MOVEMENT SUMMARY

Site: 101 [AM Thu (Ex) (Fisher Road - Lewis Street - Saint David Avenue)]

Existing Weekday Morning Peak Hour Traffic Flwos
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Fisher Road												
1	L2	50	1.0	0.190	9.5	LOS A	2.8	19.8	0.44	0.44	0.44	45.8
2	T1	360	3.0	0.190	5.2	LOS A	2.8	19.8	0.45	0.42	0.45	46.3
3	R2	15	1.0	0.190	10.0	LOS A	2.5	18.0	0.46	0.41	0.46	45.9
Approach		425	2.7	0.190	5.8	LOS A	2.8	19.8	0.45	0.42	0.45	46.2
East: Saint David Avenue												
4	L2	20	1.0	0.116	28.3	LOS B	0.9	6.7	0.88	0.68	0.88	36.5
5	T1	45	1.0	0.581	26.3	LOS B	4.0	27.9	0.94	0.77	0.97	35.6
6	R2	105	1.0	0.581	32.4	LOS C	4.0	27.9	0.98	0.81	1.03	34.7
Approach		170	1.0	0.581	30.3	LOS C	4.0	27.9	0.96	0.79	1.00	35.2
North: Fisher Road												
7	L2	195	1.0	0.167	9.4	LOS A	2.3	16.5	0.43	0.66	0.43	43.9
8	T1	525	3.0	0.586	7.0	LOS A	10.6	75.9	0.63	0.59	0.63	45.3
9	R2	90	1.0	0.586	11.5	LOS A	10.6	75.9	0.63	0.59	0.63	44.8
Approach		810	2.3	0.586	8.1	LOS A	10.6	75.9	0.58	0.61	0.58	44.9
West: Lewis Street												
10	L2	85	1.0	0.277	29.2	LOS C	2.3	16.1	0.91	0.75	0.91	35.5
11	T1	65	1.0	0.412	25.6	LOS B	3.1	21.6	0.94	0.75	0.94	36.3
12	R2	45	1.0	0.412	30.2	LOS C	3.1	21.6	0.94	0.75	0.94	36.0
Approach		195	1.0	0.412	28.3	LOS B	3.1	21.6	0.93	0.75	0.93	35.9
All Vehicles		1600	2.1	0.586	12.3	LOS A	10.6	75.9	0.63	0.60	0.63	42.7

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	50	24.4	LOS C	0.1	0.1	0.90	0.90
P2	East Full Crossing	50	8.6	LOS A	0.0	0.0	0.53	0.53
P4	West Full Crossing	50	7.0	LOS A	0.0	0.0	0.48	0.48
All Pedestrians		150	13.3	LOS B			0.64	0.64

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

MOVEMENT SUMMARY

Site: 101 [PM Thu (Ex) (Fisher Road - Lewis Street - Saint David Avenue)]

Existing Weekday Afternoon Peak Hour Traffic Flwos
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Fisher Road												
1	L2	60	1.0	0.318	13.1	LOS A	5.3	38.1	0.60	0.55	0.60	43.9
2	T1	490	3.0	0.318	9.6	LOS A	5.3	38.1	0.63	0.57	0.63	43.8
3	R2	25	1.0	0.318	15.5	LOS B	4.7	33.7	0.67	0.58	0.67	42.9
Approach		575	2.7	0.318	10.2	LOS A	5.3	38.1	0.63	0.57	0.63	43.8
East: Saint David Avenue												
4	L2	25	1.0	0.149	23.0	LOS B	1.7	12.2	0.80	0.65	0.80	39.0
5	T1	85	1.0	0.746	22.6	LOS B	6.3	44.2	0.87	0.77	0.97	37.3
6	R2	165	1.0	0.746	33.2	LOS C	6.3	44.2	0.99	0.94	1.23	34.4
Approach		275	1.0	0.746	29.0	LOS C	6.3	44.2	0.94	0.86	1.11	35.6
North: Fisher Road												
7	L2	195	1.0	0.198	12.5	LOS A	3.0	21.1	0.55	0.70	0.55	42.4
8	T1	455	3.0	0.754	16.2	LOS B	15.0	107.6	0.87	0.85	0.96	40.5
9	R2	115	1.0	0.754	20.8	LOS B	15.0	107.6	0.87	0.85	0.96	40.2
Approach		765	2.2	0.754	15.9	LOS B	15.0	107.6	0.79	0.81	0.85	40.9
West: Lewis Street												
10	L2	195	1.0	0.397	24.6	LOS B	4.8	34.1	0.87	0.78	0.87	37.1
11	T1	135	1.0	0.509	22.5	LOS B	5.3	37.6	0.92	0.77	0.92	37.6
12	R2	65	1.0	0.509	27.1	LOS B	5.3	37.6	0.92	0.77	0.92	37.2
Approach		395	1.0	0.509	24.3	LOS B	5.3	37.6	0.89	0.78	0.89	37.3
All Vehicles		2010	1.9	0.754	17.7	LOS B	15.0	107.6	0.78	0.74	0.83	40.1

