R2	13	0.0	12	0.0	0.014	4.8	LOS A	0.0	0.1	0.11	0.52	0.11	37.2
Approach		18	5.9	17 N1	6.1	0.014	4.8	LOS A	0.0	0.1	0.11	0.52	0.11	37.2
All Vehicles		167	1.3	165 N1	1.3	0.065	4.3	NA	0.0	0.3	0.05	0.49	0.05	34.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Future Base 2026 (with B6) PM)]

Network: [FB PM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	416	9.4	359	10.1	0.310	2.9	LOS A	0.6	4.2	0.36	0.28	0.41	41.1
3	R2	127	2.5	109	2.6	0.310	8.4	LOS A	0.6	4.2	0.36	0.28	0.41	41.7
Approach		543	7.8	469 [N1]	8.4	0.310	4.2	NA	0.6	4.2	0.36	0.28	0.41	41.2
East: Unara St														
4	L2	52	2.0	51	2.1	0.055	6.8	LOS A	0.1	0.6	0.50	0.67	0.50	27.5
6	R2	138	3.8	137	3.8	0.336	13.7	LOS A	0.5	3.7	0.76	0.95	0.94	25.9
Approach		189	3.3	189	3.4	0.336	11.8	LOS A	0.5	3.7	0.69	0.87	0.82	26.2
North: Beamish St														
7	L2	55	1.9	55	1.9	0.305	3.4	LOS A	0.0	0.0	0.00	0.04	0.00	38.9
8	T1	525	7.0	525	7.0	0.305	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	38.9
Approach		580	6.5	580	6.5	0.305	0.4	NA	0.0	0.0	0.00	0.04	0.00	38.9
All Vehicles		1313	6.6	1237 [N1]	7.0	0.336	3.6	NA	0.6	4.2	0.24	0.26	0.28	37.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Future Base 2026 (with B6) PM)]

Network: [FB PM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	8	0.0	8	0.0	0.040	4.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
5	T1	66	3.2	66	3.2	0.040	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
Approach		75	2.8	74 N1	2.8	0.040	0.4	NA	0.0	0.0	0.00	0.06	0.00	45.5
West: Unara St														
11	T1	120	0.9	108	0.9	0.089	0.1	LOS A	0.1	0.8	0.12	0.20	0.12	39.5
12b	R3	57	0.0	51	0.0	0.089	5.4	LOS A	0.1	0.8	0.12	0.20	0.12	39.5
Approach		177	0.6	159 N1	0.6	0.089	1.8	NA	0.1	0.8	0.12	0.20	0.12	39.5
SouthWest: Stanley St														
30b	L3	119	0.0	118	0.0	0.089	5.6	LOS A	0.2	1.1	0.16	0.54	0.16	33.2
32a	R1	13	0.0	13	0.0	0.089	5.0	LOS A	0.2	1.1	0.16	0.54	0.16	33.2
Approach		132	0.0	131 N1	0.0	0.089	5.6	LOS A	0.2	1.1	0.16	0.54	0.16	33.2
All Vehicles		383	0.8	364 N1	0.9	0.089	2.9	NA	0.2	1.1	0.11	0.29	0.11	36.7

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Future Base 2026 (with B6) PM)]

Network: [FB PM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	2	0.0	2	0.0	0.037	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	68	3.1	68	3.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		71	3.0	70 N1	3.0	0.037	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	118	0.9	107	0.9	0.058	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	47.8
12b	R3	4	0.0	4	0.0	0.058	4.9	LOS A	0.0	0.1	0.01	0.02	0.01	47.8
Approach		122	0.9	111 N1	0.8	0.058	0.2	NA	0.0	0.1	0.01	0.02	0.01	47.8
SouthWest: Perry Ln														
30b	L3	3	0.0	3	0.0	0.003	5.6	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
32a	R1	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
Approach		4	0.0	4	0.0	0.003	5.3	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
All Vehicles		197	1.6	185 N1	1.7	0.058	0.3	NA	0.0	0.1	0.01	0.03	0.01	47.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Future Base 2026 (with B6) PM)]

Network: [FB PM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	11	10.0	10	10.1	0.037	8.1	LOS A	0.1	0.4	0.22	0.92	0.22	28.7
2	T1	6	0.0	6	0.0	0.037	8.1	LOS A	0.1	0.4	0.22	0.92	0.22	30.0
3	R2	18	5.9	18	6.0	0.037	8.4	LOS A	0.1	0.4	0.22	0.92	0.22	28.7
Approach		35	6.1	34 N1	6.1	0.037	8.2	LOS A	0.1	0.4	0.22	0.92	0.22	29.0
East: Unara St														
4	L2	26	0.0	26	0.0	0.050	3.7	LOS A	0.0	0.0	0.01	0.15	0.01	39.4
5	T1	67	3.1	67	3.1	0.050	0.0	LOS A	0.0	0.0	0.01	0.15	0.01	39.4
6	R2	1	0.0	1	0.0	0.050	3.9	LOS A	0.0	0.0	0.01	0.15	0.01	26.4
Approach		95	2.2	95	2.2	0.050	1.1	NA	0.0	0.0	0.01	0.15	0.01	39.0
North: Eileen Ln														
7	L2	1	0.0	1	0.0	0.006	7.4	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
8	T1	2	0.0	2	0.0	0.006	7.6	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
9	R2	2	0.0	2	0.0	0.006	7.6	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
Approach		5	0.0	5	0.0	0.006	7.6	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
West: Unara St														
10	L2	3	0.0	3	0.0	0.061	4.7	LOS A	0.0	0.1	0.02	0.04	0.02	36.5
11	T1	119	0.9	109	0.9	0.061	0.0	LOS A	0.0	0.1	0.02	0.04	0.02	48.2
12	R2	5	0.0	5	0.0	0.061	4.8	LOS A	0.0	0.1	0.02	0.04	0.02	48.2
Approach		127	0.8	117 N1	0.8	0.061	0.3	NA	0.0	0.1	0.02	0.04	0.02	47.7
All Vehicles		262	2.0	251 N1	2.1	0.061	1.8	NA	0.1	0.4	0.05	0.22	0.05	40.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Future Base 2026 (with B6) PM)]

Network: [FB PM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	6	0.0	6	0.0	0.026	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	48.5
2	T1	45	0.0	44	0.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	48.7
Approach		52	0.0	50 N1	0.0	0.026	0.6	NA	0.0	0.0	0.00	0.07	0.00	48.7
North: Duke St														
8	T1	161	1.3	161	1.3	0.135	0.1	LOS A	0.2	1.5	0.10	0.18	0.10	36.2
9	R2	85	2.5	85	2.5	0.135	4.0	LOS A	0.2	1.5	0.10	0.18	0.10	36.2
Approach		246	1.7	246	1.7	0.135	1.4	NA	0.2	1.5	0.10	0.18	0.10	36.2
West: Unara St														
10	L2	109	1.9	101	2.0	0.083	3.8	LOS A	0.1	1.0	0.10	0.50	0.10	15.6
12	R2	19	0.0	18	0.0	0.083	4.8	LOS A	0.1	1.0	0.10	0.50	0.10	26.0
Approach		128	1.6	119 N1	1.7	0.083	3.9	LOS A	0.1	1.0	0.10	0.50	0.10	16.1
All Vehicles		426	1.5	415 N1	1.5	0.135	2.0	NA	0.2	1.5	0.09	0.26	0.09	28.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Future Base 2026 (with B6) PM)]

Network: [FB PM 2026 (Network Folder: S5 Future Base 2026 (including B6))]

Site Category: -
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	13	8.3	12	8.1	0.046	0.3	LOS A	0.1	0.6	0.21	0.44	0.21	26.4
3	R2	68	0.0	64	0.0	0.046	4.4	LOS A	0.1	0.6	0.21	0.44	0.21	43.9
Approach		81	1.3	76 N1	1.3	0.046	3.8	NA	0.1	0.6	0.21	0.44	0.21	43.3
East: Site Access Laneway														
4	L2	308	0.0	308	0.0	0.469	4.6	LOS A	39.0	273.3	0.03	0.53	0.03	44.4
6	R2	84	0.0	84	0.0	0.469	5.2	LOS A	39.0	273.3	0.03	0.53	0.03	44.4
Approach		393	0.0	393	0.0	0.469	4.7	LOS A	39.0	273.3	0.03	0.53	0.03	44.4
North: Stanley St														
7	L2	100	0.0	98	0.0	0.056	3.4	LOS A	0.0	0.0	0.00	0.48	0.00	45.5
8	T1	6	16.7	6	17.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.48	0.00	27.6
Approach		106	1.0	104 N1	1.0	0.056	3.2	NA	0.0	0.0	0.00	0.48	0.00	45.3
All Vehicles		580	0.4	573 N1	0.4	0.469	4.3	NA	39.0	273.3	0.05	0.51	0.05	44.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Future Base 2026 (with B6) AM + Dev)]

Network: [FB AM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6) + Dev
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	77	5.5	77	5.5	1.130	168.1	LOS F	21.7	157.9	1.00	1.31	2.16	12.9
2	T1	618	4.1	618	4.1	* 1.130	180.5	LOS F	25.8	186.7	1.00	1.47	2.16	7.9
3	R2	481	3.7	481	3.7	* 1.360	389.6	LOS F	53.2	384.2	1.00	1.67	3.04	4.3
Approach		1176	4.0	1176	4.0	1.360	265.3	LOS F	53.2	384.2	1.00	1.54	2.52	6.1
East: Canterbury Rd														
4	L2	253	5.8	237	6.2	* 0.887	59.7	LOS E	15.7	115.0	1.00	1.00	1.16	23.6
5	T1	986	4.1	926	4.3	0.887	52.4	LOS D	15.8	115.0	1.00	1.01	1.15	24.1
Approach		1239	4.4	1163 N1	4.7	0.887	53.9	LOS D	15.8	115.0	1.00	1.01	1.15	24.0
North: Beamish St														
7	L2	40	21.1	40	21.1	0.793	73.5	LOS F	9.5	70.9	1.00	1.02	1.13	12.4
8	T1	386	5.7	385	5.7	0.793	63.9	LOS E	9.5	70.9	0.99	0.96	1.14	25.6
9	R2	101	13.5	101	13.6	0.542	55.9	LOS D	3.4	26.9	0.91	0.77	0.91	26.3
Approach		527	8.4	526 N1	8.4	0.793	63.1	LOS E	9.5	70.9	0.97	0.93	1.09	24.9
West: Canterbury Rd														
10	L2	45	25.6	45	25.6	0.836	36.9	LOS C	26.2	192.3	0.92	0.87	0.95	28.8
11	T1	1328	4.2	1328	4.2	0.836	30.5	LOS C	26.2	192.3	0.86	0.82	0.91	29.0
12	R2	244	2.6	244	2.6	* 1.108	148.1	LOS F	17.0	122.0	1.00	1.23	2.13	13.8
Approach		1618	4.6	1618	4.6	1.108	48.4	LOS D	26.2	192.3	0.88	0.88	1.09	22.5
All Vehicles		4560	4.8	4483 N1	4.9	1.360	108.4	LOS F	53.2	384.2	0.96	1.09	1.48	13.9

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	20	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.7	0.96

North: Beamish St											
P3	Full	14	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96
West: Canterbury Rd											
P4	Full	32	59.2	LOS E	0.1	0.1	0.96	0.96	225.4	216.0	0.96
All Pedestrians		71	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Future Base 2026 (with B6) AM + Dev)]

Network: [FB AM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.040	7.5	LOS A	0.2	1.3	0.50	0.67	0.50	39.7
Approach		15	0.0	15	0.0	0.040	7.5	LOS A	0.2	1.3	0.50	0.67	0.50	39.7
East: Canterbury Rd														
4	L2	41	0.0	41	0.0	0.321	5.6	LOS A	7.3	52.9	0.00	0.04	0.00	56.9
5	T1	1176	4.7	1175	4.7	0.321	0.1	LOS A	9.5	69.0	0.00	0.02	0.00	59.2
Approach		1217	4.5	1216 N1	4.5	0.321	0.2	NA	9.5	69.0	0.00	0.02	0.00	59.0
North: Stanley St														
7	L2	115	0.0	114	0.0	0.166	8.2	LOS A	0.3	1.9	0.58	0.77	0.58	20.5
9	R2	80	0.0	79	0.0	26.491	23124.9	LOS F	7.9	55.0	1.00	1.37	2.83	0.0
Approach		195	0.0	193 N1	0.0	26.491	9504.8	LOS F	7.9	55.0	0.75	1.02	1.50	0.0
West: Canterbury Rd														
10	L2	224	0.0	209	0.0	0.457	5.6	LOS A	0.0	0.0	0.00	0.14	0.00	50.6
11	T1	1626	4.9	1514	5.0	0.457	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	55.4
Approach		1851	4.3	1723 N1	4.4	0.457	0.7	NA	0.0	0.0	0.00	0.07	0.00	54.8
All Vehicles		3277	4.1	3147 N1	4.3	26.491	584.8	NA	9.5	69.0	0.05	0.11	0.09	1.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Future Base 2026 (with B6) AM + Dev)]

Network: [FB AM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1429	4.0	1428	4.0	0.751	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	58.8
6	R2	261	0.0	261	0.0	1.314	320.7	LOS F	1.4	10.0	1.00	3.57	11.33	0.3
Approach		1691	3.4	1689 N1	3.4	1.314	49.5	NA	1.4	10.0	0.15	0.55	1.75	1.6
North: Una St														
7	L2	16	13.3	16	13.4	0.066	10.9	LOS A	0.2	1.2	0.63	0.81	0.63	21.8
9	R2	2	0.0	2	0.0	0.888	2416.5	LOS F	0.9	6.4	1.00	1.03	1.12	0.2
Approach		18	11.8	18	11.8	0.888	293.7	LOS F	0.9	6.4	0.67	0.83	0.69	1.4
West: Canterbury Rd														
10	L2	11	0.0	10	0.0	0.436	5.6	LOS A	8.1	58.7	0.00	0.01	0.00	59.4
11	T1	1749	4.8	1638	4.8	0.436	0.1	LOS A	8.1	58.7	0.00	0.00	0.00	59.6
Approach		1760	4.7	1647 N1	4.8	0.436	0.1	NA	8.1	58.7	0.00	0.00	0.00	59.6
All Vehicles		3468	4.1	3354 N1	4.2	1.314	26.6	NA	8.1	58.7	0.08	0.28	0.88	15.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Future Base 2026 (with B6) AM + Dev)]

Network: [FB AM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	44	4.8	44	4.8	0.080	9.9	LOS A	0.1	0.9	0.61	0.78	0.61	39.5
3	R2	35	3.0	35	3.0	3.668	2785.7	LOS F	10.9	78.2	1.00	1.43	2.74	0.6
Approach		79	4.0	79	4.0	3.668	1231.3	LOS F	10.9	78.2	0.78	1.06	1.55	1.3
East: Canterbury Rd														
4	L2	80	0.0	80	0.0	0.454	3.7	LOS A	0.0	0.0	0.00	0.05	0.00	56.3
5	T1	1654	3.3	1652	3.3	0.454	0.0	LOS A	6.2	45.0	0.00	0.03	0.00	56.9
Approach		1734	3.2	1732 N1	3.2	0.454	0.2	NA	6.2	45.0	0.00	0.03	0.00	56.7
West: Canterbury Rd														
11	T1	1740	4.5	1629	4.6	0.517	5.0	LOS A	1.4	10.0	0.40	0.01	0.46	12.0
12	R2	24	26.1	23	26.7	0.517	51.5	LOS D	1.4	10.0	1.00	0.03	1.17	36.0
Approach		1764	4.8	1652 N1	4.9	0.517	5.7	NA	1.4	10.0	0.41	0.01	0.47	14.3
All Vehicles		3577	4.0	3463 N1	4.1	3.668	30.9	NA	10.9	78.2	0.21	0.04	0.26	6.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Future Base 2026 (with B6) AM + Dev)]

Network: [FB AM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6) + Dev
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1631	3.3	1631	3.3	* 0.807	14.9	LOS B	28.1	202.0	0.73	0.70	0.75	38.5
Approach		1631	3.3	1631	3.3	0.807	14.9	LOS B	28.1	202.0	0.73	0.70	0.75	38.5
North: Duke St														
7	L2	62	1.7	61	1.7	0.232	58.1	LOS E	2.1	15.1	0.92	0.75	0.92	23.6
9	R2	101	1.0	100	1.0	* 0.765	70.8	LOS F	4.2	29.6	1.00	0.92	1.23	10.2
Approach		163	1.3	161 N1	1.3	0.765	66.0	LOS E	4.2	29.6	0.97	0.86	1.11	15.8
West: Canterbury Rd														
10	L2	18	0.0	17	0.0	0.608	13.5	LOS A	6.2	45.0	0.55	0.51	0.55	16.0
11	T1	1753	4.6	1618	4.6	0.608	9.8	LOS A	6.2	45.0	0.55	0.51	0.55	44.9
Approach		1771	4.5	1635 N1	4.6	0.608	9.8	LOS A	6.2	45.0	0.55	0.51	0.55	44.8
All Vehicles		3564	3.8	3426 N1	4.0	0.807	14.9	LOS B	28.1	202.0	0.66	0.62	0.67	38.9

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	19	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	11	59.2	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	15	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		44	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.6	0.96

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: 5 [5. Stanley St - Perry St (Site Folder: Future Base 2026 (with B6) AM + Dev)]

Network: [FB AM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	273	0.8	221	1.0	0.153	4.1	LOS A	0.3	1.9	0.13	0.52	0.13	25.7
6b	R3	16	6.7	13	8.1	0.153	5.3	LOS A	0.3	1.9	0.13	0.52	0.13	25.7
Approach		288	1.1	234 N1	1.4	0.153	4.2	LOS A	0.3	1.9	0.13	0.52	0.13	25.7
NorthEast: Stanley St														
24b	L3	14	15.4	13	16.0	0.033	5.5	LOS A	0.0	0.0	0.00	0.13	0.00	45.7
8	T1	49	2.1	47	2.2	0.033	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	45.7
Approach		63	5.0	60 N1	5.2	0.033	1.2	NA	0.0	0.0	0.00	0.13	0.00	45.7
SouthWest: Stanley St														
2	T1	65	3.2	65	3.3	0.044	0.1	LOS A	0.0	0.3	0.07	0.09	0.07	42.2
32a	R1	16	6.7	16	6.7	0.044	2.7	LOS A	0.0	0.3	0.07	0.09	0.07	42.2
Approach		81	3.9	80 N1	3.9	0.044	0.6	NA	0.0	0.3	0.07	0.09	0.07	42.2
All Vehicles		433	2.2	374 N1	2.5	0.153	2.9	NA	0.3	1.9	0.10	0.36	0.10	31.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Future Base 2026 (with B6) AM + Dev)]

Network: [FB AM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	287	1.1	233	1.4	0.121	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
6b	R3	1	0.0	1	0.0	0.121	5.2	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		288	1.1	234 N1	1.4	0.121	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.08	0.52	0.08	34.3
26a	R1	2	0.0	2	0.0	0.003	4.9	LOS A	0.0	0.0	0.08	0.52	0.08	34.3
Approach		3	0.0	3	0.0	0.003	5.1	LOS A	0.0	0.0	0.08	0.52	0.08	34.3
West: Perry St														
10a	L1	1	0.0	1	0.0	0.012	4.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
11	T1	21	15.0	20	15.3	0.012	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
Approach		22	14.3	22	14.6	0.012	0.2	NA	0.0	0.0	0.00	0.03	0.00	47.8
All Vehicles		314	2.0	258 N1	2.4	0.121	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Future Base 2026 (with B6) AM + Dev)]

Network: [FB AM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	231	0.5	176	0.6	0.108	4.6	LOS A	0.0	0.0	0.00	0.47	0.00	33.7
2	T1	33	0.0	25	0.0	0.108	0.0	LOS A	0.0	0.0	0.00	0.47	0.00	33.7
Approach		263	0.4	201 N1	0.5	0.108	4.0	NA	0.0	0.0	0.00	0.47	0.00	33.7
North: Una Ln														
8	T1	14	0.0	14	0.0	0.064	7.2	LOS A	0.1	0.7	0.31	0.86	0.31	28.7
9	R2	52	0.0	51	0.0	0.064	8.3	LOS A	0.1	0.7	0.31	0.86	0.31	28.7
Approach		65	0.0	65	0.0	0.064	8.1	LOS A	0.1	0.7	0.31	0.86	0.31	28.7
West: Perry St														
10	L2	8	0.0	8	0.0	0.017	4.6	LOS A	0.0	0.2	0.10	0.52	0.10	37.4
12	R2	12	27.3	11	27.7	0.017	5.3	LOS A	0.0	0.2	0.10	0.52	0.10	37.4
Approach		20	15.8	19 N1	16.1	0.017	5.0	LOS A	0.0	0.2	0.10	0.52	0.10	37.4
All Vehicles		348	1.2	286 N1	1.5	0.108	5.0	NA	0.1	0.7	0.08	0.56	0.08	32.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Future Base 2026 (with B6) AM + Dev)]

Network: [FB AM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	615	5.7	555	5.8	0.400	2.7	LOS A	0.7	5.2	0.29	0.25	0.38	41.8
3	R2	113	2.8	102	2.9	0.400	9.0	LOS A	0.7	5.2	0.29	0.25	0.38	42.7
Approach		727	5.2	656 N1	5.3	0.400	3.6	NA	0.7	5.2	0.29	0.25	0.38	41.9
East: Unara St														
4	L2	44	0.0	43	0.0	0.044	6.6	LOS A	0.1	0.5	0.48	0.65	0.48	28.0
6	R2	71	1.5	68	1.5	0.207	14.8	LOS B	0.3	1.9	0.78	0.92	0.83	25.1
Approach		115	0.9	110 N1	1.0	0.207	11.6	LOS A	0.3	1.9	0.67	0.81	0.70	25.7
North: Beamish St														
7	L2	82	1.3	82	1.3	0.307	3.4	LOS A	0.0	0.0	0.00	0.07	0.00	38.4
8	T1	496	8.5	496	8.5	0.307	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	38.4
Approach		578	7.5	578	7.5	0.307	0.5	NA	0.0	0.0	0.00	0.07	0.00	38.4
All Vehicles		1420	5.8	1345 N1	6.1	0.400	3.0	NA	0.7	5.2	0.20	0.22	0.24	39.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Future Base 2026 (with B6) AM + Dev)]

Network: [FB AM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	4	25.0	4	25.5	0.022	3.9	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
5	T1	37	0.0	36	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
Approach		41	2.6	40 N1	2.6	0.022	0.4	NA	0.0	0.0	0.00	0.06	0.00	46.9
West: Unara St														
11	T1	122	2.6	115	2.6	0.102	0.1	LOS A	0.1	1.0	0.09	0.22	0.09	39.1
12b	R3	69	1.5	66	1.5	0.102	5.3	LOS A	0.1	1.0	0.09	0.22	0.09	39.1
Approach		192	2.2	181 N1	2.2	0.102	2.0	NA	0.1	1.0	0.09	0.22	0.09	39.1
SouthWest: Stanley St														
30b	L3	79	2.7	76	2.8	0.053	5.5	LOS A	0.1	0.6	0.10	0.54	0.10	33.6
32a	R1	5	0.0	5	0.0	0.053	4.9	LOS A	0.1	0.6	0.10	0.54	0.10	33.6
Approach		84	2.5	81 N1	2.6	0.053	5.5	LOS A	0.1	0.6	0.10	0.54	0.10	33.6
All Vehicles		317	2.3	301 N1	2.4	0.102	2.7	NA	0.1	1.0	0.08	0.29	0.08	37.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Future Base 2026 (with B6) AM + Dev)]

Network: [FB AM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	1	0.0	1	0.0	0.019	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	37	2.9	36	2.9	0.019	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		38	2.8	37[N1]	2.8	0.019	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	127	2.5	120	2.5	0.064	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.0
12b	R3	2	0.0	2	0.0	0.064	4.8	LOS A	0.0	0.0	0.00	0.01	0.00	49.0
Approach		129	2.4	122[N1]	2.4	0.064	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.0
SouthWest: Perry Ln														
30b	L3	2	0.0	2	0.0	0.002	5.5	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
32a	R1	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
Approach		3	0.0	3	0.0	0.002	5.2	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
All Vehicles		171	2.5	162[N1]	2.6	0.064	0.2	NA	0.0	0.0	0.01	0.02	0.01	48.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Future Base 2026 (with B6) AM + Dev)]

Network: [FB AM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6) + Dev
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	5	0.0	4	0.0	0.042	7.6	LOS A	0.1	0.4	0.22	0.91	0.22	28.6
2	T1	5	0.0	4	0.0	0.042	8.0	LOS A	0.1	0.4	0.22	0.91	0.22	30.0
3	R2	35	0.0	29	0.0	0.042	8.0	LOS A	0.1	0.4	0.22	0.91	0.22	28.6
Approach		45	0.0	37 N1	0.0	0.042	8.0	LOS A	0.1	0.4	0.22	0.91	0.22	28.8
East: Unara St														
4	L2	53	0.0	53	0.0	0.048	3.6	LOS A	0.0	0.0	0.01	0.31	0.01	32.6
5	T1	36	2.9	36	2.9	0.048	0.0	LOS A	0.0	0.0	0.01	0.31	0.01	32.6
6	R2	1	0.0	1	0.0	0.048	4.0	LOS A	0.0	0.0	0.01	0.31	0.01	24.8
Approach		89	1.2	89	1.2	0.048	2.2	NA	0.0	0.0	0.01	0.31	0.01	32.4
North: Eileen Ln														
7	L2	2	50.0	2	50.0	0.010	8.8	LOS A	0.0	0.1	0.28	0.93	0.28	20.2
8	T1	6	0.0	6	0.0	0.010	7.7	LOS A	0.0	0.1	0.28	0.93	0.28	20.2
9	R2	1	0.0	1	0.0	0.010	7.4	LOS A	0.0	0.1	0.28	0.93	0.28	20.2
Approach		9	11.1	9	11.1	0.010	7.9	LOS A	0.0	0.1	0.28	0.93	0.28	20.2
West: Unara St														
10	L2	3	0.0	3	0.0	0.064	4.7	LOS A	0.0	0.1	0.01	0.03	0.01	36.7
11	T1	123	2.6	116	2.5	0.064	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	48.7
12	R2	3	0.0	3	0.0	0.064	4.8	LOS A	0.0	0.1	0.01	0.03	0.01	48.7
Approach		129	2.4	122 N1	2.4	0.064	0.2	NA	0.0	0.1	0.01	0.03	0.01	48.2
All Vehicles		274	1.9	258 N1	2.0	0.064	2.3	NA	0.1	0.4	0.05	0.29	0.05	38.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Future Base 2026 (with B6) AM + Dev)]

