
## FORREST SECTION 19 BLOCK 9

# TRANSPORT IMPACT ASSESSMENT REPORT

PREPARED FOR
SIROCCO PTY LTD

NOVEMBER 2021

8336

INDESCO

PROJECT TITLE: *Forrest Section 19 Block 9 – Transport Impact Assessment*

PROJECT NUMBER: 8336

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| Prepared by: | B Tavassoli | Date: | 19 November 2021 |
| Reviewed by: | M Merange | Date: | ** November 2021 |
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# EXECUTIVE SUMMARY

Indesco has been engaged by Sirocco Pty Ltd to prepare a transport impact assessment (TIA) for a proposed development in Forrest Section 19 Block 9.

The following provides an executive summary of the report. The report sets out an assessment of the anticipated transport implications of the planning proposal, including consideration of the:

1. Existing traffic and parking conditions surrounding the site
2. Suitability of the proposed access arrangements for the site
3. The traffic generation of the development and its impact on the surrounding road network
4. Suitability of parking in terms of supply
5. Pedestrian and bicycle requirements
6. Public transport connections
7. Service vehicle requirements

The proposal is for a residential development incorporating 134 dwellings and is expected to generate 81 trips in AM and PM peak hour.

## Traffic Impact

The following intersections compose the impacted traffic network subject to assessment:

1. Dominion Circuit / Canberra Avenue
2. Dominion Circuit / Franklin Street
3. Dominion Circuit / Arthurs Circle
4. National Circuit / Franklin Street
5. National Circuit / Canberra Avenue
6. State Circle / Canberra Avenue
7. State Circle / Hobart Avenue

Vehicle access to the development is accommodated in Franklin Street with sight distance achieved.

Based on the SIDRA simulation results, the development will have a minor effect on intersections' traffic performance. Each of the intersections in proximity to the development will perform with an acceptable level of service (LOS A). However, National Circuit / Canberra Avenue and State Circle / Canberra Avenue intersections operate above capacity level (LOS F) in existing and future scenarios.

Capacity analysis of the surrounding road network post development showed that the development results in minor deterioration to operating conditions. It is noted that the contribution of traffic volumes from the development is minor in comparison to the traffic volumes on the existing road network.

Given the SIDRA simulation results, National Circuit / Canberra Avenue and State Circle / Canberra Avenue intersections need to be improved in terms of signalling and geometric capacity to mitigate delays to traffic in the network.

## Parking

The development has a car parking requirement of 202 spaces for residents plus 34 spaces for visitors. Residents' car park spaces should be provided on-site whilst visitor parking can be supplied either on-street or in surrounding carparks within a 200m distance to the site. However; given the parking restrictions in Franklin Street and Dominion Circuit and adjacent developments, there is no available parking spaces for allocating to visitor. It is recommended to provide all visitor parking on site.

A minimum of 8 motorcycle parking spaces is required for the development, which is to be provided on-site.

The development has a bicycle parking requirement of 134 spaces for the residents, plus 12 spaces for visitors.

## Active Travel

The proposed development is well served by active travel infrastructure, which covers the requirements of the proposed development.

## Public Transport

There is adequate connectivity to public transport services.

## Service Vehicles

Any loading / waste collection activities should occur on-site. On this basis, the physical design of the vehicle access points should consider heavy vehicles to accommodate service activities with forward entry-forward exit movements in compliance with the Development Control Code for Best Practice Waste Management in the ACT 2019.

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# 1 INTRODUCTION

## 1.1 INTRODUCTION

Indesco has been engaged by Sirocco Pty Ltd to prepare a transport impact assessment (TIA) for a proposed development in Forrest Section 19 Block 9. This report has been prepared to support the proposed development through the analysis and assessment of traffic, parking impacts, public transport and active travel impact.

## 1.2 PURPOSE OF THIS REPORT

This report sets out an assessment of the anticipated transport implications of the planning proposal, including consideration of the:

1. Existing traffic and parking conditions surrounding the site
2. Suitability of the proposed access arrangements for the site
3. Suitability of parking supply
4. The traffic generation of the development and its impact on the surrounding road network
5. Service vehicle requirements
6. Pedestrian and bicycle requirements
7. Public transport connections

## 1.3 PROPONENT

The development is proposed to be undertaken by Sirocco Pty Ltd.

## 2 PLANNING PROPOSAL

The proposal is for a residential development incorporating 134 dwellings. Table 2-1 outlines the yield breakdown of the development.

Table 2-1 Proposed Development Yield Breakdown

| Level | 1 Bedroom | 2 Bedroom | 3+ Bedroom |
|---|---|---|---|
| Ground | 4 | 8 | 8 |
| Level 1 | 10 | 6 | 8 |
| Level 2 | 10 | 6 | 8 |
| Level 3 | 10 | 6 | 6 |
| Level 4 | 10 | 6 | 6 |
| Level 5 | 5 | 3 | 6 |
| Level 6 | - | - | 8 |
| **Total** | **49** | **35** | **50** |

Vehicle access is proposed via Franklin Street at the east of the site.

# 3 EXISTING CONDITIONS

## 3.1 SUBJECT SITE

The subject site is located at Forrest Section 19 Block 9 in the ACT. The site is bounded by Franklin Street to the East and Dominion Circuit to the South. It is an urban approved block with a total area of 5,450m$^2$ and commercial zone land use zoning (CZ6). The site area can be seen in Figure 3-1.


Figure 3-1 The Subject Site

Table 3-1 outlines the key existing features of the development site.