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	50	24.4	LOS C	0.1	0.1	0.90	0.90
P2	East Full Crossing	50	12.1	LOS B	0.1	0.1	0.63	0.63
P4	West Full Crossing	50	10.2	LOS B	0.0	0.0	0.58	0.58
All Pedestrians		150	15.5	LOS B			0.71	0.71

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

MOVEMENT SUMMARY

Site: 101 [AM Thu (Ex+D) (Fisher Road - Lewis Street - Saint David Avenue)]

Existing Weekday Morning Peak Hour Traffic Flows Plus Development Traffic
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Fisher Road												
1	L2	50	1.0	0.192	9.5	LOS A	2.8	20.1	0.44	0.44	0.44	45.8
2	T1	365	3.0	0.192	5.2	LOS A	2.8	20.1	0.45	0.42	0.45	46.3
3	R2	15	1.0	0.192	10.0	LOS A	2.5	18.2	0.46	0.41	0.46	45.9
Approach		430	2.7	0.192	5.8	LOS A	2.8	20.1	0.45	0.43	0.45	46.2
East: Saint David Avenue												
4	L2	20	1.0	0.116	28.3	LOS B	0.9	6.7	0.88	0.68	0.88	36.5
5	T1	45	1.0	0.581	26.3	LOS B	4.0	27.9	0.94	0.77	0.97	35.6
6	R2	105	1.0	0.581	32.4	LOS C	4.0	27.9	0.98	0.81	1.03	34.7
Approach		170	1.0	0.581	30.3	LOS C	4.0	27.9	0.96	0.79	1.00	35.2
North: Fisher Road												
7	L2	200	1.0	0.171	9.4	LOS A	2.4	16.9	0.44	0.66	0.44	43.9
8	T1	530	3.0	0.591	7.0	LOS A	10.7	76.9	0.63	0.60	0.63	45.3
9	R2	90	1.0	0.591	11.6	LOS A	10.7	76.9	0.63	0.60	0.63	44.8
Approach		820	2.3	0.591	8.1	LOS A	10.7	76.9	0.58	0.61	0.58	44.9
West: Lewis Street												
10	L2	85	1.0	0.277	29.2	LOS C	2.3	16.1	0.91	0.75	0.91	35.5
11	T1	65	1.0	0.412	25.6	LOS B	3.1	21.6	0.94	0.75	0.94	36.3
12	R2	45	1.0	0.412	30.2	LOS C	3.1	21.6	0.94	0.75	0.94	36.0
Approach		195	1.0	0.412	28.3	LOS B	3.1	21.6	0.93	0.75	0.93	35.9
All Vehicles		1615	2.1	0.591	12.3	LOS A	10.7	76.9	0.63	0.60	0.63	42.7

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	50	24.4	LOS C	0.1	0.1	0.90	0.90
P2	East Full Crossing	50	8.6	LOS A	0.0	0.0	0.53	0.53
P4	West Full Crossing	50	7.0	LOS A	0.0	0.0	0.48	0.48
All Pedestrians		150	13.3	LOS B			0.64	0.64