Network: [FB AM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	3	0.0	3	0.0	0.022	4.6	LOS A	0.0	0.0	0.00	0.04	0.00	49.1
2	T1	41	0.0	40	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.2
Approach		44	0.0	43 N1	0.0	0.022	0.3	NA	0.0	0.0	0.00	0.04	0.00	49.2
North: Duke St														
8	T1	129	0.8	129	0.8	0.116	0.1	LOS A	0.2	1.3	0.10	0.21	0.10	35.0
9	R2	84	0.0	84	0.0	0.116	4.0	LOS A	0.2	1.3	0.10	0.21	0.10	35.0
Approach		214	0.5	214	0.5	0.116	1.6	NA	0.2	1.3	0.10	0.21	0.10	35.0
West: Unara St														
10	L2	129	1.6	119	1.6	0.105	3.8	LOS A	0.2	1.2	0.10	0.50	0.10	17.2
12	R2	32	3.3	29	3.5	0.105	4.7	LOS A	0.2	1.2	0.10	0.50	0.10	26.0
Approach		161	2.0	148 N1	2.0	0.105	3.9	LOS A	0.2	1.2	0.10	0.50	0.10	18.0
All Vehicles		419	1.0	405 N1	1.0	0.116	2.3	NA	0.2	1.3	0.09	0.30	0.09	27.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: X:\21219 Campsie Private Hospital - Traffic Modelling\07 Modelling Files\Model\21219-sid Campsie Private Hospital 210805 All Scenario (Incl With Mitigation Measures).sip9

MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Future Base 2026 (with B6) AM + Dev)]

Network: [FB AM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	12	0.0	11	0.0	0.147	1.0	LOS A	0.3	2.0	0.38	0.56	0.38	23.8
3	R2	213	0.0	198	0.0	0.147	5.1	LOS A	0.3	2.0	0.38	0.56	0.38	43.0
Approach		224	0.0	209 N1	0.0	0.147	4.8	NA	0.3	2.0	0.38	0.56	0.38	42.8
East: Site Access Laneway														
4	L2	177	0.0	177	0.0	0.286	4.6	LOS A	22.6	158.4	0.03	0.53	0.03	44.1
6	R2	48	0.0	48	0.0	0.286	6.1	LOS A	22.6	158.4	0.03	0.53	0.03	44.1
Approach		225	0.0	225	0.0	0.286	4.9	LOS A	22.6	158.4	0.03	0.53	0.03	44.1
North: Stanley St														
7	L2	312	0.0	258	0.0	0.145	3.4	LOS A	0.0	0.0	0.00	0.49	0.00	45.4
8	T1	11	30.0	9	34.0	0.145	0.0	LOS A	0.0	0.0	0.00	0.49	0.00	27.2
Approach		322	1.0	267 N1	1.2	0.145	3.3	NA	0.0	0.0	0.00	0.49	0.00	45.2
All Vehicles		772	0.4	701 N1	0.5	0.286	4.3	NA	22.6	158.4	0.12	0.52	0.12	44.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Future Base 2026 (with B6) PM + Dev)]

Network: [FB PM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6) + Dev
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	118	4.5	118	4.5	1.197	224.4	LOS F	18.5	133.9	1.00	1.37	2.48	10.7
2	T1	453	4.0	453	4.0	* 1.197	239.4	LOS F	26.8	193.8	1.00	1.61	2.47	6.4
3	R2	381	1.7	381	1.7	* 1.318	355.1	LOS F	40.2	285.3	1.00	1.62	2.92	4.6
Approach		952	3.1	952	3.1	1.318	283.9	LOS F	40.2	285.3	1.00	1.58	2.65	6.1
East: Canterbury Rd														
4	L2	284	0.7	249	0.8	* 0.870	53.5	LOS D	16.2	115.0	1.00	0.97	1.11	25.3
5	T1	1157	1.7	1015	2.0	0.870	46.3	LOS D	16.2	115.0	0.99	0.97	1.10	25.8
Approach		1441	1.5	1264 N1	1.7	0.870	47.7	LOS D	16.2	115.0	0.99	0.97	1.10	25.7
North: Beamish St														
7	L2	67	9.4	67	9.4	1.150	192.6	LOS F	18.0	132.2	1.00	1.37	2.31	4.4
8	T1	374	4.5	374	4.5	1.150	199.4	LOS F	18.0	132.2	1.00	1.41	2.34	10.5
9	R2	112	5.7	112	5.7	0.709	60.7	LOS E	4.1	29.8	0.93	0.83	1.06	25.3
Approach		553	5.3	552 N1	5.3	1.150	170.6	LOS F	18.0	132.2	0.99	1.29	2.08	11.1
West: Canterbury Rd														
10	L2	53	16.0	53	16.0	0.664	27.0	LOS B	18.3	130.2	0.76	0.70	0.76	34.3
11	T1	1122	0.8	1122	0.8	0.664	20.0	LOS B	18.3	130.2	0.71	0.65	0.71	35.2
12	R2	203	0.0	203	0.0	* 1.063	118.9	LOS F	13.1	91.5	1.00	1.16	1.99	15.6
Approach		1378	1.3	1378	1.3	1.063	34.8	LOS C	18.3	130.2	0.75	0.73	0.90	26.5
All Vehicles		4323	2.3	4146 N1	2.4	1.318	114.0	LOS F	40.2	285.3	0.91	1.07	1.52	13.4

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	4	59.1	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	9	59.2	LOS E	0.0	0.0	0.95	0.95	224.3	214.7	0.96

North: Beamish St											
P3	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96
West: Canterbury Rd											
P4	Full	18	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96
All Pedestrians		37	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Future Base 2026 (with B6) PM + Dev)]

Network: [FB PM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.042	7.8	LOS A	0.2	1.3	0.52	0.68	0.52	39.4
Approach		15	0.0	15	0.0	0.042	7.8	LOS A	0.2	1.3	0.52	0.68	0.52	39.4
East: Canterbury Rd														
4	L2	34	3.1	34	3.1	0.335	5.6	LOS A	7.8	55.3	0.00	0.03	0.00	56.9
5	T1	1258	1.8	1257	1.8	0.335	0.1	LOS A	9.7	68.8	0.00	0.02	0.00	59.3
Approach		1292	1.8	1291 N1	1.8	0.335	0.2	NA	9.7	68.8	0.00	0.02	0.00	59.2
North: Stanley St														
7	L2	251	0.0	250	0.0	0.354	9.2	LOS A	0.8	5.5	0.63	0.88	0.77	18.9
9	R2	183	0.0	183	0.0	39.505	34745.2	LOS F	7.9	55.0	1.00	1.57	3.76	0.0
Approach		434	0.0	434	0.0	39.505	14679.2	LOS F	7.9	55.0	0.79	1.17	2.04	0.0
West: Canterbury Rd														
10	L2	104	1.0	98	1.0	0.384	5.6	LOS A	0.0	0.0	0.00	0.08	0.00	54.6
11	T1	1476	1.4	1382	1.3	0.384	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	57.2
Approach		1580	1.3	1479 N1	1.3	0.384	0.4	NA	0.0	0.0	0.00	0.04	0.00	57.1
All Vehicles		3320	1.3	3218 N1	1.4	39.505	1977.8	NA	9.7	68.8	0.11	0.19	0.28	0.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Future Base 2026 (with B6) PM + Dev)]

Network: [FB PM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1538	1.5	1537	1.5	0.710	3.4	LOS A	1.4	10.0	0.11	0.06	0.19	16.9
6	R2	131	0.8	130	0.8	0.710	35.1	LOS C	1.4	10.0	1.00	0.52	1.74	2.5
Approach		1668	1.5	1667 N1	1.5	0.710	5.9	NA	1.4	10.0	0.18	0.09	0.31	11.6
North: Una St														
7	L2	8	0.0	8	0.0	0.030	9.5	LOS A	0.1	0.5	0.59	0.73	0.59	23.3
9	R2	3	0.0	3	0.0	0.900	1691.0	LOS F	0.9	6.5	1.00	1.04	1.16	0.2
Approach		12	0.0	11 N1	0.0	0.900	468.1	LOS F	0.9	6.5	0.70	0.81	0.75	0.9
West: Canterbury Rd														
10	L2	26	0.0	25	0.0	0.430	5.6	LOS A	6.6	46.8	0.00	0.02	0.00	59.1
11	T1	1732	1.1	1639	1.0	0.430	0.1	LOS A	6.6	46.8	0.00	0.01	0.00	59.4
Approach		1758	1.1	1664 N1	1.0	0.430	0.2	NA	6.6	46.8	0.00	0.01	0.00	59.4
All Vehicles		3438	1.3	3343 N1	1.3	0.900	4.6	NA	6.6	46.8	0.09	0.05	0.16	40.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Future Base 2026 (with B6) PM + Dev)]

Network: [FB PM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	38	8.3	38	8.3	0.106	14.6	LOS B	0.2	1.2	0.74	0.88	0.74	36.0
3	R2	13	0.0	13	0.0	2.339	1821.4	LOS F	3.8	26.6	1.00	1.27	2.18	0.9
Approach		51	6.3	51	6.3	2.339	466.3	LOS F	3.8	26.6	0.81	0.98	1.10	3.2
East: Canterbury Rd														
4	L2	129	0.0	129	0.0	0.611	3.7	LOS A	0.0	0.0	0.00	0.06	0.00	56.0
5	T1	1639	1.3	1638	1.3	0.611	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	55.1
Approach		1768	1.2	1767 N1	1.2	0.611	0.3	NA	0.0	0.0	0.00	0.04	0.00	55.4
West: Canterbury Rd														
11	T1	1740	0.9	1649	0.9	0.520	6.0	LOS A	1.4	10.0	0.39	0.01	0.46	10.5
12	R2	25	12.5	24	12.0	0.520	55.8	LOS D	1.4	10.0	1.00	0.03	1.18	34.1
Approach		1765	1.1	1673 N1	1.0	0.520	6.7	NA	1.4	10.0	0.40	0.01	0.47	12.6
All Vehicles		3584	1.2	3491 N1	1.2	2.339	10.1	NA	3.8	26.6	0.20	0.04	0.24	16.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Future Base 2026 (with B6) PM + Dev)]

Network: [FB PM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6) + Dev
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1634	1.2	1634	1.2	* 0.588	8.7	LOS A	14.8	104.7	0.51	0.48	0.51	45.3
Approach		1634	1.2	1634	1.2	0.588	8.7	LOS A	14.8	104.7	0.51	0.48	0.51	45.3
North: Duke St														
7	L2	49	2.1	49	2.1	0.208	59.9	LOS E	1.7	12.4	0.93	0.74	0.93	23.2
9	R2	134	0.8	133	0.8	* 0.570	63.3	LOS E	5.0	35.1	0.99	0.80	0.99	11.1
Approach		183	1.1	182 N1	1.2	0.570	62.4	LOS E	5.0	35.1	0.97	0.78	0.97	15.0
West: Canterbury Rd														
10	L2	31	0.0	29	0.0	0.577	12.3	LOS A	6.4	45.0	0.51	0.48	0.51	17.5
11	T1	1692	0.9	1597	0.9	0.577	8.6	LOS A	6.4	45.0	0.51	0.47	0.51	46.4
Approach		1722	0.9	1625 N1	0.9	0.577	8.6	LOS A	6.4	45.0	0.51	0.47	0.51	46.2
All Vehicles		3539	1.1	3441 N1	1.1	0.588	11.5	LOS A	14.8	104.7	0.53	0.49	0.53	42.1

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	16	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	21	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		38	59.2	LOS E	0.1	0.1	0.95	0.95	224.5	215.0	0.96

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: 5 [5. Stanley St - Perry St (Site Folder: Future Base 2026 (with B6) PM + Dev)]

Network: [FB PM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	118	0.0	117	0.0	0.095	4.0	LOS A	0.2	1.1	0.06	0.54	0.06	26.1
6b	R3	25	0.0	25	0.0	0.095	5.4	LOS A	0.2	1.1	0.06	0.54	0.06	26.1
Approach		143	0.0	142 N1	0.0	0.095	4.3	LOS A	0.2	1.1	0.06	0.54	0.06	26.1
NorthEast: Stanley St														
24b	L3	17	0.0	15	0.0	0.020	5.4	LOS A	0.0	0.0	0.00	0.26	0.00	41.2
8	T1	22	4.8	20	5.2	0.020	0.0	LOS A	0.0	0.0	0.00	0.26	0.00	41.2
Approach		39	2.7	36 N1	2.9	0.020	2.3	NA	0.0	0.0	0.00	0.26	0.00	41.2
SouthWest: Stanley St														
2	T1	125	0.0	125	0.0	0.080	0.0	LOS A	0.1	0.5	0.04	0.08	0.04	43.1
32a	R1	27	0.0	27	0.0	0.080	2.6	LOS A	0.1	0.5	0.04	0.08	0.04	43.1
Approach		153	0.0	152 N1	0.0	0.080	0.5	NA	0.1	0.5	0.04	0.08	0.04	43.1
All Vehicles		335	0.3	329 N1	0.3	0.095	2.3	NA	0.2	1.1	0.05	0.30	0.05	33.7

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Future Base 2026 (with B6) PM + Dev)]

Network: [FB PM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	141	0.0	140	0.0	0.073	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
6b	R3	2	0.0	2	0.0	0.073	5.2	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
Approach		143	0.0	142 N1	0.0	0.073	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.7
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.002	5.4	LOS A	0.0	0.0	0.06	0.52	0.06	34.8
26a	R1	2	0.0	2	0.0	0.002	4.5	LOS A	0.0	0.0	0.06	0.52	0.06	34.8
Approach		3	0.0	3	0.0	0.002	4.8	LOS A	0.0	0.0	0.06	0.52	0.06	34.8
West: Perry St														
10a	L1	1	0.0	1	0.0	0.007	4.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
11	T1	14	0.0	13	0.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
Approach		15	0.0	14 N1	0.0	0.007	0.3	NA	0.0	0.0	0.00	0.04	0.00	47.1
All Vehicles		161	0.0	159 N1	0.0	0.073	0.2	NA	0.0	0.0	0.00	0.02	0.00	49.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Future Base 2026 (with B6) PM + Dev)]

Network: [FB PM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	116	0.9	115	0.9	0.077	4.6	LOS A	0.0	0.0	0.00	0.43	0.00	34.7
2	T1	29	0.0	29	0.0	0.077	0.0	LOS A	0.0	0.0	0.00	0.43	0.00	34.7
Approach		145	0.7	144 N1	0.7	0.077	3.6	NA	0.0	0.0	0.00	0.43	0.00	34.7
North: Una Ln														
8	T1	5	0.0	5	0.0	0.031	7.2	LOS A	0.0	0.3	0.25	0.87	0.25	29.2
9	R2	27	0.0	27	0.0	0.031	7.8	LOS A	0.0	0.3	0.25	0.87	0.25	29.2
Approach		33	0.0	32 N1	0.0	0.031	7.7	LOS A	0.0	0.3	0.25	0.87	0.25	29.2
West: Perry St														
10	L2	5	20.0	5	20.5	0.014	4.8	LOS A	0.0	0.1	0.12	0.52	0.12	37.2
12	R2	13	0.0	12	0.0	0.014	4.9	LOS A	0.0	0.1	0.12	0.52	0.12	37.2
Approach		18	5.9	17 N1	6.1	0.014	4.9	LOS A	0.0	0.1	0.12	0.52	0.12	37.2
All Vehicles		196	1.1	193 N1	1.1	0.077	4.4	NA	0.0	0.3	0.05	0.51	0.05	33.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Future Base 2026 (with B6) PM + Dev)]

Network: [FB PM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	416	9.4	359	10.1	0.311	3.0	LOS A	0.6	4.2	0.36	0.28	0.41	41.1
3	R2	127	2.5	109	2.6	0.311	8.4	LOS A	0.6	4.2	0.36	0.28	0.41	41.6
Approach		543	7.8	469 N1	8.4	0.311	4.2	NA	0.6	4.2	0.36	0.28	0.41	41.2
East: Unara St														
4	L2	52	2.0	51	2.1	0.055	6.8	LOS A	0.1	0.6	0.50	0.67	0.50	27.5
6	R2	165	3.2	164	3.2	0.402	14.3	LOS A	0.7	4.7	0.78	0.98	1.04	25.4
Approach		217	2.9	216 N1	2.9	0.402	12.6	LOS A	0.7	4.7	0.71	0.91	0.91	25.7
North: Beamish St														
7	L2	60	1.8	60	1.8	0.308	3.4	LOS A	0.0	0.0	0.00	0.05	0.00	38.8
8	T1	525	7.0	525	7.0	0.308	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	38.8
Approach		585	6.5	585	6.5	0.308	0.4	NA	0.0	0.0	0.00	0.05	0.00	38.8
All Vehicles		1345	6.4	1270 N1	6.8	0.402	3.9	NA	0.7	4.7	0.25	0.28	0.31	37.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Future Base 2026 (with B6) PM + Dev)]

Network: [FB PM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	8	0.0	8	0.0	0.040	4.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
5	T1	66	3.2	66	3.2	0.040	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
Approach		75	2.8	74 N1	2.8	0.040	0.4	NA	0.0	0.0	0.00	0.06	0.00	45.5
West: Unara St														
11	T1	120	0.9	108	0.9	0.093	0.1	LOS A	0.1	0.9	0.12	0.21	0.12	39.1
12b	R3	62	0.0	56	0.0	0.093	5.4	LOS A	0.1	0.9	0.12	0.21	0.12	39.1
Approach		182	0.6	164 N1	0.6	0.093	1.9	NA	0.1	0.9	0.12	0.21	0.12	39.1
SouthWest: Stanley St														
30b	L3	146	0.0	146	0.0	0.106	5.6	LOS A	0.2	1.3	0.16	0.54	0.16	33.2
32a	R1	13	0.0	13	0.0	0.106	5.0	LOS A	0.2	1.3	0.16	0.54	0.16	33.2
Approach		159	0.0	158 N1	0.0	0.106	5.6	LOS A	0.2	1.3	0.16	0.54	0.16	33.2
All Vehicles		416	0.8	397 N1	0.8	0.106	3.1	NA	0.2	1.3	0.11	0.31	0.11	36.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Future Base 2026 (with B6) PM + Dev)]

Network: [FB PM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	2	0.0	2	0.0	0.037	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	68	3.1	68	3.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		71	3.0	70 N1	3.0	0.037	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	118	0.9	107	0.9	0.058	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	47.8
12b	R3	4	0.0	4	0.0	0.058	4.9	LOS A	0.0	0.1	0.01	0.02	0.01	47.8
Approach		122	0.9	111 N1	0.8	0.058	0.2	NA	0.0	0.1	0.01	0.02	0.01	47.8
SouthWest: Perry Ln														
30b	L3	3	0.0	3	0.0	0.003	5.6	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
32a	R1	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
Approach		4	0.0	4	0.0	0.003	5.3	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
All Vehicles		197	1.6	186 N1	1.7	0.058	0.3	NA	0.0	0.1	0.01	0.03	0.01	47.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Future Base 2026 (with B6) PM + Dev)]

Network: [FB PM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6) + Dev
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	11	10.0	10	10.1	0.037	8.1	LOS A	0.1	0.4	0.22	0.92	0.22	28.7
2	T1	6	0.0	6	0.0	0.037	8.1	LOS A	0.1	0.4	0.22	0.92	0.22	30.0
3	R2	18	5.9	18	6.0	0.037	8.4	LOS A	0.1	0.4	0.22	0.92	0.22	28.7
Approach		35	6.1	34 N1	6.1	0.037	8.2	LOS A	0.1	0.4	0.22	0.92	0.22	29.0
East: Unara St														
4	L2	32	0.0	32	0.0	0.053	3.6	LOS A	0.0	0.0	0.01	0.17	0.01	38.4
5	T1	67	3.1	67	3.1	0.053	0.0	LOS A	0.0	0.0	0.01	0.17	0.01	38.4
6	R2	1	0.0	1	0.0	0.053	3.9	LOS A	0.0	0.0	0.01	0.17	0.01	26.2
Approach		100	2.1	100	2.1	0.053	1.2	NA	0.0	0.0	0.01	0.17	0.01	38.0
North: Eileen Ln														
7	L2	1	0.0	1	0.0	0.006	7.4	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
8	T1	2	0.0	2	0.0	0.006	7.7	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
9	R2	2	0.0	2	0.0	0.006	7.6	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
Approach		5	0.0	5	0.0	0.006	7.6	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
West: Unara St														
10	L2	3	0.0	3	0.0	0.061	4.8	LOS A	0.0	0.1	0.02	0.04	0.02	36.5
11	T1	119	0.9	109	0.9	0.061	0.0	LOS A	0.0	0.1	0.02	0.04	0.02	48.2
12	R2	5	0.0	5	0.0	0.061	4.9	LOS A	0.0	0.1	0.02	0.04	0.02	48.2
Approach		127	0.8	117 N1	0.8	0.061	0.3	NA	0.0	0.1	0.02	0.04	0.02	47.7
All Vehicles		267	2.0	256 N1	2.1	0.061	1.9	NA	0.1	0.4	0.05	0.23	0.05	40.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Future Base 2026 (with B6) PM + Dev)]

Network: [FB PM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	6	0.0	6	0.0	0.026	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	48.5
2	T1	45	0.0	44	0.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	48.7
Approach		52	0.0	50 [N1]	0.0	0.026	0.6	NA	0.0	0.0	0.00	0.07	0.00	48.7
North: Duke St														
8	T1	161	1.3	161	1.3	0.138	0.1	LOS A	0.2	1.6	0.10	0.19	0.10	35.8
9	R2	91	2.3	91	2.3	0.138	4.0	LOS A	0.2	1.6	0.10	0.19	0.10	35.8
Approach		252	1.7	252	1.7	0.138	1.5	NA	0.2	1.6	0.10	0.19	0.10	35.8
West: Unara St														
10	L2	109	1.9	102	2.0	0.083	3.8	LOS A	0.1	1.0	0.10	0.50	0.10	15.6
12	R2	19	0.0	18	0.0	0.083	4.8	LOS A	0.1	1.0	0.10	0.50	0.10	26.0
Approach		128	1.6	119 [N1]	1.7	0.083	3.9	LOS A	0.1	1.0	0.10	0.50	0.10	16.1
All Vehicles		432	1.5	421 [N1]	1.5	0.138	2.1	NA	0.2	1.6	0.09	0.26	0.09	28.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Future Base 2026 (with B6) PM + Dev)]

Network: [FB PM 2026 + Dev (Network Folder: S6 Future Base 2026 (including B6) + Dev)]

Site Category: Future Base 2026 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	13	8.3	12	8.0	0.060	0.4	LOS A	0.1	0.8	0.25	0.46	0.25	25.7
3	R2	92	0.0	86	0.0	0.060	4.5	LOS A	0.1	0.8	0.25	0.46	0.25	43.7
Approach		104	1.0	98 N1	1.0	0.060	4.0	NA	0.1	0.8	0.25	0.46	0.25	43.2
East: Site Access Laneway														
4	L2	413	0.0	413	0.0	0.632	4.6	LOS A	55.3	387.1	0.03	0.53	0.03	44.3
6	R2	112	0.0	112	0.0	0.632	5.5	LOS A	55.3	387.1	0.03	0.53	0.03	44.3
Approach		524	0.0	524	0.0	0.632	4.8	LOS A	55.3	387.1	0.03	0.53	0.03	44.3
North: Stanley St														
7	L2	134	0.0	131	0.0	0.074	3.4	LOS A	0.0	0.0	0.00	0.49	0.00	45.4
8	T1	6	16.7	6	17.0	0.074	0.0	LOS A	0.0	0.0	0.00	0.49	0.00	27.4
Approach		140	0.8	137 N1	0.8	0.074	3.3	NA	0.0	0.0	0.00	0.49	0.00	45.3
All Vehicles		768	0.3	759 N1	0.3	0.632	4.4	NA	55.3	387.1	0.05	0.51	0.05	44.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Future Base 2026 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	77	5.5	77	5.5	1.178	208.3	LOS F	25.9	187.7	1.00	1.39	2.36	11.2
2	T1	668	3.8	668	3.8	* 1.178	220.0	LOS F	31.3	226.0	1.00	1.59	2.36	6.7
3	R2	464	3.9	464	3.9	* 1.172	229.7	LOS F	38.4	277.8	1.00	1.38	2.31	6.9
Approach		1209	3.9	1209	3.9	1.178	223.0	LOS F	38.4	277.8	1.00	1.50	2.34	7.1
East: Canterbury Rd														
4	L2	221	6.7	221	6.7	0.909	64.4	LOS E	15.7	115.0	1.00	1.03	1.21	22.6
5	T1	977	4.1	977	4.1	* 0.909	57.2	LOS E	15.9	115.0	1.00	1.04	1.20	22.8
Approach		1198	4.6	1198	4.6	0.909	58.5	LOS E	15.9	115.0	1.00	1.04	1.20	22.8
North: Beamish St														
7	L2	40	21.1	40	21.1	0.740	69.4	LOS E	8.5	63.4	1.00	0.98	1.07	13.0
8	T1	418	5.3	418	5.3	0.740	60.5	LOS E	8.5	63.4	1.00	0.93	1.07	26.4
9	R2	108	12.6	108	12.6	0.352	56.1	LOS D	3.7	28.9	0.92	0.78	0.92	26.3
Approach		566	7.8	566	7.8	0.740	60.3	LOS E	8.5	63.4	0.98	0.90	1.04	25.7
West: Canterbury Rd														
10	L2	45	25.6	45	25.6	0.836	36.9	LOS C	26.2	192.3	0.92	0.87	0.95	28.9
11	T1	1328	4.2	1328	4.2	0.836	30.5	LOS C	26.2	192.3	0.86	0.82	0.91	29.0
12	R2	244	2.6	244	2.6	* 1.126	161.8	LOS F	17.8	127.2	1.00	1.25	2.21	13.1
Approach		1618	4.6	1618	4.6	1.126	50.5	LOS D	26.2	192.3	0.88	0.89	1.10	21.9
All Vehicles		4592	4.8	4591 N1	4.8	1.178	99.2	LOS F	38.4	277.8	0.96	1.09	1.45	14.8

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	20	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.7	0.96