Table 3-1 Existing Features of Subject Site

| Site Feature | Detail |
|---|---|
| Existing Use | Parking |
| Zoning & Overlays | CZ6 |
| Total Site Area | 5,450m$^2$ |
| Existing On-Site Car Parking | Paid car park – Wilson Parking |
| On-Street Car Parking | Dominion Circuit: 2P (North side)<br>Franklin Street: loading zone (East side) and No Stopping (both side) |

## 3.2 STUDY SCOPE

The study scope is shown in Figure 3-2 which includes following intersection:

- Dominion Circuit / Canberra Avenue
- Dominion Circuit / Franklin Street
- Dominion Circuit / Arthurs Circle
- National Circuit / Franklin Street
- National Circuit / Canberra Avenue
- State Circle / Canberra Avenue
- State Circle / Hobart Avenue

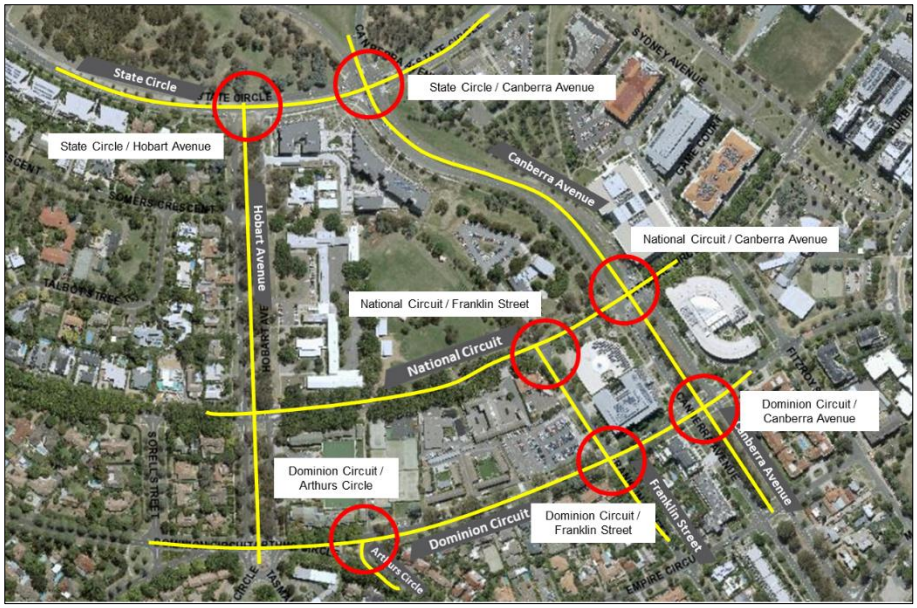



Figure 3-2 Study Scope

## 3.3 Road Network

**Franklin Street** is a local access road that runs north-south between Captain Cook Crescent in the south and National Circuit to the north. In the vicinity of the subject site, Franklin Street consists of an 8m wide two lane carriageway allowing for parking on both sides of the road and a single trafficable lane in between. The Franklin Street intersections with Dominion Circuit and National Circuit are both four way cross intersections with the right of way given to traffic on Dominion Circuit and National Circuit.

Time restricted parking is permitted on both sides of the street. A posted speed limit of 50km/h applies to Franklin Street in the vicinity of the subject site.

**Dominion Circuit** is a local access road that runs east-west circulating around the city centre between Grey Street in the west and New South Wales Crescent in the east. Within the vicinity of the subject site, Dominion Circuit consists of a 9m wide two lane carriageway with on-street parking allowed on both sides of the road that allows two lanes of traffic in between.

A posted speed limit of 50km/h applies to Dominion Circuit in the vicinity of the subject site.

**Canberra Avenue** is an arterial road that runs north-south between Capital Circuit in the north to Kings Highway in the South. In the vicinity of the subject site, Canberra Avenue consists of a four lane divided carriageway.

Parking is not permitted on the carriageway in the vicinity of the subject site. A posted speed limit of 60km/h applies to Canberra Avenue in the vicinity of the subject site.

**National Circuit** is a minor collector road from Adelaide Avenue in the West to Canberra Avenue in the East, becoming a major collector road from Canberra Avenue in the South/West to Kings Avenue in the North.

National Circuit generally provides a two (2) lane, two-way undivided carriageway. National Circuit is subject to a posted speed limit of 60km/h

Figure 3-3 shows the road hierarchy in the study area.