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

MOVEMENT SUMMARY

Site: 101 [PM Thu (Ex+D) (Fisher Road - Lewis Street - Saint David Avenue)]

Existing Weekday Afternoon Peak Hour Traffic Flows Plus Development Traffic
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Fisher Road												
1	L2	60	1.0	0.321	13.1	LOS A	5.4	38.5	0.60	0.55	0.60	43.9
2	T1	495	3.0	0.321	9.7	LOS A	5.4	38.5	0.63	0.57	0.63	43.8
3	R2	25	1.0	0.321	15.5	LOS B	4.7	34.0	0.67	0.58	0.67	42.9
Approach		580	2.7	0.321	10.3	LOS A	5.4	38.5	0.63	0.57	0.63	43.8
East: Saint David Avenue												
4	L2	25	1.0	0.153	23.1	LOS B	1.8	12.6	0.80	0.65	0.80	39.0
5	T1	85	1.0	0.765	22.6	LOS B	6.5	45.6	0.87	0.77	0.98	37.3
6	R2	170	1.0	0.765	33.9	LOS C	6.5	45.6	0.99	0.96	1.27	34.1
Approach		280	1.0	0.765	29.5	LOS C	6.5	45.6	0.94	0.88	1.14	35.4
North: Fisher Road												
7	L2	195	1.0	0.198	12.5	LOS A	3.0	21.1	0.55	0.70	0.55	42.4
8	T1	460	3.0	0.760	16.5	LOS B	15.4	109.9	0.88	0.86	0.97	40.4
9	R2	115	1.0	0.760	21.1	LOS B	15.4	109.9	0.88	0.86	0.97	40.0
Approach		770	2.2	0.760	16.2	LOS B	15.4	109.9	0.79	0.82	0.86	40.8
West: Lewis Street												
10	L2	195	1.0	0.397	24.6	LOS B	4.8	34.1	0.87	0.78	0.87	37.1
11	T1	135	1.0	0.500	21.7	LOS B	5.3	37.1	0.91	0.76	0.91	38.0
12	R2	65	1.0	0.500	26.3	LOS B	5.3	37.1	0.91	0.76	0.91	37.5
Approach		395	1.0	0.500	23.9	LOS B	5.3	37.1	0.89	0.77	0.89	37.5
All Vehicles		2025	1.9	0.765	17.8	LOS B	15.4	109.9	0.78	0.75	0.84	40.1

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	50	24.4	LOS C	0.1	0.1	0.90	0.90
P2	East Full Crossing	50	12.1	LOS B	0.1	0.1	0.63	0.63
P4	West Full Crossing	50	10.2	LOS B	0.0	0.0	0.58	0.58
All Pedestrians		150	15.5	LOS B			0.71	0.71

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

MOVEMENT SUMMARY

Site: 101 [AM Thu (Ex) (Fisher Road - McIntosh Road)]

Existing Weekday Morning Peak Hour Traffic Flows
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Fisher Road												
1	L2	125	1.0	0.244	5.6	LOS A	1.6	11.1	0.54	0.58	0.54	45.5
2	T1	420	3.0	0.244	5.3	LOS A	1.6	11.1	0.55	0.59	0.55	46.5
3u	U	2	0.0	0.244	10.4	LOS A	1.5	10.8	0.55	0.59	0.55	49.9
Approach		547	2.5	0.244	5.4	LOS A	1.6	11.1	0.54	0.59	0.54	46.3
North: Fisher Road												
8	T1	605	3.0	0.371	4.6	LOS A	2.7	19.5	0.49	0.53	0.49	46.4
9	R2	315	1.0	0.371	8.3	LOS A	2.7	18.8	0.51	0.63	0.51	45.5
9u	U	15	0.0	0.371	9.9	LOS A	2.7	18.8	0.51	0.63	0.51	48.9
Approach		935	2.3	0.371	6.0	LOS A	2.7	19.5	0.50	0.57	0.50	46.2
West: McIntosh Road												
10	L2	180	1.0	0.454	6.3	LOS A	2.5	18.0	0.61	0.81	0.64	44.7
12	R2	200	1.0	0.454	9.7	LOS A	2.5	18.0	0.61	0.81	0.64	45.4
12u	U	5	0.0	0.454	11.3	LOS A	2.5	18.0	0.61	0.81	0.64	48.8
Approach		385	1.0	0.454	8.1	LOS A	2.5	18.0	0.61	0.81	0.64	45.1
All Vehicles		1867	2.1	0.454	6.2	LOS A	2.7	19.5	0.53	0.62	0.54	46.0