North: Beamish St											
P3	Full	14	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96
West: Canterbury Rd											
P4	Full	32	59.2	LOS E	0.1	0.1	0.96	0.96	225.4	216.0	0.96
All Pedestrians		71	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Future Base 2026 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.041	7.6	LOS A	0.2	1.6	0.51	0.68	0.51	39.5
Approach		15	0.0	15	0.0	0.041	7.6	LOS A	0.2	1.6	0.51	0.68	0.51	39.5
East: Canterbury Rd														
4	L2	41	0.0	41	0.0	0.332	5.6	LOS A	9.2	66.6	0.00	0.04	0.00	56.9
5	T1	1217	4.5	1217	4.5	0.332	0.1	LOS A	11.5	83.7	0.00	0.02	0.00	59.2
Approach		1258	4.4	1258	4.4	0.332	0.2	NA	11.5	83.7	0.00	0.02	0.00	59.0
North: Stanley St														
7	L2	115	0.0	115	0.0	0.217	8.9	LOS A	0.3	2.1	0.61	0.83	0.61	19.3
Approach		115	0.0	115	0.0	0.217	8.9	LOS A	0.3	2.1	0.61	0.83	0.61	19.3
West: Canterbury Rd														
10	L2	174	0.0	167	0.0	0.543	5.6	LOS A	0.0	0.0	0.00	0.11	0.00	52.1
11	T1	1661	4.8	1599	4.8	0.543	0.1	LOS A	0.0	0.0	0.00	0.05	0.00	55.9
Approach		1835	4.4	1767 N1	4.4	0.543	0.6	NA	0.0	0.0	0.00	0.06	0.00	55.5
All Vehicles		3222	4.2	3154 N1	4.3	0.543	0.8	NA	11.5	83.7	0.02	0.07	0.02	55.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Future Base 2026 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1471	3.9	1471	3.9	0.387	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		1471	3.9	1471	3.9	0.387	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
North: Una St														
7	L2	16	13.3	16	13.4	0.071	11.6	LOS A	0.4	3.3	0.66	0.84	0.66	21.1
Approach		16	13.3	16	13.4	0.071	11.6	LOS A	0.4	3.3	0.66	0.84	0.66	21.1
West: Canterbury Rd														
10	L2	11	0.0	10	0.0	0.458	5.6	LOS A	23.2	169.2	0.00	0.01	0.00	59.4
11	T1	1784	4.7	1723	4.7	0.458	0.1	LOS A	23.3	169.5	0.00	0.00	0.00	59.5
Approach		1795	4.6	1733 N1	4.7	0.458	0.1	NA	23.3	169.5	0.00	0.00	0.00	59.5
All Vehicles		3281	4.3	3219 N1	4.4	0.458	0.1	NA	23.3	169.5	0.00	0.01	0.00	59.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Future Base 2026 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	44	4.8	44	4.8	0.057	8.7	LOS A	0.1	0.8	0.56	0.71	0.56	40.6
Approach		44	4.8	44	4.8	0.057	8.7	LOS A	0.1	0.8	0.56	0.71	0.56	40.6
East: Canterbury Rd														
4	L2	88	0.0	88	0.0	0.401	3.7	LOS A	0.0	0.0	0.00	0.07	0.00	56.2
5	T1	1434	3.8	1434	3.8	0.401	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	56.2
Approach		1522	3.6	1522	3.6	0.401	0.2	NA	0.0	0.0	0.00	0.03	0.00	56.2
West: Canterbury Rd														
11	T1	1775	4.4	1714	4.5	0.511	2.8	LOS A	1.4	10.0	0.44	0.01	0.49	16.5
12	R2	24	26.1	23	26.4	0.511	37.8	LOS C	1.4	10.0	1.00	0.02	1.12	40.8
Approach		1799	4.7	1738 N1	4.8	0.511	3.2	NA	1.4	10.0	0.44	0.01	0.50	19.5
All Vehicles		3365	4.2	3304 N1	4.3	0.511	1.9	NA	1.4	10.0	0.24	0.03	0.27	37.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Future Base 2026 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1414	3.8	1414	3.8	0.868	16.6	LOS B	33.3	240.4	0.79	0.77	0.81	36.7
6	R2	261	0.0	261	0.0	* 0.868	68.3	LOS E	15.9	112.8	1.00	1.18	1.18	17.3
Approach		1675	3.2	1675	3.2	0.868	24.6	LOS B	33.3	240.4	0.82	0.84	0.86	31.2
North: Duke St														
7	L2	62	1.7	61	1.7	0.088	31.5	LOS C	1.5	10.5	0.67	0.70	0.67	31.8
9	R2	142	0.7	140	0.7	* 0.849	76.4	LOS F	6.0	42.0	1.00	0.94	1.31	9.6
Approach		204	1.0	201 N1	1.0	0.849	62.7	LOS E	6.0	42.0	0.90	0.87	1.11	15.4
West: Canterbury Rd														
10	L2	18	0.0	17	0.0	* 0.870	37.5	LOS C	6.2	45.0	0.95	0.92	1.00	5.7
11	T1	1753	4.6	1693	4.6	0.870	34.0	LOS C	6.2	45.0	0.95	0.92	1.00	27.8
Approach		1771	4.5	1710 N1	4.5	0.870	34.0	LOS C	6.2	45.0	0.95	0.92	1.00	27.7
All Vehicles		3649	3.7	3586 N1	3.8	0.870	31.2	LOS C	33.3	240.4	0.89	0.88	0.95	28.1

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	19	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	11	59.2	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	15	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		44	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.6	0.96

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: 5 [5. Stanley St - Perry St (Site Folder: Future Base 2026 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	273	0.8	272	0.8	0.197	4.3	LOS A	0.4	2.5	0.21	0.53	0.21	25.0
6b	R3	16	6.7	16	6.7	0.197	6.0	LOS A	0.4	2.5	0.21	0.53	0.21	25.0
Approach		288	1.1	288	1.1	0.197	4.4	LOS A	0.4	2.5	0.21	0.53	0.21	25.0
NorthEast: Stanley St														
24b	L3	14	15.4	13	16.3	0.056	5.5	LOS A	0.0	0.0	0.00	0.07	0.00	47.5
8	T1	101	1.0	93	1.1	0.056	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	47.5
Approach		115	2.8	105 [N1]	3.0	0.056	0.7	NA	0.0	0.0	0.00	0.07	0.00	47.5
SouthWest: Stanley St														
2	T1	142	1.5	142	1.5	0.084	0.1	LOS A	0.0	0.3	0.05	0.05	0.05	45.1
32a	R1	16	6.7	16	6.7	0.084	2.9	LOS A	0.0	0.3	0.05	0.05	0.05	45.1
Approach		158	2.0	157 [N1]	2.0	0.084	0.3	NA	0.0	0.3	0.05	0.05	0.05	45.1
All Vehicles		561	1.7	551 [N1]	1.7	0.197	2.5	NA	0.4	2.5	0.12	0.30	0.12	33.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Future Base 2026 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	287	1.1	287	1.1	0.149	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
6b	R3	1	0.0	1	0.0	0.149	5.3	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		288	1.1	288	1.1	0.149	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.08	0.52	0.08	34.0
26a	R1	2	0.0	2	0.0	0.003	5.1	LOS A	0.0	0.0	0.08	0.52	0.08	34.0
Approach		3	0.0	3	0.0	0.003	5.3	LOS A	0.0	0.0	0.08	0.52	0.08	34.0
West: Perry St														
10a	L1	1	0.0	1	0.0	0.012	4.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
11	T1	21	15.0	20	15.4	0.012	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
Approach		22	14.3	21 [N1]	14.6	0.012	0.2	NA	0.0	0.0	0.00	0.03	0.00	47.8
All Vehicles		314	2.0	312 [N1]	2.0	0.149	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.7

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Future Base 2026 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	14	7.7	14	7.7	0.024	4.6	LOS A	0.0	0.0	0.00	0.16	0.00	43.2
2	T1	33	0.0	32	0.0	0.024	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	43.2
Approach		46	2.3	46	2.3	0.024	1.4	NA	0.0	0.0	0.00	0.16	0.00	43.2
North: Una Ln														
8	T1	14	0.0	14	0.0	0.273	7.2	LOS A	0.4	3.1	0.18	0.90	0.18	29.6
9	R2	268	0.0	268	0.0	0.273	7.3	LOS A	0.4	3.1	0.18	0.90	0.18	29.6
Approach		282	0.0	282	0.0	0.273	7.3	LOS A	0.4	3.1	0.18	0.90	0.18	29.6
West: Perry St														
10	L2	8	0.0	8	0.0	0.025	4.6	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
12	R2	12	27.3	11	27.8	0.025	5.0	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
Approach		20	15.8	19 [N1]	16.2	0.025	4.8	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
All Vehicles		348	1.2	347 [N1]	1.2	0.273	6.4	NA	0.4	3.1	0.15	0.78	0.15	31.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Future Base 2026 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	615	5.7	535	5.8	0.432	3.2	LOS A	1.0	7.2	0.39	0.27	0.51	40.9
3	R2	163	1.9	142	2.0	0.432	9.2	LOS A	1.0	7.2	0.39	0.27	0.51	41.3
Approach		778	4.9	677 N1	5.0	0.432	4.5	NA	1.0	7.2	0.39	0.27	0.51	40.9
East: Unara St														
4	L2	83	0.0	83	0.0	0.085	6.7	LOS A	0.1	0.9	0.49	0.68	0.49	27.8
6	R2	71	1.5	70	1.5	0.222	15.4	LOS B	0.3	2.1	0.80	0.93	0.86	24.7
Approach		154	0.7	153 N1	0.7	0.222	10.7	LOS A	0.3	2.1	0.63	0.79	0.66	25.7
North: Beamish St														
7	L2	82	1.3	82	1.3	0.307	3.4	LOS A	0.0	0.0	0.00	0.07	0.00	38.4
8	T1	496	8.5	496	8.5	0.307	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	38.4
Approach		578	7.5	578	7.5	0.307	0.5	NA	0.0	0.0	0.00	0.07	0.00	38.4
All Vehicles		1509	5.4	1408 N1	5.8	0.432	3.5	NA	1.0	7.2	0.25	0.25	0.32	38.7

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: X:\21219 Campsie Private Hospital - Traffic Modelling\07 Modelling Files\Model\21219-sid Campsie Private Hospital 210805 All Scenario (Incl With Mitigation Measures).sip9

MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Future Base 2026 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	4	25.0	4	25.0	0.022	3.9	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
5	T1	37	0.0	37	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
Approach		41	2.6	41	2.6	0.022	0.4	NA	0.0	0.0	0.00	0.06	0.00	46.9
West: Unara St														
11	T1	122	2.6	111	2.6	0.127	0.1	LOS A	0.2	1.6	0.11	0.30	0.11	36.4
12b	R3	121	0.9	111	0.9	0.127	5.3	LOS A	0.2	1.6	0.11	0.30	0.11	36.4
Approach		243	1.7	222 N1	1.8	0.127	2.7	NA	0.2	1.6	0.11	0.30	0.11	36.4
SouthWest: Stanley St														
30b	L3	117	1.8	117	1.8	0.118	5.5	LOS A	0.2	1.4	0.10	0.54	0.10	34.0
32a	R1	44	0.0	44	0.0	0.118	5.2	LOS A	0.2	1.4	0.10	0.54	0.10	34.0
Approach		161	1.3	161	1.3	0.118	5.4	LOS A	0.2	1.4	0.10	0.54	0.10	34.0
All Vehicles		445	1.7	424 N1	1.7	0.127	3.5	NA	0.2	1.6	0.10	0.37	0.10	35.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Future Base 2026 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	1	0.0	1	0.0	0.020	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	37	2.9	37	2.9	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		38	2.8	38	2.8	0.020	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	166	1.9	156	1.9	0.082	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.2
12b	R3	2	0.0	2	0.0	0.082	4.8	LOS A	0.0	0.0	0.00	0.01	0.00	49.2
Approach		168	1.9	158 [N1]	1.8	0.082	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.2
SouthWest: Perry Ln														
30b	L3	2	0.0	2	0.0	0.002	5.5	LOS A	0.0	0.0	0.10	0.53	0.10	34.1
32a	R1	1	0.0	1	0.0	0.002	4.7	LOS A	0.0	0.0	0.10	0.53	0.10	34.1
Approach		3	0.0	3	0.0	0.002	5.2	LOS A	0.0	0.0	0.10	0.53	0.10	34.1
All Vehicles		209	2.0	199 [N1]	2.1	0.082	0.2	NA	0.0	0.0	0.00	0.02	0.00	48.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Future Base 2026 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	5	0.0	5	0.0	0.062	7.7	LOS A	0.1	0.6	0.35	0.92	0.35	27.1
2	T1	5	0.0	5	0.0	0.062	9.2	LOS A	0.1	0.6	0.35	0.92	0.35	28.7
3	R2	35	0.0	34	0.0	0.062	9.5	LOS A	0.1	0.6	0.35	0.92	0.35	27.1
Approach		45	0.0	45	0.0	0.062	9.3	LOS A	0.1	0.6	0.35	0.92	0.35	27.3
East: Unara St														
4	L2	269	0.0	269	0.0	0.187	3.6	LOS A	0.0	0.0	0.00	0.40	0.00	30.1
5	T1	80	1.3	80	1.3	0.187	0.0	LOS A	0.0	0.0	0.00	0.40	0.00	30.1
6	R2	1	0.0	1	0.0	0.187	4.2	LOS A	0.0	0.0	0.00	0.40	0.00	24.1
Approach		351	0.3	350 N1	0.3	0.187	2.8	NA	0.0	0.0	0.00	0.40	0.00	30.1
North: Eileen Ln														
7	L2	2	50.0	2	50.0	0.013	9.0	LOS A	0.0	0.1	0.38	0.94	0.38	18.4
8	T1	6	0.0	6	0.0	0.013	9.7	LOS A	0.0	0.1	0.38	0.94	0.38	18.4
9	R2	1	0.0	1	0.0	0.013	7.9	LOS A	0.0	0.1	0.38	0.94	0.38	18.4
Approach		9	11.1	9	11.1	0.013	9.3	LOS A	0.0	0.1	0.38	0.94	0.38	18.4
West: Unara St														
10	L2	3	0.0	3	0.0	0.083	5.3	LOS A	0.0	0.1	0.02	0.02	0.02	36.7
11	T1	162	1.9	152	1.9	0.083	0.0	LOS A	0.0	0.1	0.02	0.02	0.02	48.7
12	R2	3	0.0	3	0.0	0.083	5.8	LOS A	0.0	0.1	0.02	0.02	0.02	48.7
Approach		168	1.9	158 N1	1.8	0.083	0.2	NA	0.0	0.1	0.02	0.02	0.02	48.3
All Vehicles		574	0.9	562 N1	0.9	0.187	2.7	NA	0.1	0.6	0.04	0.34	0.04	35.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Future Base 2026 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	264	0.0	264	0.0	0.163	4.6	LOS A	0.0	0.0	0.00	0.46	0.00	41.0
2	T1	41	0.0	41	0.0	0.163	0.0	LOS A	0.0	0.0	0.00	0.46	0.00	42.2
Approach		305	0.0	305	0.0	0.163	4.0	NA	0.0	0.0	0.00	0.46	0.00	41.2
North: Duke St														
8	T1	129	0.8	129	0.8	0.128	0.8	LOS A	0.3	1.9	0.33	0.22	0.33	31.2
9	R2	84	0.0	84	0.0	0.128	5.0	LOS A	0.3	1.9	0.33	0.22	0.33	31.2
Approach		214	0.5	214	0.5	0.128	2.4	NA	0.3	1.9	0.33	0.22	0.33	31.2
West: Unara St														
10	L2	129	1.6	123	1.5	0.150	3.8	LOS A	0.3	1.9	0.10	0.52	0.10	16.9
12	R2	71	1.5	67	1.5	0.150	5.2	LOS A	0.3	1.9	0.10	0.52	0.10	24.8
Approach		200	1.6	190 N1	1.5	0.150	4.3	LOS A	0.3	1.9	0.10	0.52	0.10	18.2
All Vehicles		719	0.6	708 N1	0.6	0.163	3.6	NA	0.3	1.9	0.13	0.40	0.13	33.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Future Base 2026 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	12	0.0	11	0.0	0.129	1.4	LOS A	0.2	1.7	0.45	0.59	0.45	23.5
3	R2	162	0.0	156	0.0	0.129	5.5	LOS A	0.2	1.7	0.45	0.59	0.45	42.9
Approach		174	0.0	167 [N1]	0.0	0.129	5.2	NA	0.2	1.7	0.45	0.59	0.45	42.6
East: Site Access Laneway														
4	L2	99	0.0	99	0.0	0.195	4.6	LOS A	0.3	2.2	0.05	0.54	0.05	43.5
6	R2	125	0.0	125	0.0	0.195	6.2	LOS A	0.3	2.2	0.05	0.54	0.05	43.5
Approach		224	0.0	224	0.0	0.195	5.5	LOS A	0.3	2.2	0.05	0.54	0.05	43.5
North: Stanley St														
7	L2	362	0.0	354	0.0	0.197	3.4	LOS A	0.0	0.0	0.00	0.50	0.00	45.3
8	T1	11	30.0	10	30.4	0.197	0.0	LOS A	0.0	0.0	0.00	0.50	0.00	27.2
Approach		373	0.8	364 [N1]	0.9	0.197	3.3	NA	0.0	0.0	0.00	0.50	0.00	45.2
All Vehicles		771	0.4	755 [N1]	0.4	0.197	4.4	NA	0.3	2.2	0.11	0.53	0.11	44.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Future Base 2026 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 150 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	118	4.5	118	4.5	0.934	95.3	LOS F	14.2	102.7	1.00	1.14	1.36	22.9
2	T1	475	3.8	475	3.8	0.934	89.1	LOS F	16.6	120.2	1.00	1.11	1.35	15.5
3	R2	373	1.7	373	1.7	* 1.037	141.0	LOS F	25.5	180.8	1.00	1.13	1.66	10.6
Approach		965	3.1	965	3.1	1.037	109.9	LOS F	25.5	180.8	1.00	1.12	1.47	14.2
East: Canterbury Rd														
4	L2	212	1.0	212	1.0	1.023	122.2	LOS F	16.2	115.0	1.00	1.25	1.51	14.3
5	T1	1138	1.8	1138	1.8	* 1.023	115.6	LOS F	16.2	115.0	1.00	1.28	1.50	14.0
Approach		1349	1.6	1349	1.6	1.023	116.6	LOS F	16.2	115.0	1.00	1.28	1.50	14.0
North: Beamish St														
7	L2	67	9.4	67	9.4	0.985	123.9	LOS F	17.3	126.5	1.00	1.29	1.52	7.8
8	T1	447	3.8	447	3.8	* 0.985	115.0	LOS F	17.3	126.5	1.00	1.24	1.55	17.6
9	R2	128	4.9	128	4.9	0.332	58.6	LOS E	4.8	35.4	0.89	0.79	0.89	25.8
Approach		643	4.6	643	4.6	0.985	104.7	LOS F	17.3	126.5	0.98	1.15	1.42	17.8
West: Canterbury Rd														
10	L2	53	16.0	53	16.0	0.734	38.5	LOS C	23.1	164.3	0.86	0.79	0.86	27.9
11	T1	1122	0.8	1122	0.8	0.734	31.2	LOS C	23.1	164.3	0.82	0.75	0.82	28.6
12	R2	203	0.0	203	0.0	* 1.466	455.8	LOS F	25.9	181.4	1.00	1.43	3.14	6.0
Approach		1378	1.3	1378	1.3	1.466	94.1	LOS F	25.9	181.4	0.85	0.85	1.17	14.5
All Vehicles		4336	2.3	4336	2.3	1.466	106.2	LOS F	25.9	181.4	0.95	1.09	1.38	14.8

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	4	69.1	LOS F	0.0	0.0	0.96	0.96	236.1	217.0	0.92
East: Canterbury Rd											
P2	Full	9	69.1	LOS F	0.0	0.0	0.96	0.96	234.3	214.7	0.92
North: Beamish St											

P3	Full	5	69.1	LOS F	0.0	0.0	0.96	0.96	236.3	217.3	0.92
West: Canterbury Rd											
P4	Full	18	69.2	LOS F	0.1	0.1	0.96	0.96	235.3	216.0	0.92
All Pedestrians		37	69.2	LOS F	0.1	0.1	0.96	0.96	235.3	216.0	0.92

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Future Base 2026 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.045	8.2	LOS A	0.6	4.1	0.54	0.71	0.54	39.0
Approach		15	0.0	15	0.0	0.045	8.2	LOS A	0.6	4.1	0.54	0.71	0.54	39.0
East: Canterbury Rd														
4	L2	34	3.1	34	3.1	0.360	5.6	LOS A	26.5	187.9	0.00	0.03	0.00	56.9
5	T1	1352	1.6	1352	1.6	0.360	0.1	LOS A	30.1	213.8	0.00	0.01	0.00	59.3
Approach		1385	1.7	1385	1.7	0.360	0.2	NA	30.1	213.8	0.00	0.01	0.00	59.2
North: Stanley St														
7	L2	251	0.0	251	0.0	0.429	10.6	LOS A	0.9	6.3	0.66	0.93	0.91	17.2
Approach		251	0.0	251	0.0	0.429	10.6	LOS A	0.9	6.3	0.66	0.93	0.91	17.2
West: Canterbury Rd														
10	L2	82	1.3	81	1.3	0.451	5.6	LOS A	0.0	0.0	0.00	0.06	0.00	55.4
11	T1	1488	1.3	1476	1.3	0.451	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	57.6
Approach		1571	1.3	1557 N1	1.3	0.451	0.3	NA	0.0	0.0	0.00	0.03	0.00	57.4
All Vehicles		3221	1.4	3208 N1	1.4	0.451	1.1	NA	30.1	213.8	0.05	0.10	0.07	54.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Future Base 2026 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1632	1.4	1632	1.4	0.533	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.4
Approach		1632	1.4	1632	1.4	0.533	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.4
North: Una St														
7	L2	8	0.0	8	0.0	0.033	10.1	LOS A	0.2	1.6	0.62	0.76	0.62	22.6
Approach		8	0.0	8	0.0	0.033	10.1	LOS A	0.2	1.6	0.62	0.76	0.62	22.6
West: Canterbury Rd														
10	L2	26	0.0	26	0.0	0.454	5.6	LOS A	22.7	160.4	0.00	0.02	0.00	59.1
11	T1	1744	1.1	1732	1.1	0.454	0.1	LOS A	22.7	160.4	0.00	0.01	0.00	59.4
Approach		1771	1.1	1758 N1	1.1	0.454	0.2	NA	22.7	160.4	0.00	0.01	0.00	59.4
All Vehicles		3411	1.2	3398 N1	1.2	0.533	0.1	NA	22.7	160.4	0.00	0.01	0.00	59.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Future Base 2026 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	38	8.3	38	8.3	0.071	9.3	LOS A	0.1	0.7	0.58	0.74	0.58	40.0
Approach		38	8.3	38	8.3	0.071	9.3	LOS A	0.1	0.7	0.58	0.74	0.58	40.0
East: Canterbury Rd														
4	L2	148	0.0	148	0.0	0.454	3.7	LOS A	0.0	0.0	0.00	0.10	0.00	55.8
5	T1	1602	1.3	1602	1.3	0.454	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	54.9
Approach		1751	1.2	1751	1.2	0.454	0.3	NA	0.0	0.0	0.00	0.05	0.00	55.4
West: Canterbury Rd														
11	T1	1753	0.9	1740	0.9	0.522	3.9	LOS A	1.4	10.0	0.42	0.01	0.48	12.9
12	R2	25	12.5	25	12.5	0.522	44.4	LOS D	1.4	10.0	1.00	0.03	1.15	38.3
Approach		1778	1.1	1765 N1	1.1	0.522	4.5	NA	1.4	10.0	0.43	0.01	0.49	15.7
All Vehicles		3566	1.2	3554 N1	1.2	0.522	2.5	NA	1.4	10.0	0.22	0.04	0.25	36.0

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Future Base 2026 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1541	1.3	1541	1.3	0.905	31.1	LOS C	41.7	295.1	0.91	0.95	1.00	27.6
6	R2	131	0.0	131	0.0	* 0.905	72.5	LOS F	18.3	129.1	1.00	1.23	1.25	16.8
Approach		1672	1.2	1672	1.2	0.905	34.3	LOS C	41.7	295.1	0.92	0.97	1.02	26.2
North: Duke St														
7	L2	49	2.1	49	2.1	0.070	30.6	LOS C	1.2	8.4	0.65	0.69	0.65	32.1
9	R2	227	0.5	227	0.5	* 0.884	74.7	LOS F	9.9	69.4	1.00	0.98	1.31	9.7
Approach		277	0.8	277	0.8	0.884	66.8	LOS E	9.9	69.4	0.94	0.93	1.19	13.1
West: Canterbury Rd														
10	L2	31	0.0	30	0.0	* 0.864	37.1	LOS C	6.4	45.0	0.95	0.91	0.99	5.8
11	T1	1692	0.9	1680	0.9	0.864	33.5	LOS C	6.4	45.0	0.95	0.91	0.99	28.0
Approach		1722	0.9	1710 N1	0.9	0.864	33.5	LOS C	6.4	45.0	0.95	0.91	0.99	27.8
All Vehicles		3671	1.0	3658 N1	1.0	0.905	36.4	LOS C	41.7	295.1	0.93	0.94	1.02	25.6

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	16	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	21	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		38	59.2	LOS E	0.1	0.1	0.95	0.95	224.5	215.0	0.96

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: 5 [5. Stanley St - Perry St (Site Folder: Future Base 2026 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	118	0.0	118	0.0	0.103	4.1	LOS A	0.2	1.2	0.10	0.54	0.10	25.5
6b	R3	25	0.0	25	0.0	0.103	6.4	LOS A	0.2	1.2	0.10	0.54	0.10	25.5
Approach		143	0.0	143	0.0	0.103	4.5	LOS A	0.2	1.2	0.10	0.54	0.10	25.5
NorthEast: Stanley St														
24b	L3	17	0.0	17	0.0	0.033	5.4	LOS A	0.0	0.0	0.00	0.17	0.00	44.0
8	T1	44	2.4	44	2.4	0.033	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	44.0
Approach		61	1.7	61	1.7	0.033	1.5	NA	0.0	0.0	0.00	0.17	0.00	44.0
SouthWest: Stanley St														
2	T1	306	0.0	306	0.0	0.173	0.0	LOS A	0.1	0.5	0.03	0.04	0.03	46.2
32a	R1	27	0.0	27	0.0	0.173	2.7	LOS A	0.1	0.5	0.03	0.04	0.03	46.2
Approach		334	0.0	334	0.0	0.173	0.2	NA	0.1	0.5	0.03	0.04	0.03	46.2
All Vehicles		538	0.2	538	0.2	0.173	1.5	NA	0.2	1.2	0.05	0.19	0.05	37.6

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

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Future Base 2026 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	141	0.0	141	0.0	0.074	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
6b	R3	2	0.0	2	0.0	0.074	5.2	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
Approach		143	0.0	143	0.0	0.074	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.7
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.003	5.4	LOS A	0.0	0.0	0.06	0.52	0.06	34.8
26a	R1	2	0.0	2	0.0	0.003	4.5	LOS A	0.0	0.0	0.06	0.52	0.06	34.8
Approach		3	0.0	3	0.0	0.003	4.8	LOS A	0.0	0.0	0.06	0.52	0.06	34.8
West: Perry St														
10a	L1	1	0.0	1	0.0	0.008	4.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
11	T1	14	0.0	14	0.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
Approach		15	0.0	15	0.0	0.008	0.3	NA	0.0	0.0	0.00	0.04	0.00	47.1
All Vehicles		161	0.0	161	0.0	0.074	0.2	NA	0.0	0.0	0.00	0.02	0.00	49.3