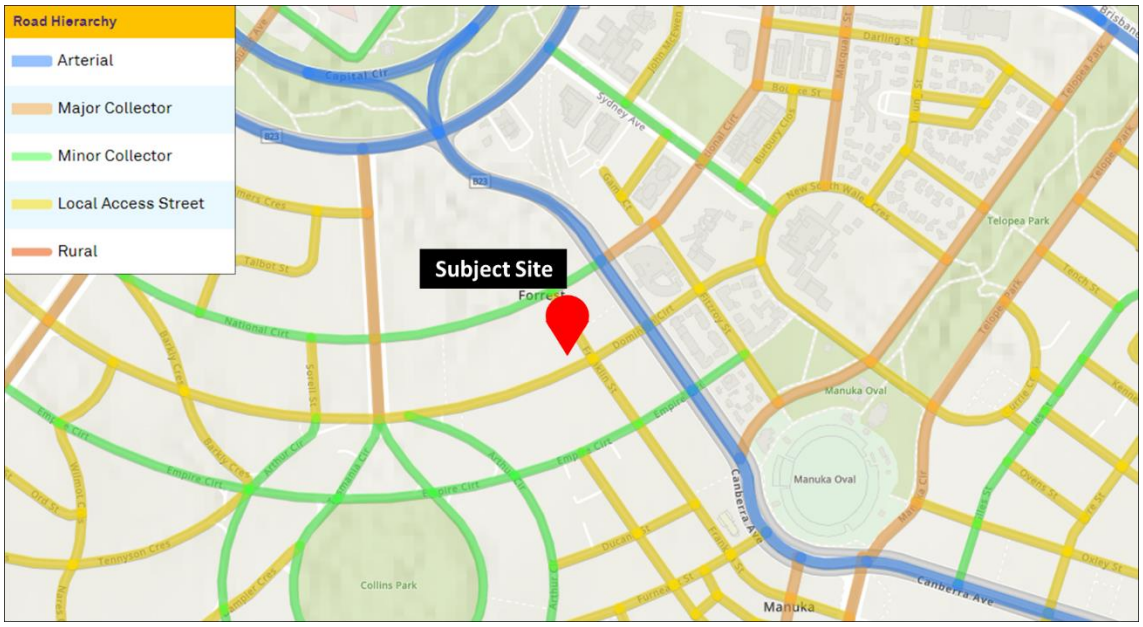



Figure 3-3 The Road Hierarchy in The Study Area

## 3.4 SUSTAINABLE TRANSPORT INFRASTRUCTURE

### 3.4.1 Public Transport

Data relating to standard public transport routes was derived from Transport Canberra's website. Figure 3-4 outlines the nearby public transport services.

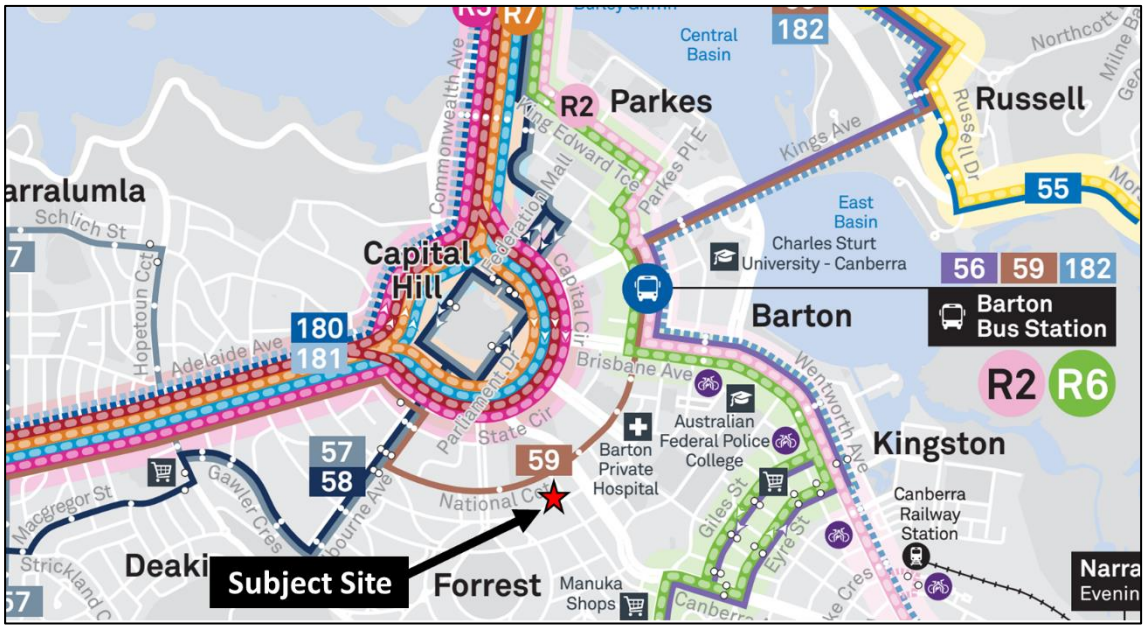



Figure 3-4 Public Transport Local Area Map (Transport Canberra, 2021)

As can be seen, the subject site is served by bus route number 59 operating through National Circuit. The nearest bus stop is located within 300m walking distance from the site.

### 3.4.2 Active Travel

The subject site is served by an existing pedestrian path network that provides active travel connections to the subject site.

Strategically, the ACTive Infrastructure Practitioner Tool shows that continuous links are present within the study area. These links include, community routes, on-road cycling routes and paths which can be seen in the below Figures.