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

MOVEMENT SUMMARY

Site: 101 [PM Thu (Ex) (Fisher Road - McIntosh Road)]

Existing Weekday Afternoon Peak Hour Traffic Flows
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Fisher Road												
1	L2	150	1.0	0.380	5.8	LOS A	2.7	19.1	0.59	0.61	0.59	45.4
2	T1	695	3.0	0.380	5.5	LOS A	2.7	19.1	0.60	0.62	0.60	46.3
3u	U	5	0.0	0.380	10.7	LOS A	2.6	18.5	0.61	0.63	0.61	49.7
Approach		850	2.6	0.380	5.6	LOS A	2.7	19.1	0.60	0.62	0.60	46.2
North: Fisher Road												
8	T1	615	3.0	0.361	4.4	LOS A	2.8	19.9	0.45	0.50	0.45	46.6
9	R2	300	1.0	0.361	8.0	LOS A	2.7	19.1	0.46	0.60	0.46	45.7
9u	U	35	0.0	0.361	9.6	LOS A	2.7	19.1	0.46	0.60	0.46	49.1
Approach		950	2.3	0.361	5.7	LOS A	2.8	19.9	0.45	0.54	0.45	46.4
West: McIntosh Road												
10	L2	320	1.0	0.672	10.2	LOS A	5.0	35.5	0.81	1.03	1.09	43.0
12	R2	150	1.0	0.672	13.6	LOS A	5.0	35.5	0.81	1.03	1.09	43.6
12u	U	1	0.0	0.672	15.2	LOS B	5.0	35.5	0.81	1.03	1.09	46.8
Approach		471	1.0	0.672	11.3	LOS A	5.0	35.5	0.81	1.03	1.09	43.2
All Vehicles		2271	2.1	0.672	6.8	LOS A	5.0	35.5	0.58	0.67	0.64	45.6

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

MOVEMENT SUMMARY

Site: 101 [AM Thu (Ex+D) (Fisher Road - McIntosh Road)]

Existing Weekday Morning Peak Hour Traffic Flows
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Fisher Road												
1	L2	125	1.0	0.250	5.6	LOS A	1.6	11.4	0.55	0.59	0.55	45.5
2	T1	420	3.0	0.250	5.3	LOS A	1.6	11.4	0.55	0.59	0.55	46.4
3	R2	5	0.0	0.250	8.9	LOS A	1.5	11.0	0.56	0.60	0.56	28.9
3u	U	2	0.0	0.250	10.9	LOS A	1.5	11.0	0.56	0.60	0.56	50.5
Approach		552	2.5	0.250	5.5	LOS A	1.6	11.4	0.55	0.59	0.55	46.0
East: RoadName												
4	L2	10	0.0	0.029	3.0	LOS A	0.1	0.8	0.63	0.53	0.63	27.5
5	T1	5	0.0	0.029	3.0	LOS A	0.1	0.8	0.63	0.53	0.63	27.7
6	R2	5	0.0	0.029	3.0	LOS A	0.1	0.8	0.63	0.53	0.63	27.9
Approach		20	0.0	0.029	3.0	LOS A	0.1	0.8	0.63	0.53	0.63	27.6
North: Fisher Road												
7	L2	1	0.0	0.375	5.3	LOS A	2.7	19.7	0.50	0.44	0.50	27.8
8	T1	605	3.0	0.375	4.0	LOS A	2.7	19.7	0.50	0.47	0.50	47.4
9	R2	315	1.0	0.375	8.6	LOS A	2.7	18.9	0.51	0.62	0.51	46.1
9u	U	15	0.0	0.375	10.3	LOS A	2.7	18.9	0.51	0.62	0.51	49.4
Approach		936	2.3	0.375	5.6	LOS A	2.7	19.7	0.50	0.52	0.50	46.9
West: McIntosh Road												
10	L2	180	1.0	0.461	6.4	LOS A	2.6	18.3	0.62	0.81	0.66	44.6
11	T1	1	0.0	0.461	8.5	LOS A	2.6	18.3	0.62	0.81	0.66	27.2
12	R2	200	1.0	0.461	10.1	LOS A	2.6	18.3	0.62	0.81	0.66	46.0
12u	U	5	0.0	0.461	11.7	LOS A	2.6	18.3	0.62	0.81	0.66	49.3
Approach		386	1.0	0.461	8.4	LOS A	2.6	18.3	0.62	0.81	0.66	45.3
All Vehicles		1894	2.1	0.461	6.1	LOS A	2.7	19.7	0.54	0.60	0.55	46.0