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

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Future Base 2026 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	23	4.5	23	4.6	0.028	4.6	LOS A	0.0	0.0	0.00	0.24	0.00	40.3
2	T1	29	0.0	29	0.0	0.028	0.0	LOS A	0.0	0.0	0.00	0.24	0.00	40.3
Approach		53	2.0	52 [N1]	2.0	0.028	2.0	NA	0.0	0.0	0.00	0.24	0.00	40.3
North: Una Ln														
8	T1	5	0.0	5	0.0	0.122	7.2	LOS A	0.2	1.2	0.16	0.91	0.16	29.6
9	R2	120	0.0	120	0.0	0.122	7.3	LOS A	0.2	1.2	0.16	0.91	0.16	29.6
Approach		125	0.0	125	0.0	0.122	7.3	LOS A	0.2	1.2	0.16	0.91	0.16	29.6
West: Perry St														
10	L2	5	20.0	5	20.0	0.024	4.8	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
12	R2	13	0.0	13	0.0	0.024	4.7	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
Approach		18	5.9	18	5.9	0.024	4.7	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
All Vehicles		196	1.1	196	1.1	0.122	5.6	NA	0.2	1.2	0.11	0.69	0.11	32.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Future Base 2026 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	416	9.4	416	9.4	0.383	3.4	LOS A	0.9	6.5	0.43	0.31	0.54	40.4
3	R2	149	2.1	149	2.1	0.383	8.8	LOS A	0.9	6.5	0.43	0.31	0.54	40.6
Approach		565	7.4	565	7.4	0.383	4.9	NA	0.9	6.5	0.43	0.31	0.54	40.4
East: Unara St														
4	L2	142	0.7	142	0.7	0.151	7.0	LOS A	0.2	1.7	0.52	0.72	0.52	27.2
6	R2	165	3.2	165	3.2	0.453	16.4	LOS B	0.7	5.4	0.82	1.02	1.15	24.0
Approach		307	2.1	307	2.1	0.453	12.1	LOS A	0.7	5.4	0.68	0.88	0.86	24.8
North: Beamish St														
7	L2	60	1.8	60	1.8	0.308	3.4	LOS A	0.0	0.0	0.00	0.05	0.00	38.8
8	T1	525	7.0	525	7.0	0.308	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	38.8
Approach		585	6.5	585	6.5	0.308	0.4	NA	0.0	0.0	0.00	0.05	0.00	38.8
All Vehicles		1458	5.9	1458	5.9	0.453	4.6	NA	0.9	6.5	0.31	0.33	0.39	36.5

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

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Future Base 2026 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	8	0.0	8	0.0	0.040	4.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
5	T1	66	3.2	66	3.2	0.040	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
Approach		75	2.8	75	2.8	0.040	0.4	NA	0.0	0.0	0.00	0.06	0.00	45.5
West: Unara St														
11	T1	120	0.9	120	0.9	0.117	0.1	LOS A	0.2	1.3	0.14	0.25	0.14	37.5
12b	R3	84	0.0	84	0.0	0.117	5.4	LOS A	0.2	1.3	0.14	0.25	0.14	37.5
Approach		204	0.5	204	0.5	0.117	2.3	NA	0.2	1.3	0.14	0.25	0.14	37.5
SouthWest: Stanley St														
30b	L3	237	0.0	237	0.0	0.256	5.7	LOS A	0.5	3.3	0.18	0.55	0.18	33.4
32a	R1	103	0.0	103	0.0	0.256	5.5	LOS A	0.5	3.3	0.18	0.55	0.18	33.4
Approach		340	0.0	340	0.0	0.256	5.6	LOS A	0.5	3.3	0.18	0.55	0.18	33.4
All Vehicles		619	0.5	619	0.5	0.256	3.9	NA	0.5	3.3	0.15	0.39	0.15	35.0

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

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Future Base 2026 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	2	0.0	2	0.0	0.037	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	68	3.1	68	3.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		71	3.0	71	3.0	0.037	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	208	0.5	208	0.5	0.110	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	48.7
12b	R3	4	0.0	4	0.0	0.110	4.9	LOS A	0.0	0.1	0.01	0.01	0.01	48.7
Approach		213	0.5	213	0.5	0.110	0.1	NA	0.0	0.1	0.01	0.01	0.01	48.7
SouthWest: Perry Ln														
30b	L3	3	0.0	3	0.0	0.003	5.6	LOS A	0.0	0.0	0.14	0.52	0.14	33.6
32a	R1	1	0.0	1	0.0	0.003	5.0	LOS A	0.0	0.0	0.14	0.52	0.14	33.6
Approach		4	0.0	4	0.0	0.003	5.4	LOS A	0.0	0.0	0.14	0.52	0.14	33.6
All Vehicles		287	1.1	287	1.1	0.110	0.2	NA	0.0	0.1	0.01	0.02	0.01	48.4

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

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Future Base 2026 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	11	10.0	10	10.0	0.045	8.2	LOS A	0.1	0.5	0.31	0.92	0.31	27.4
2	T1	6	0.0	6	0.0	0.045	9.3	LOS A	0.1	0.5	0.31	0.92	0.31	29.0
3	R2	18	5.9	18	5.9	0.045	9.9	LOS A	0.1	0.5	0.31	0.92	0.31	27.4
Approach		35	6.1	35	6.1	0.045	9.3	LOS A	0.1	0.5	0.31	0.92	0.31	27.7
East: Unara St														
4	L2	124	0.0	124	0.0	0.122	3.6	LOS A	0.0	0.0	0.01	0.29	0.01	33.8
5	T1	105	2.0	105	2.0	0.122	0.0	LOS A	0.0	0.0	0.01	0.29	0.01	33.8
6	R2	1	0.0	1	0.0	0.122	4.3	LOS A	0.0	0.0	0.01	0.29	0.01	25.1
Approach		231	0.9	230 N1	0.9	0.122	2.0	NA	0.0	0.0	0.01	0.29	0.01	33.7
North: Eileen Ln														
7	L2	1	0.0	1	0.0	0.007	7.8	LOS A	0.0	0.1	0.39	0.87	0.39	19.0
8	T1	2	0.0	2	0.0	0.007	9.1	LOS A	0.0	0.1	0.39	0.87	0.39	19.0
9	R2	2	0.0	2	0.0	0.007	8.5	LOS A	0.0	0.1	0.39	0.87	0.39	19.0
Approach		5	0.0	5	0.0	0.007	8.6	LOS A	0.0	0.1	0.39	0.87	0.39	19.0
West: Unara St														
10	L2	3	0.0	3	0.0	0.113	5.1	LOS A	0.0	0.1	0.02	0.02	0.02	36.7
11	T1	209	0.5	209	0.5	0.113	0.0	LOS A	0.0	0.1	0.02	0.02	0.02	48.7
12	R2	5	0.0	5	0.0	0.113	5.4	LOS A	0.0	0.1	0.02	0.02	0.02	48.7
Approach		218	0.5	218	0.5	0.113	0.2	NA	0.0	0.1	0.02	0.02	0.02	48.4
All Vehicles		488	1.1	488	1.1	0.122	1.8	NA	0.1	0.5	0.04	0.22	0.04	40.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Future Base 2026 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	137	0.0	137	0.0	0.097	4.6	LOS A	0.0	0.0	0.00	0.40	0.00	42.0
2	T1	45	0.0	45	0.0	0.097	0.0	LOS A	0.0	0.0	0.00	0.40	0.00	43.1
Approach		182	0.0	182	0.0	0.097	3.4	NA	0.0	0.0	0.00	0.40	0.00	42.3
North: Duke St														
8	T1	161	1.3	161	1.3	0.144	0.4	LOS A	0.3	2.0	0.23	0.19	0.23	33.4
9	R2	91	2.3	91	2.3	0.144	4.5	LOS A	0.3	2.0	0.23	0.19	0.23	33.4
Approach		252	1.7	252	1.7	0.144	1.9	NA	0.3	2.0	0.23	0.19	0.23	33.4
West: Unara St														
10	L2	109	1.9	109	1.9	0.187	3.8	LOS A	0.3	2.3	0.12	0.53	0.12	15.1
12	R2	109	0.0	109	0.0	0.187	5.2	LOS A	0.3	2.3	0.12	0.53	0.12	24.0
Approach		219	1.0	219	1.0	0.187	4.5	LOS A	0.3	2.3	0.12	0.53	0.12	17.3
All Vehicles		653	1.0	652 [N1]	1.0	0.187	3.2	NA	0.3	2.3	0.13	0.36	0.13	30.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Future Base 2026 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2026 + Dev + Mitigation Measures (Network Folder: S7 Future Base 2026 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	13	8.3	13	8.3	0.051	0.5	LOS A	0.1	0.7	0.27	0.45	0.27	25.8
3	R2	69	0.0	69	0.0	0.051	4.6	LOS A	0.1	0.7	0.27	0.45	0.27	43.7
Approach		82	1.3	81 N1	1.3	0.051	3.9	NA	0.1	0.7	0.27	0.45	0.27	43.1
East: Site Access Laneway														
4	L2	232	0.0	232	0.0	0.404	4.6	LOS A	0.8	5.8	0.04	0.54	0.04	43.9
6	R2	293	0.0	293	0.0	0.404	5.5	LOS A	0.8	5.8	0.04	0.54	0.04	43.9
Approach		524	0.0	524	0.0	0.404	5.1	LOS A	0.8	5.8	0.04	0.54	0.04	43.9
North: Stanley St														
7	L2	156	0.0	156	0.0	0.087	3.4	LOS A	0.0	0.0	0.00	0.49	0.00	45.4
8	T1	6	16.7	6	16.7	0.087	0.0	LOS A	0.0	0.0	0.00	0.49	0.00	27.3
Approach		162	0.6	162	0.6	0.087	3.3	NA	0.0	0.0	0.00	0.49	0.00	45.3
All Vehicles		768	0.3	768	0.3	0.404	4.6	NA	0.8	5.8	0.06	0.52	0.06	44.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Future Base 2036 (with B6) AM)]

Network: [FB AM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	77	5.5	77	5.5	1.156	189.5	LOS F	24.0	173.8	1.00	1.35	2.27	12.0
2	T1	636	4.0	636	4.0	* 1.156	201.5	LOS F	28.0	202.3	1.00	1.53	2.27	7.2
3	R2	455	3.9	455	3.9	* 1.297	335.3	LOS F	46.4	335.6	1.00	1.58	2.82	4.9
Approach		1167	4.1	1167	4.1	1.297	252.8	LOS F	46.4	335.6	1.00	1.54	2.49	6.4
East: Canterbury Rd														
4	L2	237	6.2	227	6.5	0.979	90.4	LOS F	15.8	115.0	1.00	1.17	1.41	18.0
5	T1	1114	3.6	1068	3.7	* 0.979	83.4	LOS F	15.9	115.0	1.00	1.20	1.40	17.8
Approach		1351	4.1	1295 N 1	4.2	0.979	84.6	LOS F	15.9	115.0	1.00	1.20	1.40	17.9
North: Beamish St														
7	L2	40	21.1	40	21.1	0.869	81.8	LOS F	11.3	83.9	1.00	1.10	1.25	11.3
8	T1	427	5.2	426	5.2	0.869	71.6	LOS F	11.3	83.9	0.99	1.05	1.27	24.0
9	R2	101	13.5	101	13.6	0.568	55.9	LOS D	3.4	26.9	0.91	0.77	0.91	26.3
Approach		568	7.8	567 N1	7.8	0.869	69.5	LOS E	11.3	83.9	0.98	1.00	1.20	23.6
West: Canterbury Rd														
10	L2	45	25.6	45	25.6	0.841	37.4	LOS C	26.7	195.4	0.93	0.88	0.96	28.6
11	T1	1431	3.9	1431	3.9	0.841	31.2	LOS C	26.7	195.4	0.89	0.85	0.93	28.7
12	R2	244	2.6	244	2.6	* 1.180	199.9	LOS F	19.5	139.6	1.00	1.25	2.41	11.3
Approach		1720	4.3	1720	4.3	1.180	55.3	LOS D	26.7	195.4	0.91	0.90	1.14	20.7
All Vehicles		4806	4.6	4750 N 1	4.6	1.297	113.5	LOS F	46.4	335.6	0.96	1.15	1.55	13.5

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	20	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.7	0.96
North: Beamish St											

P3	Full	14	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96
West: Canterbury Rd											
P4	Full	32	59.2	LOS E	0.1	0.1	0.96	0.96	225.4	216.0	0.96
All Pedestrians		71	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Future Base 2036 (with B6) AM)]

Network: [FB AM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.044	8.1	LOS A	0.4	2.7	0.54	0.70	0.54	39.0
Approach		15	0.0	15	0.0	0.044	8.1	LOS A	0.4	2.7	0.54	0.70	0.54	39.0
East: Canterbury Rd														
4	L2	41	0.0	41	0.0	0.362	5.6	LOS A	16.8	121.5	0.00	0.04	0.00	56.9
5	T1	1336	4.1	1335	4.1	0.362	0.1	LOS A	20.0	145.1	0.00	0.02	0.00	59.2
Approach		1377	4.0	1376 N1	4.0	0.362	0.2	NA	20.0	145.1	0.00	0.02	0.00	59.0
North: Stanley St														
7	L2	91	0.0	90	0.0	0.145	8.9	LOS A	0.2	1.6	0.60	0.80	0.60	19.4
9	R2	60	0.0	60	0.0	19.871	17177.5	LOS F	7.9	55.0	1.00	1.38	2.88	0.0
Approach		151	0.0	150 N1	0.0	19.871	6852.3	LOS F	7.9	55.0	0.76	1.03	1.51	0.0
West: Canterbury Rd														
10	L2	171	0.0	161	0.0	0.473	5.6	LOS A	0.0	0.0	0.00	0.11	0.00	52.6
11	T1	1719	4.7	1626	4.7	0.473	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	56.3
Approach		1889	4.2	1787 N1	4.3	0.473	0.5	NA	0.0	0.0	0.00	0.05	0.00	55.9
All Vehicles		3432	3.9	3327 N1	4.0	19.871	308.4	NA	20.0	145.1	0.04	0.09	0.07	2.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Future Base 2036 (with B6) AM)]

Network: [FB AM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1623	3.5	1622	3.5	0.851	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	57.8
6	R2	206	0.0	206	0.0	1.211	242.2	LOS F	1.4	10.0	1.00	2.75	8.18	0.4
Approach		1829	3.1	1828 N1	3.1	1.211	27.4	NA	1.4	10.0	0.11	0.31	0.92	2.9
North: Una St														
7	L2	16	13.3	16	13.4	0.071	11.6	LOS A	0.2	1.5	0.66	0.84	0.66	21.0
9	R2	2	0.0	2	0.0	1.000	2751.2	LOS F	1.0	7.2	1.00	1.03	1.14	0.1
Approach		18	11.8	18	11.8	1.000	333.7	LOS F	1.0	7.2	0.70	0.86	0.71	1.2
West: Canterbury Rd														
10	L2	11	0.0	10	0.0	0.458	5.6	LOS A	10.6	77.1	0.00	0.01	0.00	59.4
11	T1	1818	4.6	1725	4.6	0.458	0.1	LOS A	10.6	77.1	0.00	0.00	0.00	59.5
Approach		1828	4.5	1735 N1	4.6	0.458	0.1	NA	10.6	77.1	0.00	0.00	0.00	59.5
All Vehicles		3676	3.9	3581 N1	4.0	1.211	15.7	NA	10.6	77.1	0.06	0.16	0.47	21.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Future Base 2036 (with B6) AM)]

Network: [FB AM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	62	3.4	62	3.4	0.123	10.9	LOS A	0.2	1.4	0.64	0.83	0.64	38.7
3	R2	48	2.2	48	2.2	6.725	5487.3	LOS F	18.2	129.8	1.00	1.39	2.61	0.3
Approach		111	2.9	111	2.9	6.725	2410.1	LOS F	18.2	129.8	0.80	1.08	1.50	0.7
East: Canterbury Rd														
4	L2	80	0.0	80	0.0	0.490	3.7	LOS A	0.0	0.0	0.00	0.05	0.00	56.3
5	T1	1794	3.1	1792	3.1	0.490	0.0	LOS A	6.3	45.0	0.00	0.02	0.00	57.1
Approach		1874	2.9	1872 N1	2.9	0.490	0.2	NA	6.3	45.0	0.00	0.02	0.00	56.8
West: Canterbury Rd														
11	T1	1879	4.2	1787	4.2	0.580	7.8	LOS A	1.4	10.0	0.38	0.01	0.47	8.5
12	R2	24	26.1	23	26.5	0.580	69.9	LOS E	1.4	10.0	1.00	0.03	1.23	31.2
Approach		1903	4.5	1810 N1	4.5	0.580	8.6	NA	1.4	10.0	0.39	0.01	0.48	10.2
All Vehicles		3887	3.7	3793 N1	3.8	6.725	74.4	NA	18.2	129.8	0.21	0.05	0.27	2.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Future Base 2036 (with B6) AM)]

Network: [FB AM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1767	3.0	1767	3.0	* 0.874	20.6	LOS B	34.5	247.9	0.83	0.82	0.88	33.9
Approach		1767	3.0	1767	3.0	0.874	20.6	LOS B	34.5	247.9	0.83	0.82	0.88	33.9
North: Duke St														
7	L2	62	1.7	61	1.7	0.232	58.1	LOS E	2.1	15.2	0.92	0.75	0.92	23.6
9	R2	101	1.0	100	1.0	* 0.765	70.8	LOS F	4.2	29.6	1.00	0.92	1.23	10.1
Approach		163	1.3	161 N1	1.3	0.765	66.0	LOS E	4.2	29.6	0.97	0.86	1.11	15.8
West: Canterbury Rd														
10	L2	18	0.0	17	0.0	0.659	14.2	LOS A	6.2	45.0	0.59	0.55	0.59	15.2
11	T1	1893	4.2	1762	4.3	0.659	10.5	LOS A	6.2	45.0	0.59	0.55	0.59	44.2
Approach		1911	4.2	1778 N1	4.2	0.659	10.5	LOS A	6.2	45.0	0.59	0.55	0.59	44.1
All Vehicles		3841	3.5	3706 N1	3.7	0.874	17.7	LOS B	34.5	247.9	0.72	0.69	0.75	36.5

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	19	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	11	59.2	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	15	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		44	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.6	0.96

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: 5 [5. Stanley St - Perry St (Site Folder: Future Base 2036 (with B6) AM)]

Network: [FB AM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	205	1.0	177	1.2	0.124	4.1	LOS A	0.2	1.5	0.11	0.52	0.11	25.9
6b	R3	16	6.7	14	7.7	0.124	5.2	LOS A	0.2	1.5	0.11	0.52	0.11	25.9
Approach		221	1.4	190 N1	1.7	0.124	4.2	LOS A	0.2	1.5	0.11	0.52	0.11	25.9
NorthEast: Stanley St														
24b	L3	14	15.4	13	16.0	0.027	5.5	LOS A	0.0	0.0	0.00	0.16	0.00	44.8
8	T1	38	2.8	36	2.9	0.027	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	44.8
Approach		52	6.1	49 N1	6.4	0.027	1.5	NA	0.0	0.0	0.00	0.16	0.00	44.8
SouthWest: Stanley St														
2	T1	53	4.0	52	4.0	0.037	0.0	LOS A	0.0	0.3	0.07	0.10	0.07	41.3
32a	R1	16	6.7	16	6.7	0.037	2.7	LOS A	0.0	0.3	0.07	0.10	0.07	41.3
Approach		68	4.6	68	4.7	0.037	0.7	NA	0.0	0.3	0.07	0.10	0.07	41.3
All Vehicles		341	2.8	307 N1	3.1	0.124	3.0	NA	0.2	1.5	0.08	0.37	0.08	31.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Future Base 2036 (with B6) AM)]

Network: [FB AM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	220	1.4	189	1.7	0.099	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
6b	R3	1	0.0	1	0.0	0.099	5.2	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		221	1.4	190 N1	1.7	0.099	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.09	0.52	0.09	34.5
26a	R1	2	0.0	2	0.0	0.003	4.8	LOS A	0.0	0.0	0.09	0.52	0.09	34.5
Approach		3	0.0	3	0.0	0.003	5.0	LOS A	0.0	0.0	0.09	0.52	0.09	34.5
West: Perry St														
10a	L1	1	0.0	1	0.0	0.012	4.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
11	T1	21	15.0	20	15.3	0.012	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
Approach		22	14.3	21 N1	14.6	0.012	0.2	NA	0.0	0.0	0.00	0.03	0.00	47.8
All Vehicles		246	2.6	215 N1	2.9	0.099	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Future Base 2036 (with B6) AM)]

Network: [FB AM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	176	0.6	145	0.7	0.093	4.6	LOS A	0.0	0.0	0.00	0.45	0.00	34.1
2	T1	33	0.0	27	0.0	0.093	0.0	LOS A	0.0	0.0	0.00	0.45	0.00	34.1
Approach		208	0.5	172 N1	0.6	0.093	3.9	NA	0.0	0.0	0.00	0.45	0.00	34.1
North: Una Ln														
8	T1	14	0.0	14	0.0	0.049	7.2	LOS A	0.1	0.5	0.28	0.86	0.28	28.9
9	R2	39	0.0	39	0.0	0.049	8.2	LOS A	0.1	0.5	0.28	0.86	0.28	28.9
Approach		53	0.0	52 N1	0.0	0.049	7.9	LOS A	0.1	0.5	0.28	0.86	0.28	28.9
West: Perry St														
10	L2	8	0.0	8	0.0	0.017	4.6	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
12	R2	12	27.3	11	27.7	0.017	5.3	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
Approach		20	15.8	19 N1	16.1	0.017	5.0	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
All Vehicles		281	1.5	244 N1	1.7	0.093	4.8	NA	0.1	0.5	0.07	0.54	0.07	33.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Future Base 2036 (with B6) AM)]

Network: [FB AM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	707	4.9	633	5.0	0.446	2.8	LOS A	0.8	6.1	0.30	0.24	0.41	41.6
3	R2	113	2.8	101	2.9	0.446	9.9	LOS A	0.8	6.1	0.30	0.24	0.41	42.4
Approach		820	4.6	734 N1	4.7	0.446	3.8	NA	0.8	6.1	0.30	0.24	0.41	41.7
East: Unara St														
4	L2	44	0.0	43	0.0	0.047	6.9	LOS A	0.1	0.5	0.51	0.67	0.51	27.4
6	R2	58	1.8	56	1.9	0.211	17.6	LOS B	0.3	1.9	0.83	0.94	0.89	23.2
Approach		102	1.0	99 N1	1.1	0.211	13.0	LOS A	0.3	1.9	0.69	0.82	0.72	24.2
North: Beamish St														
7	L2	71	1.5	71	1.5	0.327	3.4	LOS A	0.0	0.0	0.00	0.05	0.00	38.7
8	T1	548	7.7	548	7.7	0.327	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	38.7
Approach		619	7.0	619	7.0	0.327	0.4	NA	0.0	0.0	0.00	0.05	0.00	38.7
All Vehicles		1541	5.3	1452 N1	5.7	0.446	3.0	NA	0.8	6.1	0.20	0.20	0.26	39.7

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Future Base 2036 (with B6) AM)]

Network: [FB AM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	4	25.0	4	25.4	0.022	3.9	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
5	T1	37	0.0	36	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
Approach		41	2.6	40 N1	2.6	0.022	0.4	NA	0.0	0.0	0.00	0.06	0.00	46.9
West: Unara St														
11	T1	122	2.6	114	2.6	0.095	0.1	LOS A	0.1	0.9	0.08	0.20	0.08	40.1
12b	R3	58	1.8	54	1.9	0.095	5.3	LOS A	0.1	0.9	0.08	0.20	0.08	40.1
Approach		180	2.3	168 N1	2.3	0.095	1.8	NA	0.1	0.9	0.08	0.20	0.08	40.1
SouthWest: Stanley St														
30b	L3	66	3.2	64	3.3	0.046	5.5	LOS A	0.1	0.5	0.10	0.54	0.10	33.6
32a	R1	5	0.0	5	0.0	0.046	4.8	LOS A	0.1	0.5	0.10	0.54	0.10	33.6
Approach		72	2.9	69 N1	3.1	0.046	5.5	LOS A	0.1	0.5	0.10	0.54	0.10	33.6
All Vehicles		293	2.5	278 N1	2.7	0.095	2.5	NA	0.1	0.9	0.07	0.26	0.07	38.0

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Future Base 2036 (with B6) AM)]

Network: [FB AM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	1	0.0	1	0.0	0.019	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	37	2.9	36	2.9	0.019	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		38	2.8	37 N1	2.8	0.019	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	127	2.5	119	2.5	0.064	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.0
12b	R3	2	0.0	2	0.0	0.064	4.8	LOS A	0.0	0.0	0.00	0.01	0.00	49.0
Approach		129	2.4	121 N1	2.4	0.064	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.0
SouthWest: Perry Ln														
30b	L3	2	0.0	2	0.0	0.002	5.5	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
32a	R1	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
Approach		3	0.0	3	0.0	0.002	5.2	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
All Vehicles		171	2.5	162 N1	2.6	0.064	0.2	NA	0.0	0.0	0.01	0.02	0.01	48.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Future Base 2036 (with B6) AM)]

Network: [FB AM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	5	0.0	5	0.0	0.044	7.6	LOS A	0.1	0.4	0.22	0.91	0.22	28.7
2	T1	5	0.0	5	0.0	0.044	8.0	LOS A	0.1	0.4	0.22	0.91	0.22	30.0
3	R2	35	0.0	30	0.0	0.044	8.0	LOS A	0.1	0.4	0.22	0.91	0.22	28.7
Approach		45	0.0	39 N1	0.0	0.044	8.0	LOS A	0.1	0.4	0.22	0.91	0.22	28.9
East: Unara St														
4	L2	40	0.0	40	0.0	0.041	3.6	LOS A	0.0	0.0	0.01	0.28	0.01	33.8
5	T1	36	2.9	36	2.9	0.041	0.0	LOS A	0.0	0.0	0.01	0.28	0.01	33.8
6	R2	1	0.0	1	0.0	0.041	4.0	LOS A	0.0	0.0	0.01	0.28	0.01	25.1
Approach		77	1.4	77	1.4	0.041	2.0	NA	0.0	0.0	0.01	0.28	0.01	33.5
North: Eileen Ln														
7	L2	2	50.0	2	50.0	0.010	8.8	LOS A	0.0	0.1	0.27	0.93	0.27	20.3
8	T1	6	0.0	6	0.0	0.010	7.6	LOS A	0.0	0.1	0.27	0.93	0.27	20.3
9	R2	1	0.0	1	0.0	0.010	7.4	LOS A	0.0	0.1	0.27	0.93	0.27	20.3
Approach		9	11.1	9	11.1	0.010	7.8	LOS A	0.0	0.1	0.27	0.93	0.27	20.3
West: Unara St														
10	L2	3	0.0	3	0.0	0.064	4.7	LOS A	0.0	0.1	0.01	0.03	0.01	36.7
11	T1	123	2.6	116	2.5	0.064	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	48.7
12	R2	3	0.0	3	0.0	0.064	4.8	LOS A	0.0	0.1	0.01	0.03	0.01	48.7
Approach		129	2.4	121 N1	2.4	0.064	0.2	NA	0.0	0.1	0.01	0.03	0.01	48.2
All Vehicles		261	2.0	247 N1	2.1	0.064	2.3	NA	0.1	0.4	0.05	0.28	0.05	39.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Future Base 2036 (with B6) AM)]

Network: [FB AM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	3	0.0	3	0.0	0.022	4.6	LOS A	0.0	0.0	0.00	0.04	0.00	49.1
2	T1	41	0.0	40	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.2
Approach		44	0.0	43 N1	0.0	0.022	0.3	NA	0.0	0.0	0.00	0.04	0.00	49.2
North: Duke St														
8	T1	129	0.8	129	0.8	0.109	0.1	LOS A	0.2	1.2	0.09	0.19	0.09	36.0
9	R2	72	0.0	72	0.0	0.109	4.0	LOS A	0.2	1.2	0.09	0.19	0.09	36.0
Approach		201	0.5	201	0.5	0.109	1.5	NA	0.2	1.2	0.09	0.19	0.09	36.0
West: Unara St														
10	L2	129	1.6	120	1.6	0.105	3.8	LOS A	0.2	1.2	0.10	0.50	0.10	17.2
12	R2	32	3.3	29	3.5	0.105	4.6	LOS A	0.2	1.2	0.10	0.50	0.10	26.0
Approach		161	2.0	149 N1	2.0	0.105	3.9	LOS A	0.2	1.2	0.10	0.50	0.10	18.0
All Vehicles		406	1.0	393 N1	1.1	0.109	2.3	NA	0.2	1.2	0.09	0.29	0.09	27.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: X:\21219 Campsie Private Hospital - Traffic Modelling\07 Modelling Files\Model\21219-sid Campsie Private Hospital 210805 All Scenario (Incl With Mitigation Measures).sip9

MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Future Base 2036 (with B6) AM)]

Network: [FB AM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	12	0.0	11	0.0	0.107	0.7	LOS A	0.2	1.4	0.33	0.52	0.33	24.5
3	R2	159	0.0	150	0.0	0.107	4.8	LOS A	0.2	1.4	0.33	0.52	0.33	43.2
Approach		171	0.0	161 N1	0.0	0.107	4.5	NA	0.2	1.4	0.33	0.52	0.33	43.0
East: Site Access Laneway														
4	L2	133	0.0	133	0.0	0.209	4.6	LOS A	14.3	100.1	0.03	0.53	0.03	44.2
6	R2	36	0.0	36	0.0	0.209	5.7	LOS A	14.3	100.1	0.03	0.53	0.03	44.2
Approach		168	0.0	168	0.0	0.209	4.8	LOS A	14.3	100.1	0.03	0.53	0.03	44.2
North: Stanley St														
7	L2	234	0.0	203	0.0	0.115	3.4	LOS A	0.0	0.0	0.00	0.49	0.00	45.4
8	T1	11	30.0	10	32.9	0.115	0.0	LOS A	0.0	0.0	0.00	0.49	0.00	27.3
Approach		244	1.3	213 N1	1.5	0.115	3.3	NA	0.0	0.0	0.00	0.49	0.00	45.2
All Vehicles		583	0.5	543 N1	0.6	0.209	4.1	NA	14.3	100.1	0.11	0.51	0.11	44.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Future Base 2036 (with B6) PM)]

Network: [FB PM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	118	4.5	118	4.5	1.295	308.9	LOS F	24.4	176.8	1.00	1.51	2.86	8.5
2	T1	501	3.6	501	3.6	* 1.295	321.9	LOS F	34.0	245.3	1.00	1.80	2.85	4.9
3	R2	371	1.7	371	1.7	* 1.282	324.5	LOS F	37.2	264.2	1.00	1.57	2.79	5.0
Approach		989	3.0	989	3.0	1.295	321.3	LOS F	37.2	264.2	1.00	1.68	2.83	5.4
East: Canterbury Rd														
4	L2	247	0.9	224	0.9	* 0.890	56.9	LOS E	16.2	115.0	1.00	1.00	1.15	24.5
5	T1	1185	1.7	1075	1.9	0.890	49.8	LOS D	16.2	115.0	1.00	1.00	1.14	24.8
Approach		1433	1.5	1299[N1]	1.7	0.890	51.0	LOS D	16.2	115.0	1.00	1.00	1.14	24.7
North: Beamish St														
7	L2	67	9.4	67	9.4	1.248	273.4	LOS F	24.3	177.8	1.00	1.50	2.70	3.2
8	T1	414	4.1	414	4.1	1.248	279.5	LOS F	24.3	177.8	1.00	1.57	2.72	8.0
9	R2	112	5.7	112	5.7	0.748	62.3	LOS E	4.1	30.4	0.93	0.85	1.12	24.9
Approach		593	5.0	592[N1]	5.0	1.248	237.9	LOS F	24.3	177.8	0.99	1.43	2.42	8.6
West: Canterbury Rd														
10	L2	53	16.0	53	16.0	0.692	27.6	LOS B	19.6	139.2	0.78	0.72	0.78	34.0
11	T1	1179	0.8	1179	0.8	0.692	20.4	LOS B	19.6	139.2	0.73	0.66	0.73	34.9
12	R2	203	0.0	203	0.0	* 1.078	128.3	LOS F	13.5	94.6	1.00	1.18	2.05	14.9
Approach		1435	1.2	1435	1.2	1.078	36.0	LOS C	19.6	139.2	0.77	0.74	0.92	26.1
All Vehicles		4449	2.2	4316[N1]	2.3	1.295	133.7	LOS F	37.2	264.2	0.92	1.13	1.63	11.8

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	4	59.1	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	9	59.2	LOS E	0.0	0.0	0.95	0.95	224.3	214.7	0.96
North: Beamish St											

P3	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96
West: Canterbury Rd											
P4	Full	18	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96
All Pedestrians		37	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Future Base 2036 (with B6) PM)]

Network: [FB PM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.043	7.9	LOS A	0.2	1.6	0.53	0.69	0.53	39.2
Approach		15	0.0	15	0.0	0.043	7.9	LOS A	0.2	1.6	0.53	0.69	0.53	39.2
East: Canterbury Rd														
4	L2	34	3.1	34	3.1	0.346	5.6	LOS A	9.5	67.8	0.00	0.03	0.00	56.9
5	T1	1300	1.7	1299	1.7	0.346	0.1	LOS A	11.5	81.4	0.00	0.01	0.00	59.3
Approach		1334	1.7	1333 N1	1.7	0.346	0.2	NA	11.5	81.4	0.00	0.02	0.00	59.2
North: Stanley St														
7	L2	193	0.0	193	0.0	0.300	9.6	LOS A	0.6	4.1	0.64	0.87	0.73	18.4
9	R2	138	0.0	138	0.0	45.943	40591.1	LOS F	7.9	55.0	1.00	1.38	2.85	0.0
Approach		331	0.0	330 N1	0.0	45.943	16940.1	LOS F	7.9	55.0	0.79	1.08	1.62	0.0
West: Canterbury Rd														
10	L2	81	1.3	77	1.2	0.412	5.6	LOS A	0.0	0.0	0.00	0.06	0.00	55.9
11	T1	1605	1.2	1515	1.2	0.412	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	57.8
Approach		1686	1.2	1591 N1	1.2	0.412	0.3	NA	0.0	0.0	0.00	0.03	0.00	57.7
All Vehicles		3365	1.3	3269 N1	1.4	45.943	1712.2	NA	11.5	81.4	0.08	0.13	0.17	0.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Future Base 2036 (with B6) PM)]

Network: [FB PM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1589	1.5	1588	1.5	0.696	5.1	LOS A	1.4	10.0	0.15	0.06	0.26	12.4
6	R2	107	1.0	107	1.0	0.696	38.9	LOS C	1.4	10.0	1.00	0.36	1.71	2.4
Approach		1697	1.4	1696 N 1	1.4	0.696	7.2	NA	1.4	10.0	0.21	0.07	0.35	9.8
North: Una St														
7	L2	8	0.0	8	0.0	0.031	10.0	LOS A	0.1	0.5	0.61	0.75	0.61	22.7
9	R2	3	0.0	3	0.0	0.993	1910.8	LOS F	1.0	7.2	1.00	1.04	1.19	0.2
Approach		12	0.0	11 N1	0.0	0.993	528.4	LOS F	1.0	7.2	0.72	0.83	0.77	0.8
West: Canterbury Rd														
10	L2	26	0.0	25	0.0	0.449	5.6	LOS A	7.8	54.7	0.00	0.02	0.00	59.1
11	T1	1804	1.1	1715	1.0	0.449	0.1	LOS A	7.8	54.7	0.00	0.01	0.00	59.4
Approach		1831	1.0	1740 N 1	1.0	0.449	0.2	NA	7.8	54.7	0.00	0.01	0.00	59.4
All Vehicles		3539	1.2	3447 N 1	1.3	0.993	5.3	NA	7.8	54.7	0.10	0.04	0.18	38.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Future Base 2036 (with B6) PM)]

Network: [FB PM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	42	7.5	42	7.5	0.118	14.6	LOS B	0.2	1.3	0.75	0.88	0.75	35.9
3	R2	15	0.0	15	0.0	2.729	2101.7	LOS F	4.6	32.4	1.00	1.30	2.30	0.8
Approach		57	5.6	57	5.6	2.729	555.7	LOS F	4.6	32.4	0.81	0.99	1.15	2.7
East: Canterbury Rd														
4	L2	129	0.0	129	0.0	0.613	3.7	LOS A	0.0	0.0	0.00	0.06	0.00	56.0
5	T1	1644	1.3	1643	1.3	0.613	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	55.1
Approach		1774	1.2	1772 N1	1.2	0.613	0.3	NA	0.0	0.0	0.00	0.04	0.00	55.4
West: Canterbury Rd														
11	T1	1815	0.9	1727	0.8	0.541	6.1	LOS A	1.4	10.0	0.39	0.01	0.47	10.4
12	R2	25	12.5	24	11.7	0.541	57.9	LOS E	1.4	10.0	1.00	0.03	1.19	34.1
Approach		1840	1.0	1751 N1	1.0	0.541	6.8	NA	1.4	10.0	0.40	0.01	0.48	12.4
All Vehicles		3671	1.2	3580 N1	1.2	2.729	12.3	NA	4.6	32.4	0.21	0.04	0.25	14.0

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Future Base 2036 (with B6) PM)]

Network: [FB PM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1640	1.2	1640	1.2	0.591	8.7	LOS A	14.9	105.4	0.52	0.48	0.52	45.2
Approach		1640	1.2	1640	1.2	0.591	8.7	LOS A	14.9	105.4	0.52	0.48	0.52	45.2
North: Duke St														
7	L2	49	2.1	49	2.2	0.208	59.9	LOS E	1.7	12.3	0.93	0.74	0.93	23.2
9	R2	134	0.8	132	0.8	* 0.568	63.3	LOS E	5.0	35.0	0.99	0.80	0.99	11.1
Approach		183	1.1	181 N1	1.2	0.568	62.3	LOS E	5.0	35.0	0.97	0.78	0.97	15.0
West: Canterbury Rd														
10	L2	31	0.0	29	0.0	0.602	12.6	LOS A	6.4	45.0	0.52	0.49	0.52	17.1
11	T1	1761	0.9	1668	0.8	* 0.602	8.8	LOS A	6.4	45.0	0.52	0.49	0.52	46.0
Approach		1792	0.9	1697 N1	0.8	0.602	8.9	LOS A	6.4	45.0	0.52	0.49	0.52	45.9
All Vehicles		3615	1.0	3518 N1	1.1	0.602	11.6	LOS A	14.9	105.4	0.54	0.50	0.54	42.0

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	16	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	21	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		38	59.2	LOS E	0.1	0.1	0.95	0.95	224.5	215.0	0.96

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: X:\21219 Campsie Private Hospital - Traffic Modelling\07 Modelling Files\Model\21219-sid Campsie Private Hospital 210805 All Scenario (Incl With Mitigation Measures).sip9

MOVEMENT SUMMARY

Site: 5 [5. Stanley St - Perry St (Site Folder: Future Base 2036 (with B6) PM)]

Network: [FB PM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	89	0.0	88	0.0	0.077	4.0	LOS A	0.1	0.9	0.05	0.54	0.05	26.2
6b	R3	25	0.0	25	0.0	0.077	5.2	LOS A	0.1	0.9	0.05	0.54	0.05	26.2
Approach		115	0.0	113 [N1]	0.0	0.077	4.3	LOS A	0.1	0.9	0.05	0.54	0.05	26.2
NorthEast: Stanley St														
24b	L3	17	0.0	15	0.0	0.017	5.4	LOS A	0.0	0.0	0.00	0.30	0.00	40.1
8	T1	17	6.3	15	7.1	0.017	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	40.1
Approach		34	3.1	30 [N1]	3.5	0.017	2.7	NA	0.0	0.0	0.00	0.30	0.00	40.1
SouthWest: Stanley St														
2	T1	98	0.0	97	0.0	0.066	0.0	LOS A	0.1	0.4	0.05	0.10	0.05	42.0
32a	R1	27	0.0	27	0.0	0.066	2.6	LOS A	0.1	0.4	0.05	0.10	0.05	42.0
Approach		125	0.0	125	0.0	0.066	0.6	NA	0.1	0.4	0.05	0.10	0.05	42.0
All Vehicles		274	0.4	268 [N1]	0.4	0.077	2.4	NA	0.1	0.9	0.04	0.31	0.04	33.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Future Base 2036 (with B6) PM)]

Network: [FB PM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	113	0.0	111	0.0	0.058	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.6
6b	R3	2	0.0	2	0.0	0.058	5.2	LOS A	0.0	0.0	0.00	0.01	0.00	49.6
Approach		115	0.0	113 N1	0.0	0.058	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.6
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.002	5.4	LOS A	0.0	0.0	0.06	0.52	0.06	35.0
26a	R1	2	0.0	2	0.0	0.002	4.4	LOS A	0.0	0.0	0.06	0.52	0.06	35.0
Approach		3	0.0	3	0.0	0.002	4.8	LOS A	0.0	0.0	0.06	0.52	0.06	35.0
West: Perry St														
10a	L1	1	0.0	1	0.0	0.007	4.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
11	T1	14	0.0	13	0.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
Approach		15	0.0	14 N1	0.0	0.007	0.3	NA	0.0	0.0	0.00	0.04	0.00	47.1
All Vehicles		133	0.0	130 N1	0.0	0.058	0.2	NA	0.0	0.0	0.00	0.03	0.00	49.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Future Base 2036 (with B6) PM)]

Network: [FB PM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	93	1.1	92	1.1	0.065	4.6	LOS A	0.0	0.0	0.00	0.41	0.00	35.2
2	T1	29	0.0	29	0.0	0.065	0.0	LOS A	0.0	0.0	0.00	0.41	0.00	35.2
Approach		122	0.9	121 N1	0.9	0.065	3.5	NA	0.0	0.0	0.00	0.41	0.00	35.2
North: Una Ln														
8	T1	5	0.0	5	0.0	0.025	7.2	LOS A	0.0	0.2	0.23	0.88	0.23	29.3
9	R2	22	0.0	22	0.0	0.025	7.7	LOS A	0.0	0.2	0.23	0.88	0.23	29.3
Approach		27	0.0	27	0.0	0.025	7.6	LOS A	0.0	0.2	0.23	0.88	0.23	29.3
West: Perry St														
10	L2	5	20.0	5	20.8	0.014	4.8	LOS A	0.0	0.1	0.11	0.52	0.11	37.2
12	R2	13	0.0	12	0.0	0.014	4.8	LOS A	0.0	0.1	0.11	0.52	0.11	37.2
Approach		18	5.9	17 N1	6.1	0.014	4.8	LOS A	0.0	0.1	0.11	0.52	0.11	37.2
All Vehicles		167	1.3	165 N1	1.3	0.065	4.3	NA	0.0	0.2	0.05	0.49	0.05	34.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Future Base 2036 (with B6) PM)]

Network: [FB PM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	468	8.3	379	9.3	0.322	3.1	LOS A	0.6	4.5	0.37	0.27	0.44	40.9
3	R2	127	2.5	102	2.7	0.322	9.0	LOS A	0.6	4.5	0.37	0.27	0.44	41.4
Approach		596	7.1	482 [N1]	7.9	0.322	4.4	NA	0.6	4.5	0.37	0.27	0.44	41.0
East: Unara St														
4	L2	52	2.0	51	2.1	0.065	7.2	LOS A	0.1	0.6	0.52	0.70	0.52	26.8
6	R2	138	3.8	137	3.8	0.376	15.4	LOS B	0.6	4.2	0.80	0.98	1.03	24.7
Approach		189	3.3	188 [N1]	3.4	0.376	13.2	LOS A	0.6	4.2	0.72	0.91	0.89	25.0
North: Beamish St														
7	L2	55	1.9	55	1.9	0.361	3.4	LOS A	0.0	0.0	0.00	0.04	0.00	39.0
8	T1	582	6.3	582	6.3	0.361	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	39.0
Approach		637	6.0	637	6.0	0.361	0.3	NA	0.0	0.0	0.00	0.04	0.00	39.0
All Vehicles		1422	6.1	1307 [N1]	6.6	0.376	3.7	NA	0.6	4.5	0.24	0.25	0.29	37.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Future Base 2036 (with B6) PM)]

Network: [FB PM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	8	0.0	8	0.0	0.040	4.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
5	T1	66	3.2	66	3.2	0.040	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
Approach		75	2.8	74 N1	2.8	0.040	0.4	NA	0.0	0.0	0.00	0.06	0.00	45.5
West: Unara St														
11	T1	120	0.9	103	0.9	0.086	0.1	LOS A	0.1	0.8	0.12	0.20	0.12	39.5
12b	R3	57	0.0	49	0.0	0.086	5.4	LOS A	0.1	0.8	0.12	0.20	0.12	39.5
Approach		177	0.6	152 N1	0.6	0.086	1.8	NA	0.1	0.8	0.12	0.20	0.12	39.5
SouthWest: Stanley St														
30b	L3	119	0.0	118	0.0	0.088	5.6	LOS A	0.1	1.0	0.16	0.54	0.16	33.2
32a	R1	13	0.0	13	0.0	0.088	5.0	LOS A	0.1	1.0	0.16	0.54	0.16	33.2
Approach		132	0.0	131 N1	0.0	0.088	5.5	LOS A	0.1	1.0	0.16	0.54	0.16	33.2
All Vehicles		383	0.8	357 N1	0.9	0.088	2.9	NA	0.1	1.0	0.11	0.29	0.11	36.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Future Base 2036 (with B6) PM)]

Network: [FB PM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	2	0.0	2	0.0	0.037	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	68	3.1	68	3.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		71	3.0	70 N1	3.0	0.037	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	118	0.9	103	0.9	0.056	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	47.8
12b	R3	4	0.0	4	0.0	0.056	4.9	LOS A	0.0	0.1	0.01	0.02	0.01	47.8
Approach		122	0.9	107 N1	0.8	0.056	0.2	NA	0.0	0.1	0.01	0.02	0.01	47.8
SouthWest: Perry Ln														
30b	L3	3	0.0	3	0.0	0.003	5.6	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
32a	R1	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
Approach		4	0.0	4	0.0	0.003	5.3	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
All Vehicles		197	1.6	181 N1	1.7	0.056	0.3	NA	0.0	0.1	0.01	0.03	0.01	47.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Future Base 2036 (with B6) PM)]

Network: [FB PM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	11	10.0	10	10.1	0.037	8.1	LOS A	0.1	0.4	0.22	0.92	0.22	28.8
2	T1	6	0.0	6	0.0	0.037	8.1	LOS A	0.1	0.4	0.22	0.92	0.22	30.1
3	R2	18	5.9	18	6.0	0.037	8.3	LOS A	0.1	0.4	0.22	0.92	0.22	28.8
Approach		35	6.1	34[N1]	6.1	0.037	8.2	LOS A	0.1	0.4	0.22	0.92	0.22	29.1
East: Unara St														
4	L2	26	0.0	26	0.0	0.050	3.7	LOS A	0.0	0.0	0.01	0.15	0.01	39.4
5	T1	67	3.1	67	3.1	0.050	0.0	LOS A	0.0	0.0	0.01	0.15	0.01	39.4
6	R2	1	0.0	1	0.0	0.050	3.9	LOS A	0.0	0.0	0.01	0.15	0.01	26.4
Approach		95	2.2	95	2.2	0.050	1.1	NA	0.0	0.0	0.01	0.15	0.01	39.0
North: Eileen Ln														
7	L2	1	0.0	1	0.0	0.006	7.3	LOS A	0.0	0.1	0.26	0.89	0.26	20.3
8	T1	2	0.0	2	0.0	0.006	7.6	LOS A	0.0	0.1	0.26	0.89	0.26	20.3
9	R2	2	0.0	2	0.0	0.006	7.5	LOS A	0.0	0.1	0.26	0.89	0.26	20.3
Approach		5	0.0	5	0.0	0.006	7.5	LOS A	0.0	0.1	0.26	0.89	0.26	20.3
West: Unara St														
10	L2	3	0.0	3	0.0	0.059	4.7	LOS A	0.0	0.1	0.02	0.04	0.02	36.5
11	T1	119	0.9	105	0.9	0.059	0.0	LOS A	0.0	0.1	0.02	0.04	0.02	48.2
12	R2	5	0.0	5	0.0	0.059	4.8	LOS A	0.0	0.1	0.02	0.04	0.02	48.2
Approach		127	0.8	112[N1]	0.8	0.059	0.3	NA	0.0	0.1	0.02	0.04	0.02	47.7
All Vehicles		262	2.0	247[N1]	2.1	0.059	1.9	NA	0.1	0.4	0.05	0.22	0.05	40.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Future Base 2036 (with B6) PM)]

Network: [FB PM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	6	0.0	6	0.0	0.026	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	48.5
2	T1	45	0.0	44	0.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	48.7
Approach		52	0.0	50 N1	0.0	0.026	0.6	NA	0.0	0.0	0.00	0.07	0.00	48.7
North: Duke St														
8	T1	161	1.3	161	1.3	0.135	0.1	LOS A	0.2	1.5	0.10	0.18	0.10	36.1
9	R2	85	2.5	85	2.5	0.135	4.0	LOS A	0.2	1.5	0.10	0.18	0.10	36.1
Approach		246	1.7	246	1.7	0.135	1.4	NA	0.2	1.5	0.10	0.18	0.10	36.1
West: Unara St														
10	L2	109	1.9	98	2.0	0.080	3.8	LOS A	0.1	0.9	0.10	0.50	0.10	15.6
12	R2	19	0.0	17	0.0	0.080	4.8	LOS A	0.1	0.9	0.10	0.50	0.10	26.0
Approach		128	1.6	115 N1	1.7	0.080	3.9	LOS A	0.1	0.9	0.10	0.50	0.10	16.1
All Vehicles		426	1.5	412 N1	1.5	0.135	2.0	NA	0.2	1.5	0.09	0.26	0.09	28.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: X:\21219 Campsie Private Hospital - Traffic Modelling\07 Modelling Files\Model\21219-sid Campsie Private Hospital 210805 All Scenario (Incl With Mitigation Measures).sip9

MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Future Base 2036 (with B6) PM)]

Network: [FB PM 2036 (Network Folder: S8 Future Base 2036 (including B6))]

Site Category: Future Base 2036 (with B6)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	13	8.3	12	8.0	0.046	0.3	LOS A	0.1	0.6	0.21	0.44	0.21	26.4
3	R2	68	0.0	65	0.0	0.046	4.4	LOS A	0.1	0.6	0.21	0.44	0.21	43.9
Approach		81	1.3	77 N1	1.2	0.046	3.8	NA	0.1	0.6	0.21	0.44	0.21	43.3
East: Site Access Laneway														
4	L2	308	0.0	308	0.0	0.469	4.6	LOS A	46.8	327.5	0.03	0.53	0.03	44.4
6	R2	84	0.0	84	0.0	0.469	5.2	LOS A	46.8	327.5	0.03	0.53	0.03	44.4
Approach		393	0.0	393	0.0	0.469	4.7	LOS A	46.8	327.5	0.03	0.53	0.03	44.4
North: Stanley St														
7	L2	100	0.0	97	0.0	0.056	3.4	LOS A	0.0	0.0	0.00	0.48	0.00	45.5
8	T1	6	16.7	6	17.1	0.056	0.0	LOS A	0.0	0.0	0.00	0.48	0.00	27.6
Approach		106	1.0	103 N1	1.0	0.056	3.2	NA	0.0	0.0	0.00	0.48	0.00	45.3
All Vehicles		580	0.4	572 N1	0.4	0.469	4.3	NA	46.8	327.5	0.05	0.51	0.05	44.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Future Base 2036 (with B6) AM + Dev)]

Network: [FB AM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6) + Dev
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	77	5.5	77	5.5	1.156	190.1	LOS F	24.0	174.2	1.00	1.35	2.27	11.9
2	T1	636	4.0	636	4.0	* 1.156	202.1	LOS F	28.0	202.5	1.00	1.53	2.28	7.2
3	R2	481	3.7	481	3.7	* 1.363	392.1	LOS F	53.4	385.4	1.00	1.68	3.05	4.2
Approach		1194	4.0	1194	4.0	1.363	277.9	LOS F	53.4	385.4	1.00	1.58	2.59	5.9
East: Canterbury Rd														
4	L2	253	5.8	239	6.2	0.981	91.7	LOS F	15.8	115.0	1.00	1.18	1.42	17.8
5	T1	1118	3.6	1057	3.8	* 0.981	84.6	LOS F	15.9	115.0	1.00	1.21	1.41	17.7
Approach		1371	4.0	1296 N1	4.2	0.981	85.9	LOS F	15.9	115.0	1.00	1.20	1.41	17.7
North: Beamish St														
7	L2	40	21.1	40	21.1	0.868	82.2	LOS F	11.2	83.5	1.00	1.10	1.25	11.3
8	T1	427	5.2	426	5.2	0.868	71.7	LOS F	11.2	83.5	0.99	1.05	1.27	23.9
9	R2	101	13.5	101	13.6	0.567	55.9	LOS D	3.4	26.9	0.91	0.77	0.91	26.3
Approach		568	7.8	566 N1	7.8	0.868	69.6	LOS E	11.2	83.5	0.98	1.00	1.20	23.6
West: Canterbury Rd														
10	L2	45	25.6	45	25.6	0.855	39.3	LOS C	28.2	205.9	0.94	0.90	0.99	27.7
11	T1	1458	3.8	1458	3.8	0.855	33.1	LOS C	28.2	205.9	0.90	0.87	0.96	27.8
12	R2	244	2.6	244	2.6	* 1.181	201.2	LOS F	19.6	140.1	1.00	1.25	2.42	11.2
Approach		1747	4.2	1747	4.2	1.181	56.7	LOS E	28.2	205.9	0.92	0.92	1.16	20.3
All Vehicles		4880	4.5	4803 N1	4.6	1.363	121.1	LOS F	53.4	385.4	0.97	1.17	1.59	12.8

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	20	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.7	0.96

North: Beamish St											
P3	Full	14	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96
West: Canterbury Rd											
P4	Full	32	59.2	LOS E	0.1	0.1	0.96	0.96	225.4	216.0	0.96
All Pedestrians		71	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: X:\21219 Campsie Private Hospital - Traffic Modelling\07 Modelling Files\Model\21219-sid Campsie Private Hospital 210805 All Scenario (Incl With Mitigation Measures).sip9

MOVEMENT SUMMARY

Site: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Future Base 2036 (with B6) AM + Dev)]