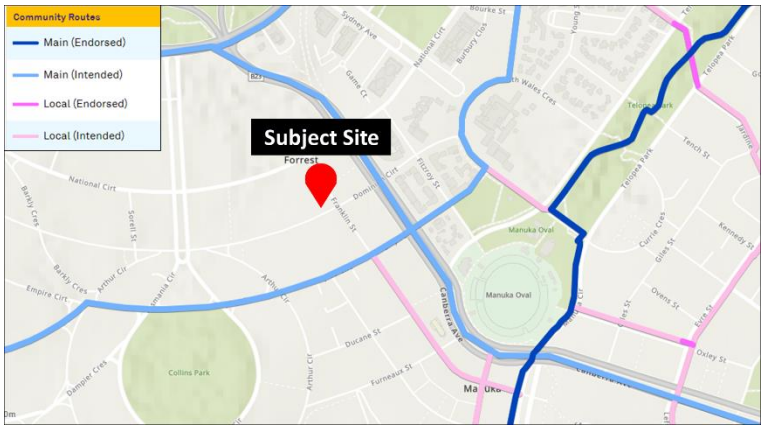



Figure 3-5 Community Routes

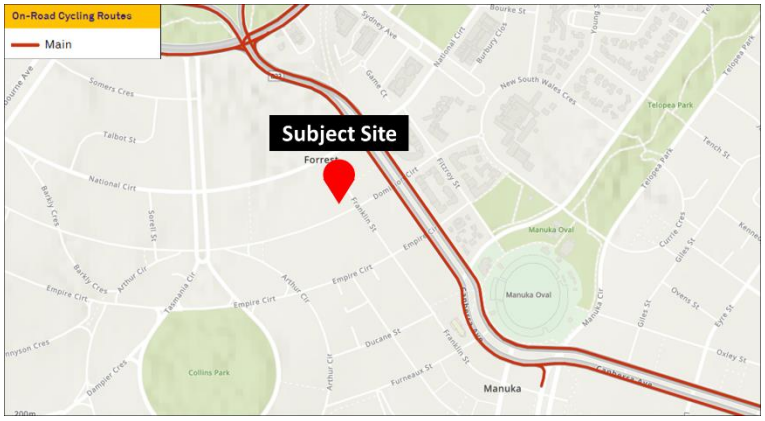



Figure 3-6 On-Road Cycling Routes

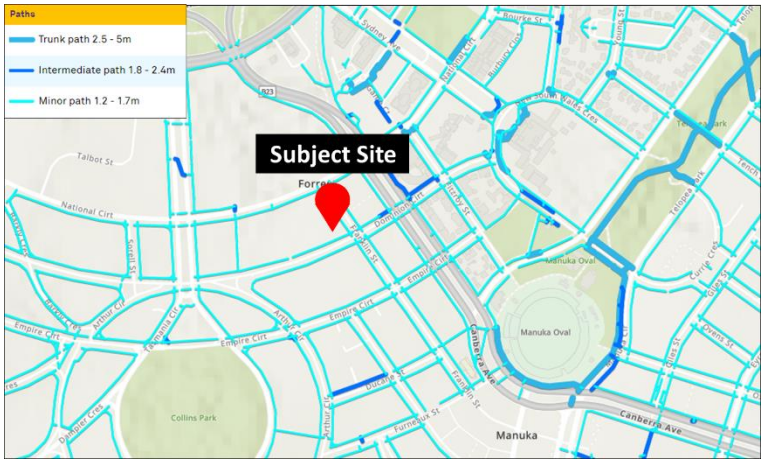



Figure 3-7 Paths

## 3.5 CRASH DATA

Historical crash data has been reviewed for the following roads:

- Canberra Avenue
- Franklin Street
- Dominion Circuit
- National Circuit
- State Circle
- Hobart Avenue

The data list the type, location and severity of all reported accidents in this section of the road network within a five year period from 2016 to 2020.

The crash data for the above locations total to 196 accidents. Table 3-2 provides a summary of the data.

Table 3-2 Crash Data 2016 – 2020

| Location Type | Location Description | Number of Property Damage Crashes | Number of Injury Crashes | Total Number of Crashes |
|---|---|---|---|---|
| Intersection | Canberra/State | 60 | 1 | 61 |
| Mid-Block | Canberra Avenue (State -> National) | 13 | 1 | 14 |
| Intersection | Canberra/National | 23 | 0 | 23 |
| Mid-Block | Canberra Avenue (National -> Dominion) | 4 | 0 | 4 |
| Intersection | Canberra/Dominion | 20 | 0 | 20 |
| Mid-Block | Canberra Avenue (Dominion -> Empire) | 9 | 0 | 9 |
| Intersection | Dominion/Hobart/Tasmania | 17 | 3 | 20 |
| Intersection | Franklin/National | 1 | 0 | 1 |
| Mid-Block | Hobart Avenue (Dominion / Tasmania -> National) | 1 | 0 | 1 |
| Intersection | Hobart/National | 14 | 4 | 18 |
| Mid-Block | Hobart Avenue (National -> Somers) | 2 | 0 | 2 |
| Intersection | Hobart/Somers | 1 | 0 | 1 |
| Mid-Block | Hobart Avenue (Somers -> State) | 1 | 0 | 1 |
| Intersection | Hobart/State | 4 | 1 | 5 |
| Mid-Block | National Circuit (Hobart -> Franklin) | 4 | 0 | 4 |
| Intersection | Franklin/National | 1 | 0 | 1 |
| Mid-Block | State Circle (Sydney -> Canberra) | 3 | 1 | 4 |
| Mid-Block | State Circle (Canberra -> Hobart) | 2 | 0 | 2 |
| Mid-Block | State Circle (Hobart -> Melbourne) | 5 | 0 | 5 |
| | **Total** | **185** | **11** | **196** |

The three most prevalent crash types at the study area were as follows:

- Through - Through (RUM Code 101) which accounted for 24% of all crashes
- Rear end (RUM code 301) which accounted for 20% of all crashes
- Right turn s/s (RUM code 308) which accounted for 15% of all crashes

The detailed information of crash data has been provided as **Appendix A**. Figure **3-8** illustrates the crash data heat map within the study area and shows low crash history in immediate proximity to the site with a higher frequency of crashes at intersections along the arterial road network.