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

MOVEMENT SUMMARY

Site: 101 [PM Thu (Ex+D) (Fisher Road - McIntosh Road)]

Existing Weekday Afternoon Peak Hour Traffic Flows
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Fisher Road												
1	L2	150	1.0	0.386	5.8	LOS A	2.7	19.6	0.60	0.61	0.60	45.3
2	T1	695	3.0	0.386	5.6	LOS A	2.7	19.6	0.61	0.63	0.61	46.3
3	R2	10	0.0	0.386	9.1	LOS A	2.6	18.9	0.61	0.63	0.61	28.8
3u	U	5	0.0	0.386	11.1	LOS A	2.6	18.9	0.61	0.63	0.61	50.3
Approach		860	2.6	0.386	5.7	LOS A	2.7	19.6	0.61	0.62	0.61	45.8
East: RoadName												
4	L2	5	0.0	0.010	2.8	LOS A	0.0	0.3	0.61	0.46	0.61	27.6
5	T1	1	0.0	0.010	2.8	LOS A	0.0	0.3	0.61	0.46	0.61	27.8
6	R2	1	0.0	0.010	2.8	LOS A	0.0	0.3	0.61	0.46	0.61	28.0
Approach		7	0.0	0.010	2.8	LOS A	0.0	0.3	0.61	0.46	0.61	27.7
North: Fisher Road												
7	L2	5	0.0	0.369	5.0	LOS A	2.8	20.1	0.46	0.42	0.46	27.8
8	T1	615	3.0	0.369	3.7	LOS A	2.8	20.1	0.46	0.45	0.46	47.5
9	R2	300	1.0	0.369	8.4	LOS A	2.7	19.3	0.48	0.59	0.48	46.3
9u	U	35	0.0	0.369	10.1	LOS A	2.7	19.3	0.48	0.59	0.48	49.7
Approach		955	2.2	0.369	5.4	LOS A	2.8	20.1	0.47	0.50	0.47	47.0
West: McIntosh Road												
10	L2	320	1.0	0.687	10.5	LOS A	5.2	36.8	0.82	1.04	1.12	42.8
11	T1	5	0.0	0.687	12.6	LOS A	5.2	36.8	0.82	1.04	1.12	26.4
12	R2	150	1.0	0.687	14.2	LOS A	5.2	36.8	0.82	1.04	1.12	44.1
12u	U	1	0.0	0.687	15.8	LOS B	5.2	36.8	0.82	1.04	1.12	47.2
Approach		476	1.0	0.687	11.7	LOS A	5.2	36.8	0.82	1.04	1.12	42.9
All Vehicles		2298	2.1	0.687	6.8	LOS A	5.2	36.8	0.59	0.66	0.66	45.6

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