Network: [FB AM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.044	8.1	LOS A	0.4	2.7	0.54	0.70	0.54	39.0
Approach		15	0.0	15	0.0	0.044	8.1	LOS A	0.4	2.7	0.54	0.70	0.54	39.0
East: Canterbury Rd														
4	L2	41	0.0	41	0.0	0.362	5.6	LOS A	17.0	122.9	0.00	0.04	0.00	56.9
5	T1	1336	4.1	1334	4.1	0.362	0.1	LOS A	20.4	147.5	0.00	0.02	0.00	59.2
Approach		1377	4.0	1376 N1	4.0	0.362	0.2	NA	20.4	147.5	0.00	0.02	0.00	59.0
North: Stanley St														
7	L2	115	0.0	114	0.0	0.176	8.6	LOS A	0.3	2.0	0.60	0.80	0.60	19.7
9	R2	80	0.0	79	0.0	26.478	23097.4	LOS F	7.9	55.0	1.00	1.38	2.90	0.0
Approach		195	0.0	193 N1	0.0	26.478	9493.8	LOS F	7.9	55.0	0.76	1.04	1.55	0.0
West: Canterbury Rd														
10	L2	224	0.0	210	0.0	0.481	5.6	LOS A	0.0	0.0	0.00	0.14	0.00	51.0
11	T1	1719	4.7	1608	4.7	0.481	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	55.5
Approach		1943	4.1	1817 N1	4.1	0.481	0.7	NA	0.0	0.0	0.00	0.07	0.00	54.9
All Vehicles		3529	3.8	3401 N1	4.0	26.478	540.3	NA	20.4	147.5	0.05	0.11	0.09	1.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Future Base 2036 (with B6) AM + Dev)]

Network: [FB AM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1623	3.5	1622	3.5	0.851	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	57.8
6	R2	261	0.0	261	0.0	1.553	531.1	LOS F	1.4	10.0	1.00	4.18	14.04	0.2
Approach		1884	3.0	1882 N1	3.0	1.553	73.6	NA	1.4	10.0	0.14	0.58	1.94	1.1
North: Una St														
7	L2	16	13.3	16	13.4	0.071	11.6	LOS A	0.2	1.5	0.66	0.84	0.66	21.0
9	R2	2	0.0	2	0.0	1.000	2751.4	LOS F	1.0	7.2	1.00	1.03	1.14	0.1
Approach		18	11.8	18	11.8	1.000	333.8	LOS F	1.0	7.2	0.70	0.86	0.72	1.2
West: Canterbury Rd														
10	L2	11	0.0	10	0.0	0.459	5.6	LOS A	10.7	77.9	0.00	0.01	0.00	59.4
11	T1	1842	4.5	1731	4.5	0.459	0.1	LOS A	10.7	77.9	0.00	0.00	0.00	59.5
Approach		1853	4.5	1740 N1	4.5	0.459	0.1	NA	10.7	77.9	0.00	0.00	0.00	59.5
All Vehicles		3755	3.8	3640 N1	3.9	1.553	39.7	NA	10.7	77.9	0.08	0.31	1.01	11.0

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Future Base 2036 (with B6) AM + Dev)]

Network: [FB AM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	62	3.4	62	3.4	0.128	11.3	LOS A	0.2	1.4	0.66	0.84	0.66	38.3
3	R2	48	2.2	48	2.2	6.725	5482.7	LOS F	18.1	129.4	1.00	1.39	2.62	0.3
Approach		111	2.9	111	2.9	6.725	2408.3	LOS F	18.1	129.4	0.81	1.08	1.52	0.7
East: Canterbury Rd														
4	L2	80	0.0	80	0.0	0.504	3.7	LOS A	0.0	0.0	0.00	0.05	0.00	56.3
5	T1	1848	3.0	1847	3.0	0.504	0.0	LOS A	6.3	45.0	0.00	0.02	0.00	57.1
Approach		1928	2.8	1926 N1	2.8	0.504	0.2	NA	6.3	45.0	0.00	0.02	0.00	56.9
West: Canterbury Rd														
11	T1	1903	4.1	1793	4.2	0.597	9.2	LOS A	1.4	10.0	0.37	0.01	0.46	7.5
12	R2	24	26.1	23	26.6	0.597	76.8	LOS F	1.4	10.0	1.00	0.03	1.26	29.0
Approach		1927	4.4	1816 N1	4.4	0.597	10.0	NA	1.4	10.0	0.38	0.01	0.47	9.0
All Vehicles		3966	3.6	3853 N1	3.7	6.725	73.9	NA	18.1	129.4	0.20	0.05	0.27	2.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Future Base 2036 (with B6) AM + Dev)]

Network: [FB AM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6) + Dev
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1822	2.9	1822	2.9	* 0.900	26.8	LOS B	40.4	289.8	0.87	0.89	0.96	29.9
Approach		1822	2.9	1822	2.9	0.900	26.8	LOS B	40.4	289.8	0.87	0.89	0.96	29.9
North: Duke St														
7	L2	62	1.7	61	1.7	0.231	58.1	LOS E	2.1	15.1	0.92	0.75	0.92	23.6
9	R2	101	1.0	99	1.0	* 0.762	70.6	LOS F	4.2	29.4	1.00	0.92	1.23	10.2
Approach		163	1.3	160 N1	1.3	0.762	65.9	LOS E	4.2	29.4	0.97	0.85	1.11	15.8
West: Canterbury Rd														
10	L2	18	0.0	16	0.0	0.661	14.2	LOS A	6.2	45.0	0.59	0.55	0.59	15.2
11	T1	1917	4.2	1768	4.2	0.661	10.5	LOS A	6.2	45.0	0.59	0.55	0.59	44.1
Approach		1935	4.1	1784 N1	4.2	0.661	10.6	LOS A	6.2	45.0	0.59	0.55	0.59	44.0
All Vehicles		3920	3.5	3766 N1	3.6	0.900	20.8	LOS B	40.4	289.8	0.74	0.73	0.79	34.2

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	19	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	11	59.2	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	15	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		44	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.6	0.96

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: 5 [5. Stanley St - Perry St (Site Folder: Future Base 2036 (with B6) AM + Dev)]

Network: [FB AM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	205	1.0	148	1.4	0.105	4.1	LOS A	0.2	1.3	0.11	0.52	0.11	25.9
6b	R3	16	6.7	12	9.0	0.105	5.2	LOS A	0.2	1.3	0.11	0.52	0.11	25.9
Approach		221	1.4	160 N1	2.0	0.105	4.1	LOS A	0.2	1.3	0.11	0.52	0.11	25.9
NorthEast: Stanley St														
24b	L3	14	15.4	13	16.0	0.027	5.5	LOS A	0.0	0.0	0.00	0.16	0.00	44.8
8	T1	38	2.8	36	2.9	0.027	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	44.8
Approach		52	6.1	49 N1	6.4	0.027	1.5	NA	0.0	0.0	0.00	0.16	0.00	44.8
SouthWest: Stanley St														
2	T1	53	4.0	52	4.0	0.037	0.0	LOS A	0.0	0.3	0.07	0.10	0.07	41.3
32a	R1	16	6.7	16	6.7	0.037	2.7	LOS A	0.0	0.3	0.07	0.10	0.07	41.3
Approach		68	4.6	68	4.7	0.037	0.7	NA	0.0	0.3	0.07	0.10	0.07	41.3
All Vehicles		341	2.8	276 N1	3.4	0.105	2.8	NA	0.2	1.3	0.08	0.35	0.08	32.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Future Base 2036 (with B6) AM + Dev)]

Network: [FB AM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	220	1.4	159	2.0	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
6b	R3	1	0.0	1	0.0	0.083	5.2	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		221	1.4	160 N1	2.0	0.083	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.09	0.52	0.09	34.7
26a	R1	2	0.0	2	0.0	0.002	4.6	LOS A	0.0	0.0	0.09	0.52	0.09	34.7
Approach		3	0.0	3	0.0	0.002	4.9	LOS A	0.0	0.0	0.09	0.52	0.09	34.7
West: Perry St														
10a	L1	1	0.0	1	0.0	0.012	4.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
11	T1	21	15.0	20	15.3	0.012	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
Approach		22	14.3	21 N1	14.6	0.012	0.2	NA	0.0	0.0	0.00	0.03	0.00	47.8
All Vehicles		246	2.6	184 N1	3.4	0.083	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Future Base 2036 (with B6) AM + Dev)]

Network: [FB AM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	176	0.6	115	0.9	0.073	4.6	LOS A	0.0	0.0	0.00	0.45	0.00	34.1
2	T1	33	0.0	21	0.0	0.073	0.0	LOS A	0.0	0.0	0.00	0.45	0.00	34.1
Approach		208	0.5	136 N1	0.8	0.073	3.9	NA	0.0	0.0	0.00	0.45	0.00	34.1
North: Una Ln														
8	T1	14	0.0	14	0.0	0.047	7.2	LOS A	0.1	0.5	0.25	0.87	0.25	29.2
9	R2	39	0.0	39	0.0	0.047	7.9	LOS A	0.1	0.5	0.25	0.87	0.25	29.2
Approach		53	0.0	52 N1	0.0	0.047	7.7	LOS A	0.1	0.5	0.25	0.87	0.25	29.2
West: Perry St														
10	L2	8	0.0	8	0.0	0.016	4.6	LOS A	0.0	0.2	0.09	0.52	0.09	37.5
12	R2	12	27.3	11	27.8	0.016	5.2	LOS A	0.0	0.2	0.09	0.52	0.09	37.5
Approach		20	15.8	19 N1	16.1	0.016	4.9	LOS A	0.0	0.2	0.09	0.52	0.09	37.5
All Vehicles		281	1.5	208 N1	2.0	0.073	4.9	NA	0.1	0.5	0.07	0.56	0.07	33.0

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Future Base 2036 (with B6) AM + Dev)]

Network: [FB AM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	707	4.9	633	5.0	0.447	2.9	LOS A	0.9	6.2	0.31	0.23	0.42	41.5
3	R2	113	2.8	101	2.9	0.447	10.1	LOS A	0.9	6.2	0.31	0.23	0.42	42.3
Approach		820	4.6	734 [N1]	4.7	0.447	3.9	NA	0.9	6.2	0.31	0.23	0.42	41.6
East: Unara St														
4	L2	44	0.0	42	0.0	0.046	6.9	LOS A	0.1	0.5	0.50	0.67	0.50	27.4
6	R2	71	1.5	67	1.6	0.253	18.3	LOS B	0.3	2.3	0.84	0.96	0.93	22.9
Approach		115	0.9	109 [N1]	1.0	0.253	13.9	LOS A	0.3	2.3	0.71	0.85	0.77	23.7
North: Beamish St														
7	L2	82	1.3	82	1.3	0.333	3.4	LOS A	0.0	0.0	0.00	0.06	0.00	38.5
8	T1	548	7.7	548	7.7	0.333	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	38.5
Approach		631	6.8	631	6.8	0.333	0.5	NA	0.0	0.0	0.00	0.06	0.00	38.5
All Vehicles		1565	5.2	1473 [N1]	5.6	0.447	3.2	NA	0.9	6.2	0.21	0.21	0.27	39.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Future Base 2036 (with B6) AM + Dev)]

Network: [FB AM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	4	25.0	4	25.7	0.021	3.9	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
5	T1	37	0.0	36	0.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
Approach		41	2.6	40 [N1]	2.7	0.021	0.4	NA	0.0	0.0	0.00	0.06	0.00	46.9
West: Unara St														
11	T1	122	2.6	115	2.6	0.102	0.1	LOS A	0.1	1.0	0.09	0.22	0.09	39.1
12b	R3	69	1.5	65	1.5	0.102	5.3	LOS A	0.1	1.0	0.09	0.22	0.09	39.1
Approach		192	2.2	180 [N1]	2.2	0.102	2.0	NA	0.1	1.0	0.09	0.22	0.09	39.1
SouthWest: Stanley St														
30b	L3	79	2.7	75	2.8	0.052	5.5	LOS A	0.1	0.6	0.10	0.54	0.10	33.6
32a	R1	5	0.0	5	0.0	0.052	4.9	LOS A	0.1	0.6	0.10	0.54	0.10	33.6
Approach		84	2.5	79 [N1]	2.6	0.052	5.5	LOS A	0.1	0.6	0.10	0.54	0.10	33.6
All Vehicles		317	2.3	299 [N1]	2.5	0.102	2.7	NA	0.1	1.0	0.08	0.28	0.08	37.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Future Base 2036 (with B6) AM + Dev)]

Network: [FB AM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	1	0.0	1	0.0	0.019	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	37	2.9	36	3.0	0.019	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		38	2.8	37[N1]	2.9	0.019	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	127	2.5	120	2.4	0.064	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.0
12b	R3	2	0.0	2	0.0	0.064	4.8	LOS A	0.0	0.0	0.00	0.01	0.00	49.0
Approach		129	2.4	122[N1]	2.4	0.064	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.0
SouthWest: Perry Ln														
30b	L3	2	0.0	2	0.0	0.002	5.5	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
32a	R1	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
Approach		3	0.0	3	0.0	0.002	5.2	LOS A	0.0	0.0	0.10	0.52	0.10	34.1
All Vehicles		171	2.5	161[N1]	2.6	0.064	0.2	NA	0.0	0.0	0.00	0.02	0.00	48.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Future Base 2036 (with B6) AM + Dev)]

Network: [FB AM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6) + Dev
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	5	0.0	4	0.0	0.038	7.6	LOS A	0.1	0.4	0.22	0.91	0.22	28.6
2	T1	5	0.0	4	0.0	0.038	8.0	LOS A	0.1	0.4	0.22	0.91	0.22	30.0
3	R2	35	0.0	26	0.0	0.038	8.0	LOS A	0.1	0.4	0.22	0.91	0.22	28.6
Approach		45	0.0	34 N1	0.0	0.038	8.0	LOS A	0.1	0.4	0.22	0.91	0.22	28.8
East: Unara St														
4	L2	53	0.0	53	0.0	0.048	3.6	LOS A	0.0	0.0	0.01	0.31	0.01	32.6
5	T1	36	2.9	36	2.9	0.048	0.0	LOS A	0.0	0.0	0.01	0.31	0.01	32.6
6	R2	1	0.0	1	0.0	0.048	4.0	LOS A	0.0	0.0	0.01	0.31	0.01	24.8
Approach		89	1.2	89	1.2	0.048	2.2	NA	0.0	0.0	0.01	0.31	0.01	32.4
North: Eileen Ln														
7	L2	2	50.0	2	50.0	0.010	8.8	LOS A	0.0	0.1	0.28	0.93	0.28	20.2
8	T1	6	0.0	6	0.0	0.010	7.7	LOS A	0.0	0.1	0.28	0.93	0.28	20.2
9	R2	1	0.0	1	0.0	0.010	7.4	LOS A	0.0	0.1	0.28	0.93	0.28	20.2
Approach		9	11.1	9	11.1	0.010	7.9	LOS A	0.0	0.1	0.28	0.93	0.28	20.2
West: Unara St														
10	L2	3	0.0	3	0.0	0.064	4.7	LOS A	0.0	0.1	0.01	0.03	0.01	36.7
11	T1	123	2.6	116	2.5	0.064	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	48.7
12	R2	3	0.0	3	0.0	0.064	4.8	LOS A	0.0	0.1	0.01	0.03	0.01	48.7
Approach		129	2.4	122 N1	2.4	0.064	0.2	NA	0.0	0.1	0.01	0.03	0.01	48.2
All Vehicles		274	1.9	254 N1	2.1	0.064	2.2	NA	0.1	0.4	0.05	0.28	0.05	39.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Future Base 2036 (with B6) AM + Dev)]

Network: [FB AM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

AM Peak 7:30AM-8:30AM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	3	0.0	3	0.0	0.022	4.6	LOS A	0.0	0.0	0.00	0.04	0.00	49.1
2	T1	41	0.0	40	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.2
Approach		44	0.0	43 N1	0.0	0.022	0.3	NA	0.0	0.0	0.00	0.04	0.00	49.2
North: Duke St														
8	T1	129	0.8	129	0.8	0.116	0.1	LOS A	0.2	1.3	0.10	0.21	0.10	35.0
9	R2	84	0.0	84	0.0	0.116	4.0	LOS A	0.2	1.3	0.10	0.21	0.10	35.0
Approach		214	0.5	214	0.5	0.116	1.6	NA	0.2	1.3	0.10	0.21	0.10	35.0
West: Unara St														
10	L2	129	1.6	116	1.7	0.102	3.8	LOS A	0.2	1.2	0.10	0.50	0.10	17.3
12	R2	32	3.3	28	3.6	0.102	4.7	LOS A	0.2	1.2	0.10	0.50	0.10	26.0
Approach		161	2.0	145 N1	2.0	0.102	3.9	LOS A	0.2	1.2	0.10	0.50	0.10	18.0
All Vehicles		419	1.0	401 N1	1.0	0.116	2.3	NA	0.2	1.3	0.09	0.30	0.09	27.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Future Base 2036 (with B6) AM + Dev)]

Network: [FB AM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	12	0.0	11	0.0	0.147	1.0	LOS A	0.3	2.0	0.38	0.56	0.38	23.9
3	R2	213	0.0	199	0.0	0.147	5.0	LOS A	0.3	2.0	0.38	0.56	0.38	43.0
Approach		224	0.0	210 N1	0.0	0.147	4.8	NA	0.3	2.0	0.38	0.56	0.38	42.8
East: Site Access Laneway														
4	L2	177	0.0	177	0.0	0.286	4.6	LOS A	22.1	155.0	0.03	0.53	0.03	44.1
6	R2	48	0.0	48	0.0	0.286	6.1	LOS A	22.1	155.0	0.03	0.53	0.03	44.1
Approach		225	0.0	225	0.0	0.286	4.9	LOS A	22.1	155.0	0.03	0.53	0.03	44.1
North: Stanley St														
7	L2	312	0.0	254	0.0	0.142	3.4	LOS A	0.0	0.0	0.00	0.49	0.00	45.4
8	T1	11	30.0	9	34.4	0.142	0.0	LOS A	0.0	0.0	0.00	0.49	0.00	27.2
Approach		322	1.0	263 N1	1.2	0.142	3.3	NA	0.0	0.0	0.00	0.49	0.00	45.2
All Vehicles		772	0.4	698 N1	0.5	0.286	4.3	NA	22.1	155.0	0.12	0.52	0.12	44.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Future Base 2036 (with B6) PM + Dev)]

Network: [FB PM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6) + Dev
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	118	4.5	118	4.5	1.295	308.9	LOS F	24.4	176.8	1.00	1.51	2.86	8.5
2	T1	501	3.6	501	3.6	* 1.295	321.9	LOS F	34.0	245.3	1.00	1.80	2.85	4.9
3	R2	381	1.7	381	1.7	* 1.318	355.1	LOS F	40.2	285.3	1.00	1.62	2.92	4.6
Approach		1000	2.9	1000	2.9	1.318	333.0	LOS F	40.2	285.3	1.00	1.70	2.87	5.2
East: Canterbury Rd														
4	L2	284	0.7	250	0.8	* 0.894	57.8	LOS E	16.2	115.0	1.00	1.00	1.15	24.2
5	T1	1194	1.7	1050	1.9	0.894	50.6	LOS D	16.2	115.0	1.00	1.01	1.14	24.6
Approach		1478	1.5	1300 N1	1.7	0.894	51.9	LOS D	16.2	115.0	1.00	1.01	1.15	24.5
North: Beamish St														
7	L2	67	9.4	67	9.4	1.249	274.0	LOS F	24.3	178.1	1.00	1.50	2.70	3.2
8	T1	414	4.1	414	4.1	1.249	280.1	LOS F	24.3	178.1	1.00	1.57	2.72	8.0
9	R2	112	5.7	112	5.7	0.748	62.3	LOS E	4.1	30.4	0.93	0.85	1.12	24.9
Approach		593	5.0	592 N1	5.0	1.249	238.4	LOS F	24.3	178.1	0.99	1.43	2.42	8.6
West: Canterbury Rd														
10	L2	53	16.0	53	16.0	0.698	27.7	LOS B	19.8	141.0	0.78	0.72	0.78	33.9
11	T1	1191	0.8	1191	0.8	0.698	20.5	LOS B	19.8	141.0	0.73	0.67	0.73	34.8
12	R2	203	0.0	203	0.0	* 1.080	130.0	LOS F	13.6	95.2	1.00	1.18	2.06	14.8
Approach		1446	1.2	1446	1.2	1.080	36.2	LOS C	19.8	141.0	0.77	0.74	0.92	26.0
All Vehicles		4517	2.2	4338 N1	2.3	1.318	136.9	LOS F	40.2	285.3	0.92	1.14	1.64	11.6

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	4	59.1	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	9	59.2	LOS E	0.0	0.0	0.95	0.95	224.3	214.7	0.96

North: Beamish St											
P3	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96
West: Canterbury Rd											
P4	Full	18	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96
All Pedestrians		37	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Future Base 2036 (with B6) PM + Dev)]

Network: [FB PM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.043	7.9	LOS A	0.2	1.6	0.53	0.69	0.53	39.2
Approach		15	0.0	15	0.0	0.043	7.9	LOS A	0.2	1.6	0.53	0.69	0.53	39.2
East: Canterbury Rd														
4	L2	34	3.1	34	3.1	0.346	5.6	LOS A	9.7	69.0	0.00	0.03	0.00	56.9
5	T1	1300	1.7	1299	1.7	0.346	0.1	LOS A	11.8	84.0	0.00	0.01	0.00	59.3
Approach		1334	1.7	1333 N1	1.7	0.346	0.2	NA	11.8	84.0	0.00	0.02	0.00	59.2
North: Stanley St														
7	L2	251	0.0	250	0.0	0.383	10.2	LOS A	0.9	6.1	0.66	0.92	0.86	17.6
9	R2	183	0.0	183	0.0	61.032	54153.0	LOS F	7.9	55.0	1.00	1.38	2.86	0.0
Approach		434	0.0	434	0.0	61.032	22876.4	LOS F	7.9	55.0	0.80	1.11	1.71	0.0
West: Canterbury Rd														
10	L2	104	1.0	98	1.0	0.416	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	54.9
11	T1	1605	1.2	1506	1.2	0.416	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	57.4
Approach		1709	1.2	1604 N1	1.1	0.416	0.4	NA	0.0	0.0	0.00	0.04	0.00	57.2
All Vehicles		3492	1.3	3385 N1	1.3	61.032	2930.2	NA	11.8	84.0	0.11	0.17	0.22	0.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Future Base 2036 (with B6) PM + Dev)]

Network: [FB PM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1589	1.5	1588	1.5	0.775	2.6	LOS A	1.4	10.0	0.06	0.04	0.11	20.5
6	R2	131	0.8	130	0.8	0.775	47.7	LOS D	1.4	10.0	1.00	0.72	1.88	1.8
Approach		1720	1.4	1719 N1	1.4	0.775	6.0	NA	1.4	10.0	0.13	0.09	0.24	11.3
North: Una St														
7	L2	8	0.0	8	0.0	0.032	10.3	LOS A	0.1	0.6	0.63	0.76	0.63	22.3
9	R2	3	0.0	3	0.0	0.999	1896.6	LOS F	1.0	7.1	1.00	1.04	1.19	0.2
Approach		12	0.0	11 N1	0.0	0.999	524.8	LOS F	1.0	7.1	0.73	0.84	0.78	0.8
West: Canterbury Rd														
10	L2	26	0.0	25	0.0	0.462	5.6	LOS A	8.6	60.6	0.00	0.02	0.00	59.1
11	T1	1862	1.0	1765	0.9	0.462	0.1	LOS A	8.6	60.6	0.00	0.01	0.00	59.4
Approach		1888	1.0	1790 N1	0.9	0.462	0.2	NA	8.6	60.6	0.00	0.01	0.00	59.4
All Vehicles		3620	1.2	3520 N1	1.2	0.999	4.7	NA	8.6	60.6	0.07	0.05	0.12	40.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Future Base 2036 (with B6) PM + Dev)]

Network: [FB PM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	42	7.5	42	7.5	0.121	15.0	LOS B	0.2	1.3	0.75	0.88	0.75	35.7
3	R2	15	0.0	15	0.0	2.729	2094.1	LOS F	4.6	32.2	1.00	1.30	2.31	0.8
Approach		57	5.6	57	5.6	2.729	554.0	LOS F	4.6	32.2	0.82	0.99	1.16	2.8
East: Canterbury Rd														
4	L2	129	0.0	129	0.0	0.620	3.7	LOS A	0.0	0.0	0.00	0.06	0.00	56.0
5	T1	1667	1.3	1666	1.3	0.620	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	55.1
Approach		1797	1.2	1795 N1	1.2	0.620	0.3	NA	0.0	0.0	0.00	0.04	0.00	55.5
West: Canterbury Rd														
11	T1	1873	0.8	1777	0.8	0.558	6.6	LOS A	1.4	10.0	0.39	0.01	0.47	9.8
12	R2	25	12.5	24	11.7	0.558	61.8	LOS E	1.4	10.0	1.00	0.03	1.20	33.3
Approach		1898	1.0	1800 N1	0.9	0.558	7.3	NA	1.4	10.0	0.40	0.01	0.48	11.7
All Vehicles		3752	1.2	3653 N1	1.2	2.729	12.4	NA	4.6	32.2	0.21	0.04	0.25	13.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Future Base 2036 (with B6) PM + Dev)]

Network: [FB PM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6) + Dev
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1663	1.2	1663	1.2	0.599	8.8	LOS A	15.3	108.1	0.52	0.48	0.52	45.1
Approach		1663	1.2	1663	1.2	0.599	8.8	LOS A	15.3	108.1	0.52	0.48	0.52	45.1
North: Duke St														
7	L2	49	2.1	49	2.1	0.208	59.9	LOS E	1.7	12.3	0.93	0.74	0.93	23.2
9	R2	134	0.8	132	0.8	* 0.568	63.3	LOS E	5.0	35.0	0.99	0.80	0.99	11.1
Approach		183	1.1	181 N1	1.2	0.568	62.3	LOS E	5.0	35.0	0.97	0.78	0.97	15.0
West: Canterbury Rd														
10	L2	31	0.0	29	0.0	0.620	12.8	LOS A	6.4	45.0	0.54	0.51	0.54	16.9
11	T1	1819	0.9	1717	0.8	* 0.620	9.1	LOS A	6.4	45.0	0.54	0.50	0.54	45.8
Approach		1849	0.9	1746 N1	0.8	0.620	9.1	LOS A	6.4	45.0	0.54	0.50	0.54	45.6
All Vehicles		3696	1.0	3591 N1	1.1	0.620	11.7	LOS A	15.3	108.1	0.55	0.51	0.55	42.0

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	16	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	21	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		38	59.2	LOS E	0.1	0.1	0.95	0.95	224.5	215.0	0.96

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: 5 [5. Stanley St - Perry St (Site Folder: Future Base 2036 (with B6) PM + Dev)]

Network: [FB PM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	118	0.0	117	0.0	0.095	4.0	LOS A	0.2	1.1	0.06	0.54	0.06	26.1
6b	R3	25	0.0	25	0.0	0.095	5.4	LOS A	0.2	1.1	0.06	0.54	0.06	26.1
Approach		143	0.0	142 N1	0.0	0.095	4.3	LOS A	0.2	1.1	0.06	0.54	0.06	26.1
NorthEast: Stanley St														
24b	L3	17	0.0	15	0.0	0.020	5.4	LOS A	0.0	0.0	0.00	0.26	0.00	41.2
8	T1	22	4.8	20	5.4	0.020	0.0	LOS A	0.0	0.0	0.00	0.26	0.00	41.2
Approach		39	2.7	34 N1	3.1	0.020	2.3	NA	0.0	0.0	0.00	0.26	0.00	41.2
SouthWest: Stanley St														
2	T1	125	0.0	125	0.0	0.080	0.0	LOS A	0.1	0.5	0.04	0.08	0.04	43.1
32a	R1	27	0.0	27	0.0	0.080	2.6	LOS A	0.1	0.5	0.04	0.08	0.04	43.1
Approach		153	0.0	152 N1	0.0	0.080	0.5	NA	0.1	0.5	0.04	0.08	0.04	43.1
All Vehicles		335	0.3	328 N1	0.3	0.095	2.3	NA	0.2	1.1	0.05	0.30	0.05	33.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Future Base 2036 (with B6) PM + Dev)]