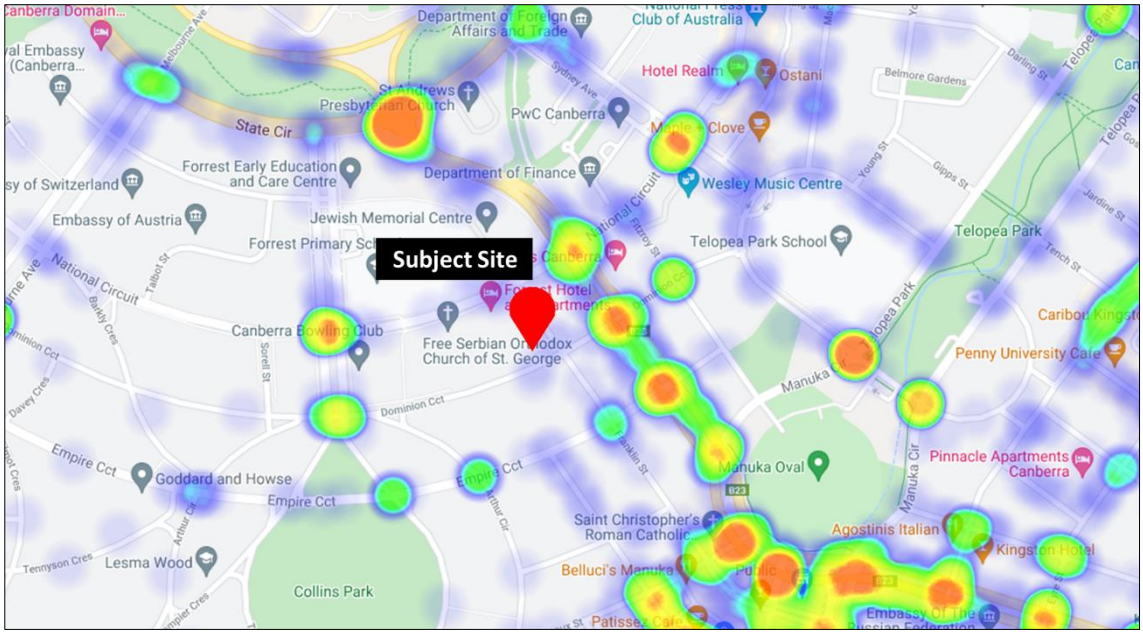



Figure 3-8 Crash Heat Map within the Study Area

## 3.6 TRAFFIC VOLUME DATA

The traffic survey has been undertaken by Trans Traffic Survey on Wednesday 11th of August 2021 during the AM period (7:30am-9:30am) and PM period (4:30pm-6:30pm). Following intersections have been surveyed:

1. Dominion Circuit / Canberra Avenue
2. Dominion Circuit / Franklin Street
3. Dominion Circuit / Arthurs Circle
4. National Circuit / Franklin Street
5. National Circuit / Canberra Avenue
6. State Circle / Canberra Avenue
7. State Circle / Hobart Avenue

A summary of the existing movements during each peak hour at all intersections are presented in Figure 3-9 and Figure 3-10, with the full data provided in Appendix B.