Network: [FB PM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	141	0.0	140	0.0	0.073	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
6b	R3	2	0.0	2	0.0	0.073	5.2	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
Approach		143	0.0	142 N1	0.0	0.073	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.7
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.002	5.4	LOS A	0.0	0.0	0.06	0.52	0.06	34.8
26a	R1	2	0.0	2	0.0	0.002	4.5	LOS A	0.0	0.0	0.06	0.52	0.06	34.8
Approach		3	0.0	3	0.0	0.002	4.8	LOS A	0.0	0.0	0.06	0.52	0.06	34.8
West: Perry St														
10a	L1	1	0.0	1	0.0	0.007	4.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
11	T1	14	0.0	13	0.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
Approach		15	0.0	14 N1	0.0	0.007	0.3	NA	0.0	0.0	0.00	0.04	0.00	47.1
All Vehicles		161	0.0	159 N1	0.0	0.073	0.2	NA	0.0	0.0	0.00	0.02	0.00	49.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Future Base 2036 (with B6) PM + Dev)]

Network: [FB PM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	116	0.9	115	0.9	0.077	4.6	LOS A	0.0	0.0	0.00	0.43	0.00	34.7
2	T1	29	0.0	29	0.0	0.077	0.0	LOS A	0.0	0.0	0.00	0.43	0.00	34.7
Approach		145	0.7	144 N1	0.7	0.077	3.6	NA	0.0	0.0	0.00	0.43	0.00	34.7
North: Una Ln														
8	T1	5	0.0	5	0.0	0.031	7.2	LOS A	0.0	0.3	0.25	0.87	0.25	29.2
9	R2	27	0.0	27	0.0	0.031	7.8	LOS A	0.0	0.3	0.25	0.87	0.25	29.2
Approach		33	0.0	32 N1	0.0	0.031	7.7	LOS A	0.0	0.3	0.25	0.87	0.25	29.2
West: Perry St														
10	L2	5	20.0	5	20.7	0.014	4.8	LOS A	0.0	0.1	0.12	0.52	0.12	37.2
12	R2	13	0.0	12	0.0	0.014	4.9	LOS A	0.0	0.1	0.12	0.52	0.12	37.2
Approach		18	5.9	17 N1	6.1	0.014	4.9	LOS A	0.0	0.1	0.12	0.52	0.12	37.2
All Vehicles		196	1.1	193 N1	1.1	0.077	4.4	NA	0.0	0.3	0.05	0.51	0.05	33.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Future Base 2036 (with B6) PM + Dev)]

Network: [FB PM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	468	8.3	379	9.3	0.323	3.2	LOS A	0.6	4.5	0.38	0.27	0.44	40.9
3	R2	127	2.5	102	2.7	0.323	9.1	LOS A	0.6	4.5	0.38	0.27	0.44	41.3
Approach		596	7.1	482 N1	7.9	0.323	4.4	NA	0.6	4.5	0.38	0.27	0.44	40.9
East: Unara St														
4	L2	52	2.0	51	2.1	0.065	7.2	LOS A	0.1	0.6	0.52	0.70	0.52	26.8
6	R2	165	3.2	164	3.2	0.449	16.3	LOS B	0.7	5.3	0.82	1.02	1.14	24.1
Approach		217	2.9	216 N1	2.9	0.449	14.1	LOS A	0.7	5.3	0.75	0.94	0.99	24.4
North: Beamish St														
7	L2	60	1.8	60	1.8	0.364	3.4	LOS A	0.0	0.0	0.00	0.04	0.00	38.9
8	T1	582	6.3	582	6.3	0.364	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	38.9
Approach		642	5.9	642	5.9	0.364	0.4	NA	0.0	0.0	0.00	0.04	0.00	38.9
All Vehicles		1455	5.9	1340 N1	6.4	0.449	4.0	NA	0.7	5.3	0.26	0.27	0.32	36.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Future Base 2036 (with B6) PM + Dev)]

Network: [FB PM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	8	0.0	8	0.0	0.040	4.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
5	T1	66	3.2	66	3.2	0.040	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
Approach		75	2.8	74 N1	2.8	0.040	0.4	NA	0.0	0.0	0.00	0.06	0.00	45.5
West: Unara St														
11	T1	120	0.9	104	0.9	0.089	0.1	LOS A	0.1	0.8	0.12	0.21	0.12	39.1
12b	R3	62	0.0	54	0.0	0.089	5.4	LOS A	0.1	0.8	0.12	0.21	0.12	39.1
Approach		182	0.6	158 N1	0.6	0.089	1.9	NA	0.1	0.8	0.12	0.21	0.12	39.1
SouthWest: Stanley St														
30b	L3	146	0.0	146	0.0	0.106	5.6	LOS A	0.2	1.3	0.16	0.54	0.16	33.2
32a	R1	13	0.0	13	0.0	0.106	5.0	LOS A	0.2	1.3	0.16	0.54	0.16	33.2
Approach		159	0.0	158 N1	0.0	0.106	5.6	LOS A	0.2	1.3	0.16	0.54	0.16	33.2
All Vehicles		416	0.8	390 N1	0.8	0.106	3.1	NA	0.2	1.3	0.11	0.31	0.11	36.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Future Base 2036 (with B6) PM + Dev)]

Network: [FB PM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	2	0.0	2	0.0	0.037	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	68	3.1	68	3.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		71	3.0	70 [N1]	3.0	0.037	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	118	0.9	103	0.9	0.056	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	47.8
12b	R3	4	0.0	4	0.0	0.056	4.9	LOS A	0.0	0.1	0.01	0.02	0.01	47.8
Approach		122	0.9	107 [N1]	0.8	0.056	0.2	NA	0.0	0.1	0.01	0.02	0.01	47.8
SouthWest: Perry Ln														
30b	L3	3	0.0	3	0.0	0.003	5.6	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
32a	R1	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
Approach		4	0.0	4	0.0	0.003	5.3	LOS A	0.0	0.0	0.15	0.52	0.15	33.5
All Vehicles		197	1.6	182 [N1]	1.7	0.056	0.3	NA	0.0	0.1	0.01	0.03	0.01	47.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Future Base 2036 (with B6) PM + Dev)]

Network: [FB PM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6) + Dev
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	11	10.0	10	10.1	0.037	8.1	LOS A	0.1	0.4	0.22	0.92	0.22	28.7
2	T1	6	0.0	6	0.0	0.037	8.1	LOS A	0.1	0.4	0.22	0.92	0.22	30.0
3	R2	18	5.9	18	6.0	0.037	8.4	LOS A	0.1	0.4	0.22	0.92	0.22	28.7
Approach		35	6.1	34 N1	6.1	0.037	8.2	LOS A	0.1	0.4	0.22	0.92	0.22	29.0
East: Unara St														
4	L2	32	0.0	32	0.0	0.053	3.6	LOS A	0.0	0.0	0.01	0.17	0.01	38.4
5	T1	67	3.1	67	3.1	0.053	0.0	LOS A	0.0	0.0	0.01	0.17	0.01	38.4
6	R2	1	0.0	1	0.0	0.053	3.9	LOS A	0.0	0.0	0.01	0.17	0.01	26.2
Approach		100	2.1	100	2.1	0.053	1.2	NA	0.0	0.0	0.01	0.17	0.01	38.0
North: Eileen Ln														
7	L2	1	0.0	1	0.0	0.006	7.3	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
8	T1	2	0.0	2	0.0	0.006	7.7	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
9	R2	2	0.0	2	0.0	0.006	7.5	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
Approach		5	0.0	5	0.0	0.006	7.5	LOS A	0.0	0.1	0.27	0.89	0.27	20.3
West: Unara St														
10	L2	3	0.0	3	0.0	0.059	4.8	LOS A	0.0	0.1	0.02	0.04	0.02	36.5
11	T1	119	0.9	105	0.9	0.059	0.0	LOS A	0.0	0.1	0.02	0.04	0.02	48.2
12	R2	5	0.0	5	0.0	0.059	4.9	LOS A	0.0	0.1	0.02	0.04	0.02	48.2
Approach		127	0.8	113 N1	0.8	0.059	0.3	NA	0.0	0.1	0.02	0.04	0.02	47.7
All Vehicles		267	2.0	252 N1	2.1	0.059	1.9	NA	0.1	0.4	0.05	0.23	0.05	40.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Future Base 2036 (with B6) PM + Dev)]

Network: [FB PM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

PM Peak 4:45PM-5:45PM
Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	6	0.0	6	0.0	0.026	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	48.5
2	T1	45	0.0	44	0.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	48.7
Approach		52	0.0	50 [N1]	0.0	0.026	0.6	NA	0.0	0.0	0.00	0.07	0.00	48.7
North: Duke St														
8	T1	161	1.3	161	1.3	0.138	0.1	LOS A	0.2	1.6	0.10	0.19	0.10	35.8
9	R2	91	2.3	91	2.3	0.138	4.0	LOS A	0.2	1.6	0.10	0.19	0.10	35.8
Approach		252	1.7	252	1.7	0.138	1.5	NA	0.2	1.6	0.10	0.19	0.10	35.8
West: Unara St														
10	L2	109	1.9	99	2.0	0.080	3.8	LOS A	0.1	1.0	0.10	0.50	0.10	15.6
12	R2	19	0.0	17	0.0	0.080	4.8	LOS A	0.1	1.0	0.10	0.50	0.10	26.0
Approach		128	1.6	116 [N1]	1.7	0.080	3.9	LOS A	0.1	1.0	0.10	0.50	0.10	16.1
All Vehicles		432	1.5	417 [N1]	1.5	0.138	2.1	NA	0.2	1.6	0.09	0.26	0.09	28.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: X:\21219 Campsie Private Hospital - Traffic Modelling\07 Modelling Files\Model\21219-sid Campsie Private Hospital 210805 All Scenario (Incl With Mitigation Measures).sip9

MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Future Base 2036 (with B6) PM + Dev)]

Network: [FB PM 2036 + Dev (Network Folder: S9 Future Base 2036 (including B6) + Dev)]

Site Category: Future Base 2036 (with B6) + Dev
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	13	8.3	12	8.0	0.060	0.4	LOS A	0.1	0.8	0.25	0.46	0.25	25.7
3	R2	92	0.0	86	0.0	0.060	4.5	LOS A	0.1	0.8	0.25	0.46	0.25	43.7
Approach		104	1.0	98 N1	1.0	0.060	4.0	NA	0.1	0.8	0.25	0.46	0.25	43.2
East: Site Access Laneway														
4	L2	413	0.0	413	0.0	0.632	4.6	LOS A	65.2	456.6	0.03	0.53	0.03	44.3
6	R2	112	0.0	112	0.0	0.632	5.5	LOS A	65.2	456.6	0.03	0.53	0.03	44.3
Approach		524	0.0	524	0.0	0.632	4.8	LOS A	65.2	456.6	0.03	0.53	0.03	44.3
North: Stanley St														
7	L2	134	0.0	130	0.0	0.074	3.4	LOS A	0.0	0.0	0.00	0.49	0.00	45.4
8	T1	6	16.7	6	17.1	0.074	0.0	LOS A	0.0	0.0	0.00	0.49	0.00	27.4
Approach		140	0.8	136 N1	0.8	0.074	3.3	NA	0.0	0.0	0.00	0.49	0.00	45.3
All Vehicles		768	0.3	758 N1	0.3	0.632	4.4	NA	65.2	456.6	0.05	0.51	0.05	44.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Future Base 2036 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	77	5.5	77	5.5	1.205	230.7	LOS F	28.2	204.4	1.00	1.44	2.47	10.4
2	T1	686	3.7	686	3.7	* 1.205	242.1	LOS F	33.6	242.8	1.00	1.65	2.47	6.2
3	R2	478	3.7	478	3.7	* 1.205	257.2	LOS F	42.1	304.3	1.00	1.44	2.44	6.2
Approach		1241	3.8	1241	3.8	1.205	247.2	LOS F	42.1	304.3	1.00	1.55	2.46	6.5
East: Canterbury Rd														
4	L2	221	6.7	221	6.7	1.002	103.2	LOS F	15.8	115.0	1.00	1.24	1.50	16.3
5	T1	1108	3.6	1108	3.6	* 1.002	96.3	LOS F	15.9	115.0	1.00	1.27	1.49	16.1
Approach		1329	4.1	1329	4.1	1.002	97.4	LOS F	15.9	115.0	1.00	1.26	1.49	16.1
North: Beamish St														
7	L2	40	21.1	40	21.1	0.824	77.4	LOS F	10.2	75.5	1.00	1.05	1.17	11.9
8	T1	459	4.8	459	4.8	0.824	66.7	LOS E	10.2	75.5	1.00	1.00	1.18	25.0
9	R2	108	12.6	108	12.6	0.352	56.1	LOS D	3.7	28.9	0.92	0.78	0.92	26.3
Approach		607	7.3	607	7.3	0.824	65.5	LOS E	10.2	75.5	0.99	0.96	1.13	24.5
West: Canterbury Rd														
10	L2	45	25.6	45	25.6	0.874	42.4	LOS C	30.3	221.4	0.96	0.94	1.03	26.4
11	T1	1458	3.8	1458	3.8	0.874	36.2	LOS C	30.3	221.4	0.91	0.90	0.99	26.5
12	R2	244	2.6	244	2.6	* 1.164	187.9	LOS F	19.0	135.6	1.00	1.25	2.35	11.8
Approach		1747	4.2	1747	4.2	1.164	57.5	LOS E	30.3	221.4	0.92	0.95	1.18	20.2
All Vehicles		4925	4.5	4925	4.5	1.205	117.1	LOS F	42.1	304.3	0.97	1.19	1.58	13.2

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	5	59.2	LOS E	0.0	0.0	0.95	0.95	226.1	217.0	0.96
East: Canterbury Rd											
P2	Full	20	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.7	0.96
North: Beamish St											

P3	Full	14	59.2	LOS E	0.0	0.0	0.95	0.95	226.3	217.3	0.96
West: Canterbury Rd											
P4	Full	32	59.2	LOS E	0.1	0.1	0.96	0.96	225.4	216.0	0.96
All Pedestrians		71	59.2	LOS E	0.1	0.1	0.95	0.95	225.3	216.0	0.96

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Future Base 2036 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.046	8.3	LOS A	0.4	3.1	0.55	0.71	0.55	38.8
Approach		15	0.0	15	0.0	0.046	8.3	LOS A	0.4	3.1	0.55	0.71	0.55	38.8
East: Canterbury Rd														
4	L2	41	0.0	41	0.0	0.373	5.6	LOS A	20.1	145.0	0.00	0.03	0.00	56.9
5	T1	1377	4.0	1375	4.0	0.373	0.1	LOS A	23.7	171.5	0.00	0.02	0.00	59.2
Approach		1418	3.9	1416 N1	3.9	0.373	0.2	NA	23.7	171.5	0.00	0.02	0.00	59.0
North: Stanley St														
7	L2	115	0.0	115	0.0	0.311	10.5	LOS A	0.4	2.5	0.63	0.87	0.74	17.3
Approach		115	0.0	115	0.0	0.311	10.5	LOS A	0.4	2.5	0.63	0.87	0.74	17.3
West: Canterbury Rd														
10	L2	174	0.0	166	0.0	0.738	5.6	LOS A	0.0	0.0	0.00	0.10	0.00	51.8
11	T1	1767	4.5	1695	4.5	0.738	0.2	LOS A	0.0	0.0	0.00	0.05	0.00	55.1
Approach		1941	4.1	1861 N1	4.1	0.738	0.7	NA	0.0	0.0	0.00	0.05	0.00	54.8
All Vehicles		3488	3.9	3406 N1	4.0	0.738	0.9	NA	23.7	171.5	0.02	0.07	0.03	55.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Future Base 2036 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1664	3.4	1662	3.4	0.450	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		1664	3.4	1662 N1	3.4	0.450	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
North: Una St														
7	L2	16	13.3	16	13.4	0.077	12.4	LOS A	0.5	4.2	0.69	0.85	0.69	20.2
Approach		16	13.3	16	13.4	0.077	12.4	LOS A	0.5	4.2	0.69	0.85	0.69	20.2
West: Canterbury Rd														
10	L2	11	0.0	10	0.0	0.482	5.6	LOS A	31.0	224.8	0.00	0.01	0.00	59.4
11	T1	1891	4.4	1818	4.4	0.482	0.1	LOS A	31.0	225.3	0.00	0.00	0.00	59.5
Approach		1901	4.4	1828 N1	4.4	0.482	0.1	NA	31.0	225.3	0.00	0.00	0.00	59.5
All Vehicles		3581	4.0	3505 N1	4.1	0.482	0.1	NA	31.0	225.3	0.00	0.01	0.00	59.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Future Base 2036 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	62	3.4	62	3.4	0.090	9.8	LOS A	0.2	1.2	0.61	0.78	0.61	39.6
Approach		62	3.4	62	3.4	0.090	9.8	LOS A	0.2	1.2	0.61	0.78	0.61	39.6
East: Canterbury Rd														
4	L2	88	0.0	88	0.0	0.450	3.7	LOS A	0.0	0.0	0.00	0.06	0.00	56.2
5	T1	1628	3.4	1626	3.4	0.450	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	56.5
Approach		1717	3.2	1714 N1	3.2	0.450	0.2	NA	0.0	0.0	0.00	0.03	0.00	56.4
West: Canterbury Rd														
11	T1	1952	4.0	1880	4.0	0.575	4.9	LOS A	1.4	10.0	0.42	0.01	0.49	10.9
12	R2	24	26.1	23	26.4	0.575	55.7	LOS D	1.4	10.0	1.00	0.02	1.17	36.3
Approach		1976	4.3	1903 N1	4.3	0.575	5.5	NA	1.4	10.0	0.43	0.01	0.50	13.1
All Vehicles		3755	3.8	3679 N1	3.9	0.575	3.1	NA	1.4	10.0	0.23	0.03	0.27	31.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: X:\21219 Campsie Private Hospital - Traffic Modelling\07 Modelling Files\Model\21219-sid Campsie Private Hospital 210805 All Scenario (Incl With Mitigation Measures).sip9

MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Future Base 2036 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1605	3.3	1605	3.3	0.919	27.4	LOS B	45.0	324.4	0.88	0.92	0.96	29.4
6	R2	200	0.0	200	0.0	* 0.919	77.7	LOS F	18.7	133.2	1.00	1.25	1.28	15.8
Approach		1805	3.0	1805	3.0	0.919	33.0	LOS C	45.0	324.4	0.89	0.96	1.00	26.8
North: Duke St														
7	L2	62	1.7	61	1.7	0.091	32.9	LOS C	1.5	10.8	0.68	0.70	0.68	31.2
9	R2	142	0.7	139	0.7	* 0.925	86.1	LOS F	6.4	45.2	1.00	1.04	1.50	8.7
Approach		204	1.0	200 N1	1.0	0.925	69.9	LOS E	6.4	45.2	0.90	0.93	1.25	14.3
West: Canterbury Rd														
10	L2	18	0.0	17	0.0	0.918	46.6	LOS D	6.2	45.0	0.99	1.02	1.12	4.6
11	T1	1917	4.2	1846	4.2	* 0.918	43.1	LOS D	6.2	45.0	0.99	1.02	1.12	24.3
Approach		1935	4.1	1863 N1	4.1	0.918	43.2	LOS D	6.2	45.0	0.99	1.02	1.12	24.2
All Vehicles		3944	3.4	3869 N1	3.5	0.925	39.8	LOS C	45.0	324.4	0.94	0.99	1.07	24.5

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	19	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
North: Duke St											
P3	Full	11	59.2	LOS E	0.0	0.0	0.95	0.95	223.3	213.4	0.96
West: Canterbury Rd											
P4	Full	15	59.2	LOS E	0.1	0.1	0.95	0.95	224.6	215.0	0.96
All Pedestrians		44	59.2	LOS E	0.1	0.1	0.95	0.95	224.3	214.6	0.96

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: 5 [5. Stanley St - Perry St (Site Folder: Future Base 2036 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	273	0.8	272	0.8	0.196	4.3	LOS A	0.4	2.5	0.21	0.53	0.21	25.0
6b	R3	16	6.7	16	6.7	0.196	5.9	LOS A	0.4	2.5	0.21	0.53	0.21	25.0
Approach		288	1.1	288	1.1	0.196	4.4	LOS A	0.4	2.5	0.21	0.53	0.21	25.0
NorthEast: Stanley St														
24b	L3	14	15.4	13	16.3	0.056	5.5	LOS A	0.0	0.0	0.00	0.07	0.00	47.5
8	T1	101	1.0	92	1.1	0.056	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	47.5
Approach		115	2.8	105 [N1]	3.0	0.056	0.7	NA	0.0	0.0	0.00	0.07	0.00	47.5
SouthWest: Stanley St														
2	T1	142	1.5	142	1.5	0.084	0.1	LOS A	0.0	0.3	0.05	0.05	0.05	45.1
32a	R1	16	6.7	16	6.7	0.084	2.9	LOS A	0.0	0.3	0.05	0.05	0.05	45.1
Approach		158	2.0	157 [N1]	2.0	0.084	0.3	NA	0.0	0.3	0.05	0.05	0.05	45.1
All Vehicles		561	1.7	550 [N1]	1.7	0.196	2.5	NA	0.4	2.5	0.12	0.30	0.12	33.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Future Base 2036 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	287	1.1	287	1.1	0.149	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
6b	R3	1	0.0	1	0.0	0.149	5.3	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		288	1.1	288	1.1	0.149	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.08	0.52	0.08	34.0
26a	R1	2	0.0	2	0.0	0.003	5.1	LOS A	0.0	0.0	0.08	0.52	0.08	34.0
Approach		3	0.0	3	0.0	0.003	5.2	LOS A	0.0	0.0	0.08	0.52	0.08	34.0
West: Perry St														
10a	L1	1	0.0	1	0.0	0.012	4.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
11	T1	21	15.0	20	15.4	0.012	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
Approach		22	14.3	21 [N1]	14.6	0.012	0.2	NA	0.0	0.0	0.00	0.03	0.00	47.8
All Vehicles		314	2.0	312 [N1]	2.0	0.149	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.7

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Future Base 2036 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	14	7.7	14	7.8	0.024	4.6	LOS A	0.0	0.0	0.00	0.16	0.00	43.2
2	T1	33	0.0	32	0.0	0.024	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	43.2
Approach		46	2.3	46	2.3	0.024	1.4	NA	0.0	0.0	0.00	0.16	0.00	43.2
North: Una Ln														
8	T1	14	0.0	14	0.0	0.273	7.2	LOS A	0.4	3.1	0.18	0.90	0.18	29.6
9	R2	268	0.0	268	0.0	0.273	7.3	LOS A	0.4	3.1	0.18	0.90	0.18	29.6
Approach		282	0.0	282	0.0	0.273	7.3	LOS A	0.4	3.1	0.18	0.90	0.18	29.6
West: Perry St														
10	L2	8	0.0	8	0.0	0.025	4.6	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
12	R2	12	27.3	11	27.8	0.025	5.0	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
Approach		20	15.8	19 [N1]	16.2	0.025	4.8	LOS A	0.0	0.2	0.10	0.52	0.10	37.3
All Vehicles		348	1.2	347 [N1]	1.2	0.273	6.4	NA	0.4	3.1	0.15	0.78	0.15	31.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Future Base 2036 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	707	4.9	613	5.0	0.483	3.5	LOS A	1.2	8.7	0.41	0.26	0.58	40.5
3	R2	163	1.9	141	2.0	0.483	10.3	LOS A	1.2	8.7	0.41	0.26	0.58	40.7
Approach		871	4.4	754 N1	4.5	0.483	4.8	NA	1.2	8.7	0.41	0.26	0.58	40.5
East: Unara St														
4	L2	83	0.0	83	0.0	0.091	7.0	LOS A	0.1	1.0	0.52	0.70	0.52	27.2
6	R2	71	1.5	70	1.5	0.275	19.1	LOS B	0.4	2.6	0.85	0.97	0.97	22.3
Approach		154	0.7	153 N1	0.7	0.275	12.6	LOS A	0.4	2.6	0.67	0.82	0.72	23.9
North: Beamish St														
7	L2	82	1.3	82	1.3	0.333	3.4	LOS A	0.0	0.0	0.00	0.06	0.00	38.5
8	T1	548	7.7	548	7.7	0.333	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	38.5
Approach		631	6.8	631	6.8	0.333	0.5	NA	0.0	0.0	0.00	0.06	0.00	38.5
All Vehicles		1655	5.0	1538 N1	5.3	0.483	3.8	NA	1.2	8.7	0.27	0.23	0.36	38.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Future Base 2036 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	4	25.0	4	25.0	0.022	3.9	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
5	T1	37	0.0	37	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	46.9
Approach		41	2.6	41	2.6	0.022	0.4	NA	0.0	0.0	0.00	0.06	0.00	46.9
West: Unara St														
11	T1	122	2.6	111	2.6	0.127	0.1	LOS A	0.2	1.6	0.11	0.30	0.11	36.4
12b	R3	121	0.9	110	0.9	0.127	5.3	LOS A	0.2	1.6	0.11	0.30	0.11	36.4
Approach		243	1.7	221 N1	1.7	0.127	2.7	NA	0.2	1.6	0.11	0.30	0.11	36.4
SouthWest: Stanley St														
30b	L3	117	1.8	117	1.8	0.118	5.5	LOS A	0.2	1.4	0.10	0.54	0.10	34.0
32a	R1	44	0.0	44	0.0	0.118	5.2	LOS A	0.2	1.4	0.10	0.54	0.10	34.0
Approach		161	1.3	161	1.3	0.118	5.4	LOS A	0.2	1.4	0.10	0.54	0.10	34.0
All Vehicles		445	1.7	423 N1	1.7	0.127	3.5	NA	0.2	1.6	0.10	0.37	0.10	35.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Future Base 2036 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	1	0.0	1	0.0	0.020	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	37	2.9	37	2.9	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		38	2.8	38	2.8	0.020	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	166	1.9	155	1.8	0.082	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.2
12b	R3	2	0.0	2	0.0	0.082	4.8	LOS A	0.0	0.0	0.00	0.01	0.00	49.2
Approach		168	1.9	157 N1	1.8	0.082	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.2
SouthWest: Perry Ln														
30b	L3	2	0.0	2	0.0	0.002	5.5	LOS A	0.0	0.0	0.10	0.53	0.10	34.1
32a	R1	1	0.0	1	0.0	0.002	4.7	LOS A	0.0	0.0	0.10	0.53	0.10	34.1
Approach		3	0.0	3	0.0	0.002	5.2	LOS A	0.0	0.0	0.10	0.53	0.10	34.1
All Vehicles		209	2.0	198 N1	2.1	0.082	0.2	NA	0.0	0.0	0.00	0.02	0.00	48.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Future Base 2036 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	5	0.0	5	0.0	0.062	7.7	LOS A	0.1	0.6	0.35	0.92	0.35	27.1
2	T1	5	0.0	5	0.0	0.062	9.2	LOS A	0.1	0.6	0.35	0.92	0.35	28.7
3	R2	35	0.0	34	0.0	0.062	9.5	LOS A	0.1	0.6	0.35	0.92	0.35	27.1
Approach		45	0.0	45	0.0	0.062	9.3	LOS A	0.1	0.6	0.35	0.92	0.35	27.3
East: Unara St														
4	L2	269	0.0	269	0.0	0.187	3.6	LOS A	0.0	0.0	0.00	0.40	0.00	30.1
5	T1	80	1.3	80	1.3	0.187	0.0	LOS A	0.0	0.0	0.00	0.40	0.00	30.1
6	R2	1	0.0	1	0.0	0.187	4.2	LOS A	0.0	0.0	0.00	0.40	0.00	24.1
Approach		351	0.3	350 N1	0.3	0.187	2.8	NA	0.0	0.0	0.00	0.40	0.00	30.1
North: Eileen Ln														
7	L2	2	50.0	2	50.0	0.013	9.0	LOS A	0.0	0.1	0.38	0.94	0.38	18.4
8	T1	6	0.0	6	0.0	0.013	9.7	LOS A	0.0	0.1	0.38	0.94	0.38	18.4
9	R2	1	0.0	1	0.0	0.013	7.9	LOS A	0.0	0.1	0.38	0.94	0.38	18.4
Approach		9	11.1	9	11.1	0.013	9.3	LOS A	0.0	0.1	0.38	0.94	0.38	18.4
West: Unara St														
10	L2	3	0.0	3	0.0	0.083	5.3	LOS A	0.0	0.1	0.02	0.02	0.02	36.7
11	T1	162	1.9	152	1.9	0.083	0.0	LOS A	0.0	0.1	0.02	0.02	0.02	48.7
12	R2	3	0.0	3	0.0	0.083	5.8	LOS A	0.0	0.1	0.02	0.02	0.02	48.7
Approach		168	1.9	157 N1	1.8	0.083	0.2	NA	0.0	0.1	0.02	0.02	0.02	48.3
All Vehicles		574	0.9	562 N1	0.9	0.187	2.7	NA	0.1	0.6	0.04	0.35	0.04	35.5