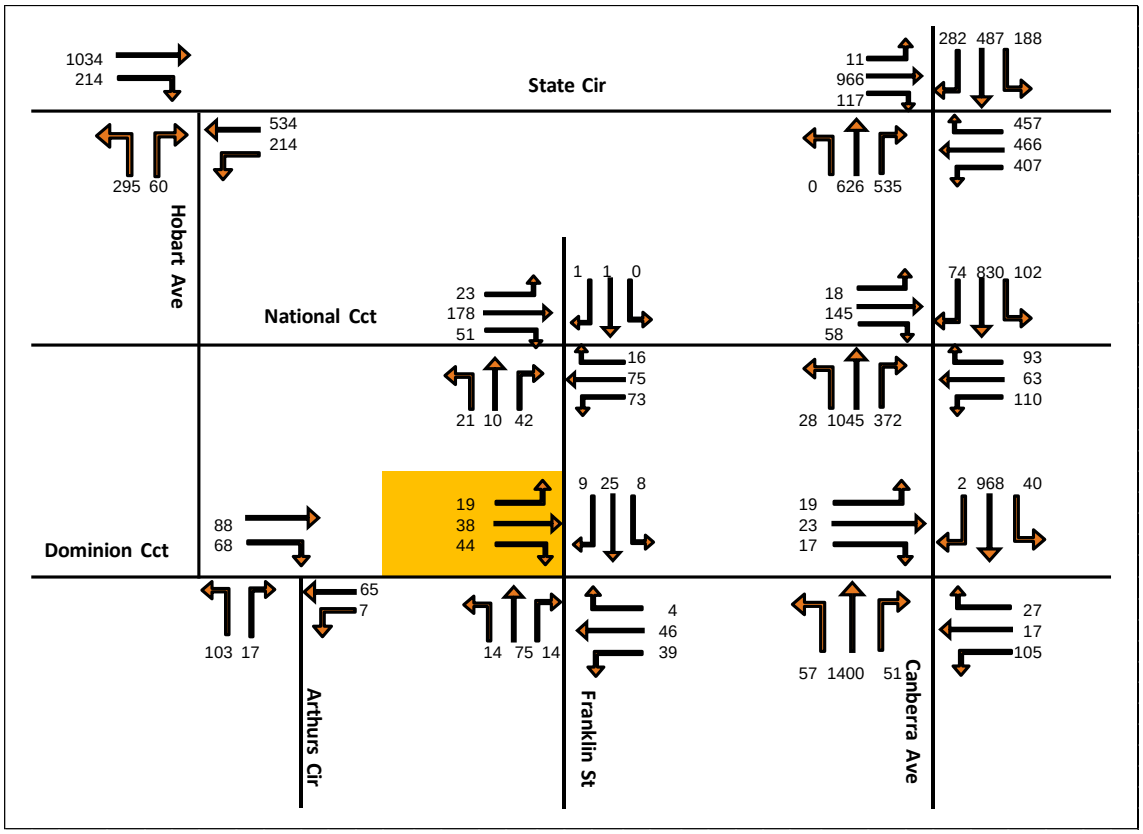



Figure 3-9 Existing AM Peak Traffic Volumes

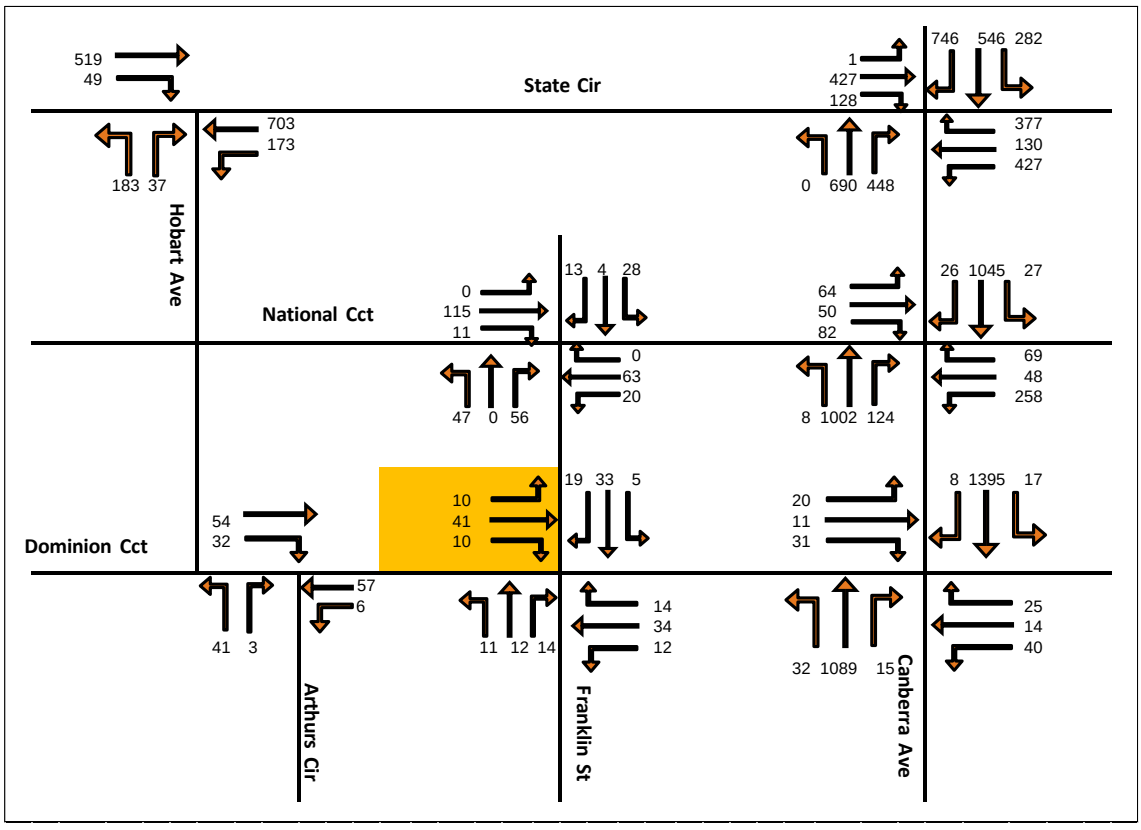



Figure 3-10 Existing PM Peak Traffic Volumes

### 3.6.1 Calibration for COVID-19

The ongoing COVID-19 pandemic has resulted in changes to travel patterns during certain periods. During the period when Turning Movement Count (TMC) surveys were undertaken on Wednesday the 11th of August 2021. The ACT entered lockdown from 5.00pm on Thursday the 12th of August.

An assessment of the surveyed volumes against the 2021 CSTM volumes was undertaken to assess if there was a decrease in traffic volumes. The review confirmed that volumes on the day of the 11th of August exceeded the CSTM turning movement volumes generally and for this reason the TMC's have been adopted as a regular day's traffic patterns and volumes.

### 3.6.2 Intersection Performance

The performance of the key intersections and the site access have been assessed using SIDRA INTERSECTION 9.0 analytical traffic modelling software. SIDRA analysis defines intersection performance based on the following four key parameters:

- Degree of Saturation (DOS), which represents the ratio of traffic demand to theoretical intersection capacity
- Average delay (in seconds) experienced by vehicles undertaking each movement at the intersection
- Level of Service (LOS), which converts the average delay to a letter grade that reflects the average driver's perception of the traffic conditions
- 95th percentile queue lengths (in metres), which reflect the length of queuing (in metres), on each approach lane at the intersection that has a 5% (or 1-in-20) chance of being exceeded

The RMS Traffic Modelling Guidelines identify the maximum practical DOS for various intersection controls, traffic signal criteria are presented in the Table 3-3.

Table 3-3 Maximum Practical DOS for Various Intersection Controls

| Intersection Control | Maximum Practical DOS |
|---|---|
| Traffic Signals | 0.90 |
| Priority-Controlled | 0.80 |

The RMS Traffic Modelling Guidelines also identify LOS criteria for intersections as shown in the Table 3-4.

Table 3-4 LOS Criteria for Intersection

| LOS | Average delay per vehicle |
|---|---|
| A | ≤ 14s |
| B | 15s – 28s |
| C | 29s – 42s |
| D | 43s – 56s |
| E | 57s – 70s |
| F | > 70s |

95th percentile queue lengths have been assessed against the available storage length within each respective lane.

Table **3-5** summarises the performance of the Intersections' existing condition. Further details of the SIDRA analysis are provided as **Appendix D**.

Table 3-5 Intersection Performance Summary – 2021 Existing Conditions (AM & PM Peak Hours)

| Intersection | Intersection Arrangement | AM DOS | AM Delay | AM LOS | AM Queue | PM DOS | PM Delay | PM LOS | PM Queue |
|---|---|---|---|---|---|---|---|---|---|
| State Circle / Canberra Avenue | Signalised Intersection | 1.192 | 201 | F | 469 | 1.155 | 163 | F | 605 |
| National Circuit / Canberra Avenue | Signalised Intersection | 0.913 | 44.5 | D | 153.9 | 0.815 | 29.5 | C | 110 |
| Dominion Circuit / Canberra Avenue | Give way Intersection | 0.468 | 2.6 | A | 24 | 0.400 | 2.3 | A | 19.1 |
| Dominion Circuit / Franklin Street | Give way Intersection | 0.074 | 3.9 | A | 1.7 | 0.042 | 3.4 | A | 0.8 |
| National Circuit / Franklin Street | Give way Intersection | 0.139 | 2.9 | A | 2.7 | 0.078 | 3 | A | 1.9 |
| Dominion Circuit / Arthurs Circle | Give way Intersection | 0.081 | 2.7 | A | 2.4 | 0.045 | 2 | A | 1.1 |
| State Circle / Hobart Avenue | Give way Intersection | 0.430 | 3.2 | A | 26.4 | 0.196 | 2.3 | A | 6.8 |

Notes in relation to the results:

State Circle / Canberra Avenue:

- All through, shared left turns and right turns operate at LOS F with delay time more than 200 seconds in AM peak
- Given the length of the queue there is probability of lane blockage in south, north and west approaches in AM peak
- All through, shared left turns and right turns in west and north approaches as well as through movement in east and south approaches operate at LOS F with average delay time of 163 seconds in PM peak
- Given the length of the queue there is probability of lane blockage in south and north approaches in PM peak

National Circuit / Canberra Avenue:

- All through, shared left turns and right turns in west approach operate at LOS E and F with average delay time of 67.9 seconds in AM peak
- In PM peak all approaches operate with acceptable level of service with average delay time of 29.5 seconds

The SIDRA simulation results show that other nominated intersections operate with acceptable performance (LOS A and DOS < 0.9) in AM and PM peak hours.

# 4 TRAFFIC ASSESSMENT

## 4.1 TRAFFIC GENERATION

The Estate Development Code provides guidance on traffic generation rates for multi-unit developments. The code adopts the traffic generation rate of 6 vehicle trips / day / dwelling.

It is generally accepted that residential developments generate approximately 10% of daily volumes during each commuter peak period. Therefore, based on the daily rate above, a peak hour traffic generation rate of 0.6 vehicle trips / hour / dwelling has been adopted for this assessment.

Table **4-1** provides the hourly traffic generation for the proposed additional office area.

Table 4-1 Traffic Generation (Peak Hours)

| Type | Size | AM Rate | Move/Hour | PM Rate | Move/Hour |
|---|---|---|---|---|---|
| Apartment | 134 dwellings | 0.6 per dwelling | 81 | 0.6 per dwelling | 81 |
| **Total** | | | **81** | | **81** |

## 4.2 SITE ACCESS

The proposal seeks to provide one vehicle access point (driveways) via Franklin Street at the east of the subject site. Figure 4-1 shows the vehicle access locations.

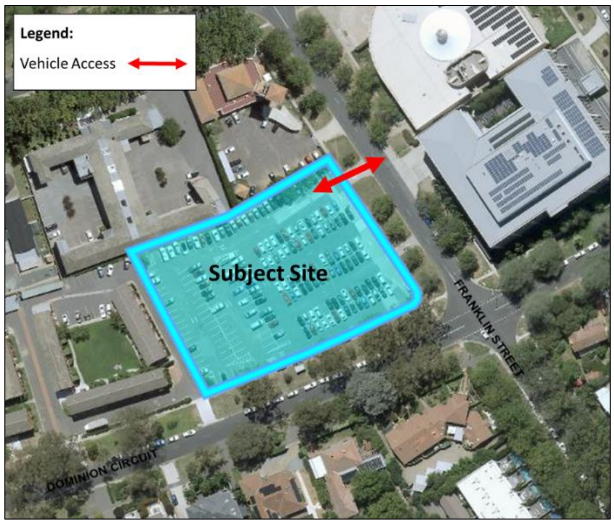



Figure 4-1 Vehicle Access Locations

## 4.3 TRAFFIC DISTRIBUTION

Traffic volumes generated by the subject site have been distributed in the surrounding road network via four key routes. The percentage allocation of traffic to each route has been based on the 2016 ABS Census 'Journey to Work' data for residents of Forrest.

A summary of the adopted allocation splits is provided in Table **4-2** and a summary diagram of the four key distribution zones through the local road network are shown below in Figure 4-2.

Table 4-2 Traffic Distribution

| Route | Allocation |
|---|---|
| State Circle - West | 23% |
| State Circle - East | 10% |
| Canberra Avenue - South | 17% |
| National Circuit (West) | 12% |
| National Circuit (East) | 18% |
| Franklin Street - South | 20% |
| Total | 100% |

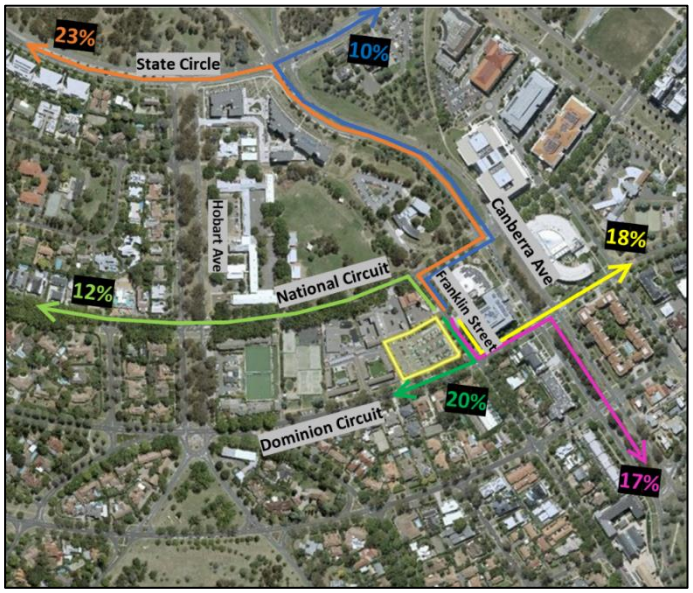



Figure 4-2 Traffic Distribution Routes

The inbound/outbound splits for the trip distribution for the site land uses are summarised in Table **4-3**.

Table 4-3 Inbound and Outbound Splits

| Land use | Peak | Inbound | Outbound |
|---|---|---|---|
| Residential | AM | 20% | 80% |
| | PM | 60% | 40% |

## 4.4 PEAK HOUR TRAFFIC VOLUME ANALYSIS

### 4.4.1 Development Peak Hour Volumes

The turning movements generated by the development on the road network are shown in Figure **4-3** and Figure **4-4**.