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Future Base 2036 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	264	0.0	264	0.0	0.163	4.6	LOS A	0.0	0.0	0.00	0.46	0.00	41.0
2	T1	41	0.0	41	0.0	0.163	0.0	LOS A	0.0	0.0	0.00	0.46	0.00	42.2
Approach		305	0.0	305	0.0	0.163	4.0	NA	0.0	0.0	0.00	0.46	0.00	41.2
North: Duke St														
8	T1	129	0.8	129	0.8	0.173	1.0	LOS A	0.4	2.8	0.39	0.31	0.39	28.3
9	R2	145	0.0	145	0.0	0.173	5.0	LOS A	0.4	2.8	0.39	0.31	0.39	28.3
Approach		275	0.4	275	0.4	0.173	3.1	NA	0.4	2.8	0.39	0.31	0.39	28.3
West: Unara St														
10	L2	129	1.6	122	1.5	0.155	3.8	LOS A	0.3	1.9	0.10	0.52	0.10	16.8
12	R2	71	1.5	67	1.5	0.155	5.7	LOS A	0.3	1.9	0.10	0.52	0.10	24.4
Approach		200	1.6	189 N1	1.5	0.155	4.4	LOS A	0.3	1.9	0.10	0.52	0.10	18.1
All Vehicles		780	0.5	768 N1	0.5	0.173	3.8	NA	0.4	2.8	0.16	0.42	0.16	32.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Future Base 2036 (with B6) AM + Dev + Mitigation Measures)]

Network: [FB AM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	12	0.0	11	0.0	0.129	1.4	LOS A	0.2	1.7	0.45	0.59	0.45	23.5
3	R2	162	0.0	155	0.0	0.129	5.5	LOS A	0.2	1.7	0.45	0.59	0.45	42.9
Approach		174	0.0	166 [N1]	0.0	0.129	5.2	NA	0.2	1.7	0.45	0.59	0.45	42.6
East: Site Access Laneway														
4	L2	99	0.0	99	0.0	0.195	4.6	LOS A	0.3	2.1	0.05	0.54	0.05	43.5
6	R2	125	0.0	125	0.0	0.195	6.2	LOS A	0.3	2.1	0.05	0.54	0.05	43.5
Approach		224	0.0	224	0.0	0.195	5.5	LOS A	0.3	2.1	0.05	0.54	0.05	43.5
North: Stanley St														
7	L2	362	0.0	353	0.0	0.197	3.4	LOS A	0.0	0.0	0.00	0.50	0.00	45.3
8	T1	11	30.0	10	30.4	0.197	0.0	LOS A	0.0	0.0	0.00	0.50	0.00	27.2
Approach		373	0.8	364 [N1]	0.9	0.197	3.3	NA	0.0	0.0	0.00	0.50	0.00	45.2
All Vehicles		771	0.4	754 [N1]	0.4	0.197	4.4	NA	0.3	2.1	0.11	0.53	0.11	44.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS0079 [1. Beamish St - Bexley Rd - Canterbury Rd (Site Folder: Future Base 2036 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 150 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bexley Rd														
1	L2	118	4.5	118	4.5	0.973	110.7	LOS F	17.0	122.8	1.00	1.22	1.46	20.9
2	T1	523	3.4	523	3.4	0.973	103.4	LOS F	19.4	139.7	1.00	1.19	1.45	13.8
3	R2	375	1.7	375	1.7	* 1.063	158.2	LOS F	27.2	192.8	1.00	1.17	1.76	9.6
Approach		1016	2.9	1016	2.9	1.063	124.5	LOS F	27.2	192.8	1.00	1.19	1.57	12.8
East: Canterbury Rd														
4	L2	212	1.0	212	1.0	1.030	126.4	LOS F	16.2	115.0	1.00	1.27	1.53	13.9
5	T1	1175	1.7	1175	1.7	* 1.030	119.8	LOS F	16.2	115.0	1.00	1.30	1.53	13.5
Approach		1386	1.6	1386	1.6	1.030	120.8	LOS F	16.2	115.0	1.00	1.30	1.53	13.6
North: Beamish St														
7	L2	67	9.4	67	9.4	1.026	97.1	LOS F	17.1	124.7	1.00	1.13	1.66	6.6
8	T1	487	3.5	487	3.5	* 1.026	112.8	LOS F	17.1	124.7	1.00	1.20	1.68	15.2
9	R2	128	4.9	128	4.9	0.343	59.6	LOS E	4.9	35.7	0.90	0.79	0.90	25.5
Approach		683	4.3	683	4.3	1.026	101.2	LOS F	17.1	124.7	0.98	1.12	1.53	15.6
West: Canterbury Rd														
10	L2	53	16.0	53	16.0	0.772	39.4	LOS C	25.0	178.0	0.89	0.82	0.89	27.5
11	T1	1191	0.8	1191	0.8	0.772	32.1	LOS C	25.0	178.0	0.85	0.77	0.85	28.2
12	R2	203	0.0	203	0.0	* 1.568	546.5	LOS F	28.1	197.0	1.00	1.50	3.39	5.2
Approach		1446	1.2	1446	1.2	1.568	104.6	LOS F	28.1	197.0	0.87	0.87	1.20	13.4
All Vehicles		4532	2.2	4532	2.2	1.568	113.5	LOS F	28.1	197.0	0.96	1.11	1.43	13.7

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Bexley Rd											
P1	Full	4	69.1	LOS F	0.0	0.0	0.96	0.96	236.1	217.0	0.92
East: Canterbury Rd											
P2	Full	9	69.1	LOS F	0.0	0.0	0.96	0.96	234.3	214.7	0.92
North: Beamish St											

P3	Full	5	69.1	LOS F	0.0	0.0	0.96	0.96	236.3	217.3	0.92
West: Canterbury Rd											
P4	Full	18	69.2	LOS F	0.1	0.1	0.96	0.96	235.3	216.0	0.92
All Pedestrians		37	69.2	LOS F	0.1	0.1	0.96	0.96	235.3	216.0	0.92

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: 2 [2. Canterbury Rd - Stanley St - Scahill St (Site Folder: Future Base 2036 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scahill St														
1	L2	15	0.0	15	0.0	0.046	8.4	LOS A	0.6	4.3	0.55	0.72	0.55	38.8
Approach		15	0.0	15	0.0	0.046	8.4	LOS A	0.6	4.3	0.55	0.72	0.55	38.8
East: Canterbury Rd														
4	L2	34	3.1	34	3.1	0.370	5.6	LOS A	28.5	202.4	0.00	0.03	0.00	56.9
5	T1	1394	1.6	1394	1.6	0.370	0.1	LOS A	32.2	228.6	0.00	0.01	0.00	59.3
Approach		1427	1.6	1427	1.6	0.370	0.2	NA	32.2	228.6	0.00	0.01	0.00	59.2
North: Stanley St														
7	L2	251	0.0	251	0.0	0.579	13.5	LOS A	1.1	7.9	0.69	1.02	1.17	14.3
Approach		251	0.0	251	0.0	0.579	13.5	LOS A	1.1	7.9	0.69	1.02	1.17	14.3
West: Canterbury Rd														
10	L2	82	1.3	81	1.3	0.595	5.6	LOS A	0.0	0.0	0.00	0.06	0.00	55.4
11	T1	1620	1.2	1597	1.2	0.595	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	57.3
Approach		1702	1.2	1678 N1	1.2	0.595	0.4	NA	0.0	0.0	0.00	0.03	0.00	57.2
All Vehicles		3395	1.3	3371 N1	1.3	0.595	1.3	NA	32.2	228.6	0.05	0.10	0.09	53.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3A. Canterbury Rd - Una St (Site Folder: Future Base 2036 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1683	1.4	1683	1.4	0.598	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.2
Approach		1683	1.4	1683	1.4	0.598	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.2
North: Una St														
7	L2	8	0.0	8	0.0	0.036	11.0	LOS A	0.3	1.9	0.66	0.79	0.66	21.6
Approach		8	0.0	8	0.0	0.036	11.0	LOS A	0.3	1.9	0.66	0.79	0.66	21.6
West: Canterbury Rd														
10	L2	26	0.0	26	0.0	0.486	5.6	LOS A	29.0	205.0	0.00	0.02	0.00	59.1
11	T1	1877	1.0	1854	1.0	0.486	0.1	LOS A	29.0	205.0	0.00	0.01	0.00	59.4
Approach		1903	1.0	1880 N1	1.0	0.486	0.2	NA	29.0	205.0	0.00	0.01	0.00	59.4
All Vehicles		3595	1.2	3572 N1	1.2	0.598	0.1	NA	29.0	205.0	0.00	0.01	0.00	59.2

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 3 [3B. Canterbury Rd - Northcote St (Site Folder: Future Base 2036 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Northcote St														
1	L2	42	7.5	42	7.5	0.080	9.4	LOS A	0.1	0.8	0.59	0.76	0.59	39.9
Approach		42	7.5	42	7.5	0.080	9.4	LOS A	0.1	0.8	0.59	0.76	0.59	39.9
East: Canterbury Rd														
4	L2	148	0.0	148	0.0	0.462	3.7	LOS A	0.0	0.0	0.00	0.10	0.00	55.8
5	T1	1631	1.3	1631	1.3	0.462	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	55.0
Approach		1779	1.2	1779	1.2	0.462	0.3	NA	0.0	0.0	0.00	0.05	0.00	55.4
West: Canterbury Rd														
11	T1	1887	0.8	1865	0.8	0.557	4.2	LOS A	1.4	10.0	0.42	0.01	0.49	12.1
12	R2	25	12.5	25	12.4	0.557	49.0	LOS D	1.4	10.0	1.00	0.03	1.16	37.7
Approach		1913	1.0	1890 N1	1.0	0.557	4.8	NA	1.4	10.0	0.43	0.01	0.50	14.7
All Vehicles		3734	1.2	3711 N1	1.2	0.557	2.7	NA	1.4	10.0	0.22	0.04	0.26	34.6

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: TCS4052 [4. Canterbury Rd - Duke St (Site Folder: Future Base 2036 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canterbury Rd														
5	T1	1571	1.3	1571	1.3	0.920	33.1	LOS C	49.3	349.2	0.92	0.95	0.99	26.6
6	R2	131	0.0	131	0.0	* 0.920	87.3	LOS F	20.3	143.2	1.00	1.26	1.26	14.5
Approach		1701	1.2	1701	1.2	0.920	37.3	LOS C	49.3	349.2	0.93	0.98	1.01	25.0
North: Duke St														
7	L2	49	2.1	49	2.1	0.072	35.8	LOS C	1.4	9.9	0.67	0.69	0.67	30.1
9	R2	227	0.5	227	0.5	* 0.903	86.8	LOS F	11.5	80.6	1.00	0.98	1.32	8.6
Approach		277	0.8	277	0.8	0.903	77.7	LOS F	11.5	80.6	0.94	0.93	1.20	11.7
West: Canterbury Rd														
10	L2	31	0.0	30	0.0	0.878	38.7	LOS C	6.4	45.0	0.95	0.91	0.98	5.6
11	T1	1819	0.9	1798	0.9	* 0.878	35.2	LOS C	6.4	45.0	0.95	0.91	0.98	27.3
Approach		1849	0.9	1828 N1	0.8	0.878	35.3	LOS C	6.4	45.0	0.95	0.91	0.98	27.0
All Vehicles		3827	1.0	3806 N1	1.0	0.920	39.3	LOS C	49.3	349.2	0.94	0.94	1.01	24.5

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Canterbury Rd											
P2	Full	16	69.2	LOS F	0.1	0.1	0.96	0.96	234.6	215.0	0.92
North: Duke St											
P3	Full	1	69.1	LOS F	0.0	0.0	0.96	0.96	233.3	213.4	0.91
West: Canterbury Rd											
P4	Full	21	69.2	LOS F	0.1	0.1	0.96	0.96	234.6	215.0	0.92
All Pedestrians		38	69.2	LOS F	0.1	0.1	0.96	0.96	234.5	215.0	0.92

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: 5 [5. Stanley St - Perry St (Site Folder: Future Base 2036 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
4a	L1	118	0.0	118	0.0	0.103	4.1	LOS A	0.2	1.2	0.10	0.54	0.10	25.5
6b	R3	25	0.0	25	0.0	0.103	6.4	LOS A	0.2	1.2	0.10	0.54	0.10	25.5
Approach		143	0.0	143	0.0	0.103	4.5	LOS A	0.2	1.2	0.10	0.54	0.10	25.5
NorthEast: Stanley St														
24b	L3	17	0.0	17	0.0	0.033	5.4	LOS A	0.0	0.0	0.00	0.17	0.00	44.0
8	T1	44	2.4	44	2.4	0.033	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	44.0
Approach		61	1.7	61	1.7	0.033	1.5	NA	0.0	0.0	0.00	0.17	0.00	44.0
SouthWest: Stanley St														
2	T1	306	0.0	306	0.0	0.173	0.0	LOS A	0.1	0.5	0.03	0.04	0.03	46.2
32a	R1	27	0.0	27	0.0	0.173	2.7	LOS A	0.1	0.5	0.03	0.04	0.03	46.2
Approach		334	0.0	334	0.0	0.173	0.2	NA	0.1	0.5	0.03	0.04	0.03	46.2
All Vehicles		538	0.2	538	0.2	0.173	1.5	NA	0.2	1.2	0.05	0.19	0.05	37.6

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

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MOVEMENT SUMMARY

Site: 6 [6. Perry St - Perry Ln (Site Folder: Future Base 2036 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Perry St														
5	T1	141	0.0	141	0.0	0.074	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
6b	R3	2	0.0	2	0.0	0.074	5.2	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
Approach		143	0.0	143	0.0	0.074	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.7
NorthEast: Perry Ln														
24b	L3	1	0.0	1	0.0	0.003	5.4	LOS A	0.0	0.0	0.06	0.52	0.06	34.8
26a	R1	2	0.0	2	0.0	0.003	4.5	LOS A	0.0	0.0	0.06	0.52	0.06	34.8
Approach		3	0.0	3	0.0	0.003	4.8	LOS A	0.0	0.0	0.06	0.52	0.06	34.8
West: Perry St														
10a	L1	1	0.0	1	0.0	0.008	4.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
11	T1	14	0.0	14	0.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
Approach		15	0.0	15	0.0	0.008	0.3	NA	0.0	0.0	0.00	0.04	0.00	47.1
All Vehicles		161	0.0	161	0.0	0.074	0.2	NA	0.0	0.0	0.00	0.02	0.00	49.3

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

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MOVEMENT SUMMARY

Site: 7 [7. Perry St - Una St - Una Ln (Site Folder: Future Base 2036 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una St														
1	L2	23	4.5	23	4.6	0.028	4.6	LOS A	0.0	0.0	0.00	0.24	0.00	40.3
2	T1	29	0.0	29	0.0	0.028	0.0	LOS A	0.0	0.0	0.00	0.24	0.00	40.3
Approach		53	2.0	52 N1	2.0	0.028	2.0	NA	0.0	0.0	0.00	0.24	0.00	40.3
North: Una Ln														
8	T1	5	0.0	5	0.0	0.122	7.2	LOS A	0.2	1.2	0.16	0.91	0.16	29.6
9	R2	120	0.0	120	0.0	0.122	7.3	LOS A	0.2	1.2	0.16	0.91	0.16	29.6
Approach		125	0.0	125	0.0	0.122	7.3	LOS A	0.2	1.2	0.16	0.91	0.16	29.6
West: Perry St														
10	L2	5	20.0	5	20.0	0.024	4.8	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
12	R2	13	0.0	13	0.0	0.024	4.7	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
Approach		18	5.9	18	5.9	0.024	4.7	LOS A	0.0	0.1	0.10	0.52	0.10	37.3
All Vehicles		196	1.1	195 N1	1.1	0.122	5.6	NA	0.2	1.2	0.11	0.69	0.11	32.3

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: 8 [8. Beamish St - Unara St (Site Folder: Future Base 2036 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Beamish St														
2	T1	468	8.3	468	8.3	0.424	3.8	LOS A	1.0	7.8	0.46	0.30	0.62	40.0
3	R2	149	2.1	149	2.1	0.424	9.8	LOS A	1.0	7.8	0.46	0.30	0.62	40.0
Approach		618	6.8	618	6.8	0.424	5.3	NA	1.0	7.8	0.46	0.30	0.62	40.0
East: Unara St														
4	L2	142	0.7	142	0.7	0.163	7.4	LOS A	0.3	1.8	0.55	0.76	0.55	26.5
6	R2	165	3.2	165	3.2	0.534	20.2	LOS B	0.9	6.5	0.87	1.07	1.31	21.8
Approach		307	2.1	307	2.1	0.534	14.3	LOS A	0.9	6.5	0.72	0.93	0.96	23.0
North: Beamish St														
7	L2	60	1.8	60	1.8	0.337	3.4	LOS A	0.0	0.0	0.00	0.04	0.00	38.9
8	T1	582	6.3	582	6.3	0.337	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	38.9
Approach		642	5.9	642	5.9	0.337	0.4	NA	0.0	0.0	0.00	0.04	0.00	38.9
All Vehicles		1567	5.5	1567	5.5	0.534	5.0	NA	1.0	7.8	0.32	0.32	0.43	35.9

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

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MOVEMENT SUMMARY

Site: 9 [9. Unara St - Stanley St (Site Folder: Future Base 2036 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	8	0.0	8	0.0	0.040	4.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
5	T1	66	3.2	66	3.2	0.040	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.5
Approach		75	2.8	75	2.8	0.040	0.4	NA	0.0	0.0	0.00	0.06	0.00	45.5
West: Unara St														
11	T1	120	0.9	120	0.9	0.117	0.1	LOS A	0.2	1.3	0.14	0.25	0.14	37.5
12b	R3	84	0.0	84	0.0	0.117	5.4	LOS A	0.2	1.3	0.14	0.25	0.14	37.5
Approach		204	0.5	204	0.5	0.117	2.3	NA	0.2	1.3	0.14	0.25	0.14	37.5
SouthWest: Stanley St														
30b	L3	237	0.0	237	0.0	0.256	5.7	LOS A	0.5	3.3	0.18	0.55	0.18	33.4
32a	R1	103	0.0	103	0.0	0.256	5.5	LOS A	0.5	3.3	0.18	0.55	0.18	33.4
Approach		340	0.0	340	0.0	0.256	5.6	LOS A	0.5	3.3	0.18	0.55	0.18	33.4
All Vehicles		619	0.5	619	0.5	0.256	3.9	NA	0.5	3.3	0.15	0.39	0.15	35.0

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

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MOVEMENT SUMMARY

Site: 10 [10. Unara St - Perry Ln (Site Folder: Future Base 2036 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Unara St														
4a	L1	2	0.0	2	0.0	0.037	4.4	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
5	T1	68	3.1	68	3.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
Approach		71	3.0	70	3.0	0.037	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Unara St														
11	T1	208	0.5	208	0.5	0.110	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	48.7
12b	R3	4	0.0	4	0.0	0.110	4.9	LOS A	0.0	0.1	0.01	0.01	0.01	48.7
Approach		213	0.5	213	0.5	0.110	0.1	NA	0.0	0.1	0.01	0.01	0.01	48.7
SouthWest: Perry Ln														
30b	L3	3	0.0	3	0.0	0.003	5.6	LOS A	0.0	0.0	0.14	0.52	0.14	33.6
32a	R1	1	0.0	1	0.0	0.003	5.0	LOS A	0.0	0.0	0.14	0.52	0.14	33.6
Approach		4	0.0	4	0.0	0.003	5.4	LOS A	0.0	0.0	0.14	0.52	0.14	33.6
All Vehicles		287	1.1	287	1.1	0.110	0.2	NA	0.0	0.1	0.01	0.02	0.01	48.4

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

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MOVEMENT SUMMARY

Site: 11 [11. Unara St - Eileen Ln - Una Ln (Site Folder: Future Base 2036 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Una Ln														
1	L2	11	10.0	10	10.0	0.045	8.2	LOS A	0.1	0.5	0.31	0.92	0.31	27.4
2	T1	6	0.0	6	0.0	0.045	9.3	LOS A	0.1	0.5	0.31	0.92	0.31	29.0
3	R2	18	5.9	18	5.9	0.045	9.9	LOS A	0.1	0.5	0.31	0.92	0.31	27.4
Approach		35	6.1	35	6.1	0.045	9.3	LOS A	0.1	0.5	0.31	0.92	0.31	27.7
East: Unara St														
4	L2	124	0.0	124	0.0	0.122	3.6	LOS A	0.0	0.0	0.01	0.29	0.01	33.8
5	T1	105	2.0	105	2.0	0.122	0.0	LOS A	0.0	0.0	0.01	0.29	0.01	33.8
6	R2	1	0.0	1	0.0	0.122	4.3	LOS A	0.0	0.0	0.01	0.29	0.01	25.1
Approach		231	0.9	230 N1	0.9	0.122	2.0	NA	0.0	0.0	0.01	0.29	0.01	33.7
North: Eileen Ln														
7	L2	1	0.0	1	0.0	0.007	7.8	LOS A	0.0	0.1	0.39	0.87	0.39	19.0
8	T1	2	0.0	2	0.0	0.007	9.1	LOS A	0.0	0.1	0.39	0.87	0.39	19.0
9	R2	2	0.0	2	0.0	0.007	8.5	LOS A	0.0	0.1	0.39	0.87	0.39	19.0
Approach		5	0.0	5	0.0	0.007	8.6	LOS A	0.0	0.1	0.39	0.87	0.39	19.0
West: Unara St														
10	L2	3	0.0	3	0.0	0.113	5.1	LOS A	0.0	0.1	0.02	0.02	0.02	36.7
11	T1	209	0.5	209	0.5	0.113	0.0	LOS A	0.0	0.1	0.02	0.02	0.02	48.7
12	R2	5	0.0	5	0.0	0.113	5.4	LOS A	0.0	0.1	0.02	0.02	0.02	48.7
Approach		218	0.5	218	0.5	0.113	0.2	NA	0.0	0.1	0.02	0.02	0.02	48.4
All Vehicles		488	1.1	488	1.1	0.122	1.8	NA	0.1	0.5	0.04	0.22	0.04	40.4

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 12 [12. Unara St - Duke St (Site Folder: Future Base 2036 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Duke St														
1	L2	137	0.0	137	0.0	0.097	4.6	LOS A	0.0	0.0	0.00	0.40	0.00	42.0
2	T1	45	0.0	45	0.0	0.097	0.0	LOS A	0.0	0.0	0.00	0.40	0.00	43.1
Approach		182	0.0	182	0.0	0.097	3.4	NA	0.0	0.0	0.00	0.40	0.00	42.3
North: Duke St														
8	T1	161	1.3	161	1.3	0.144	0.4	LOS A	0.3	2.0	0.23	0.19	0.23	33.4
9	R2	91	2.3	91	2.3	0.144	4.5	LOS A	0.3	2.0	0.23	0.19	0.23	33.4
Approach		252	1.7	252	1.7	0.144	1.9	NA	0.3	2.0	0.23	0.19	0.23	33.4
West: Unara St														
10	L2	109	1.9	109	1.9	0.186	3.8	LOS A	0.3	2.3	0.12	0.53	0.12	15.1
12	R2	109	0.0	109	0.0	0.186	5.2	LOS A	0.3	2.3	0.12	0.53	0.12	24.0
Approach		219	1.0	219	1.0	0.186	4.5	LOS A	0.3	2.3	0.12	0.53	0.12	17.3
All Vehicles		653	1.0	652 [N1]	1.0	0.186	3.2	NA	0.3	2.3	0.13	0.36	0.13	30.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

Site: [Site Access Laneway (Site Folder: Future Base 2036 (with B6) PM + Dev + Mitigation Measures)]

Network: [FB PM 2036 + Dev + Mitigation Measures (Network Folder: S10 Future Base 2036 (including B6) + Dev + Mitigation Measures)]

Site Category: With Mitigation Measure
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanley St														
2	T1	13	8.3	12	8.2	0.051	0.5	LOS A	0.1	0.7	0.27	0.45	0.27	25.8
3	R2	69	0.0	69	0.0	0.051	4.6	LOS A	0.1	0.7	0.27	0.45	0.27	43.7
Approach		82	1.3	81[N1]	1.3	0.051	3.9	NA	0.1	0.7	0.27	0.45	0.27	43.1
East: Site Access Laneway														
4	L2	232	0.0	232	0.0	0.404	4.6	LOS A	0.8	5.8	0.04	0.54	0.04	43.9
6	R2	293	0.0	293	0.0	0.404	5.5	LOS A	0.8	5.8	0.04	0.54	0.04	43.9
Approach		524	0.0	524	0.0	0.404	5.1	LOS A	0.8	5.8	0.04	0.54	0.04	43.9
North: Stanley St														
7	L2	156	0.0	156	0.0	0.087	3.4	LOS A	0.0	0.0	0.00	0.49	0.00	45.4
8	T1	6	16.7	6	16.7	0.087	0.0	LOS A	0.0	0.0	0.00	0.49	0.00	27.3
Approach		162	0.6	162	0.6	0.087	3.3	NA	0.0	0.0	0.00	0.49	0.00	45.3
All Vehicles		768	0.3	767[N1]	0.3	0.404	4.6	NA	0.8	5.8	0.06	0.52	0.06	44.1

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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