Figure 4-3 Development AM Peak Traffic Volumes


Figure 4-4 Development PM Peak Traffic Volumes

### 4.4.2 Future Scenario Non-Development Traffic Volumes

Future traffic volume data set has been developed by applying annual growth rate of 1.5% (driven from CSTM data) to all traffic movement in the network. A growth factor of 1.5% p.a. (linear) has been adopted for analysis, applied over a 10-year period.

The future scenario volumes are shown in Figure 4-5 and Figure 4-6 which excludes the proposed development.

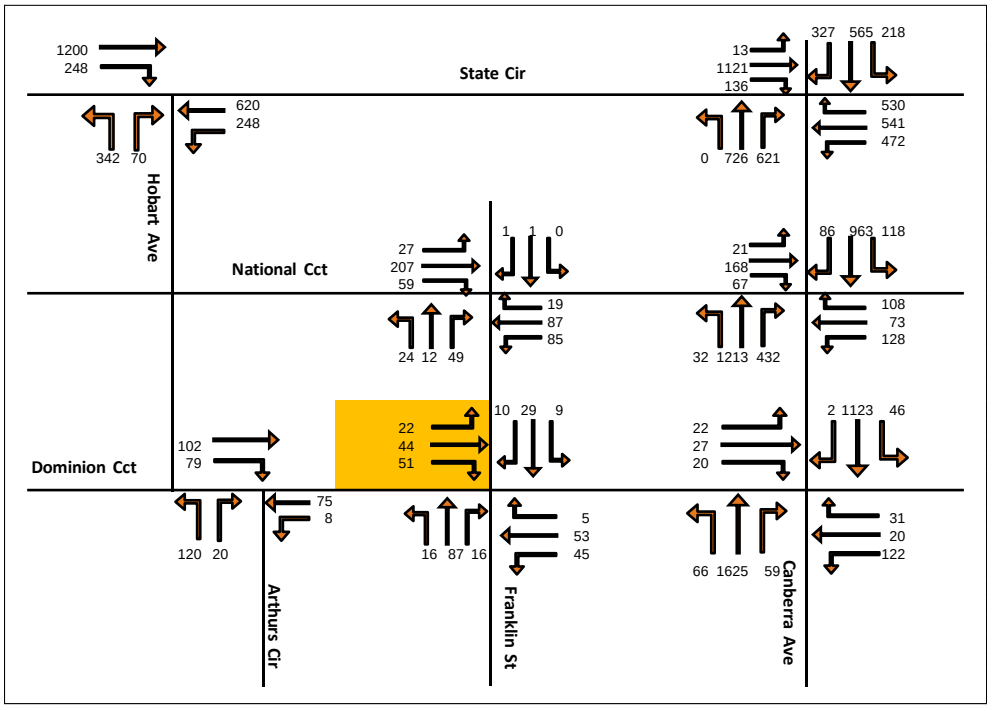



Figure 4-5 2031 Non-Development Traffic Volumes – AM Peak

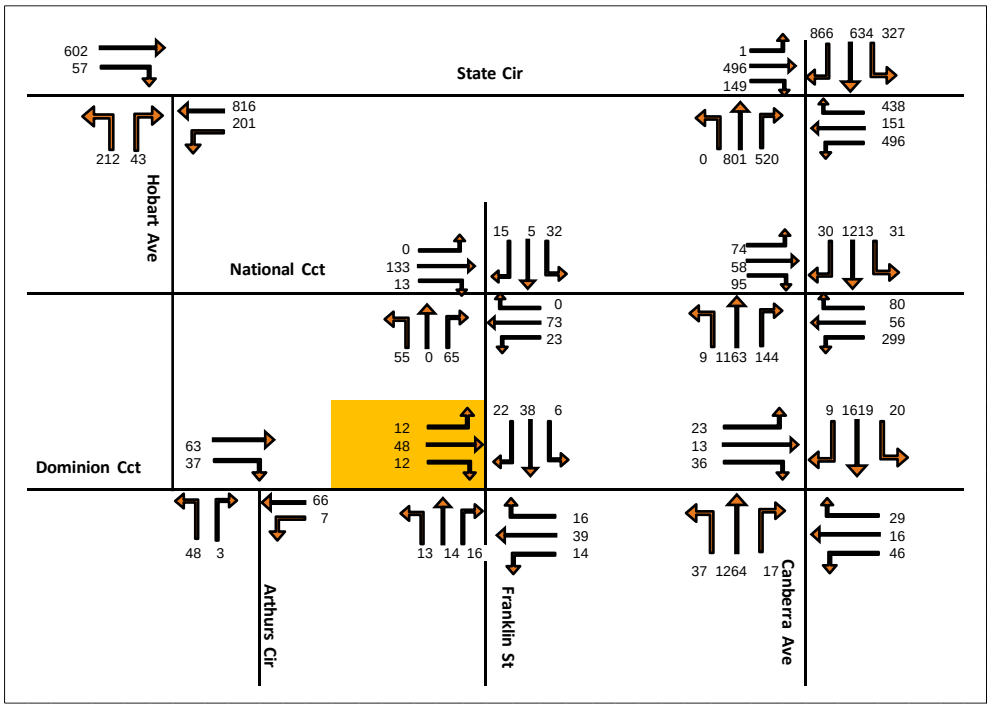



Figure 4-6 2031 Non-Development Traffic Volumes – PM Peak

### 4.4.3 Future Scenario Post-Development Traffic Volumes

The incorporation of the traffic expected to be generated by the development to the future traffic volumes are shown in Figure 4-7 and Figure 4-8.

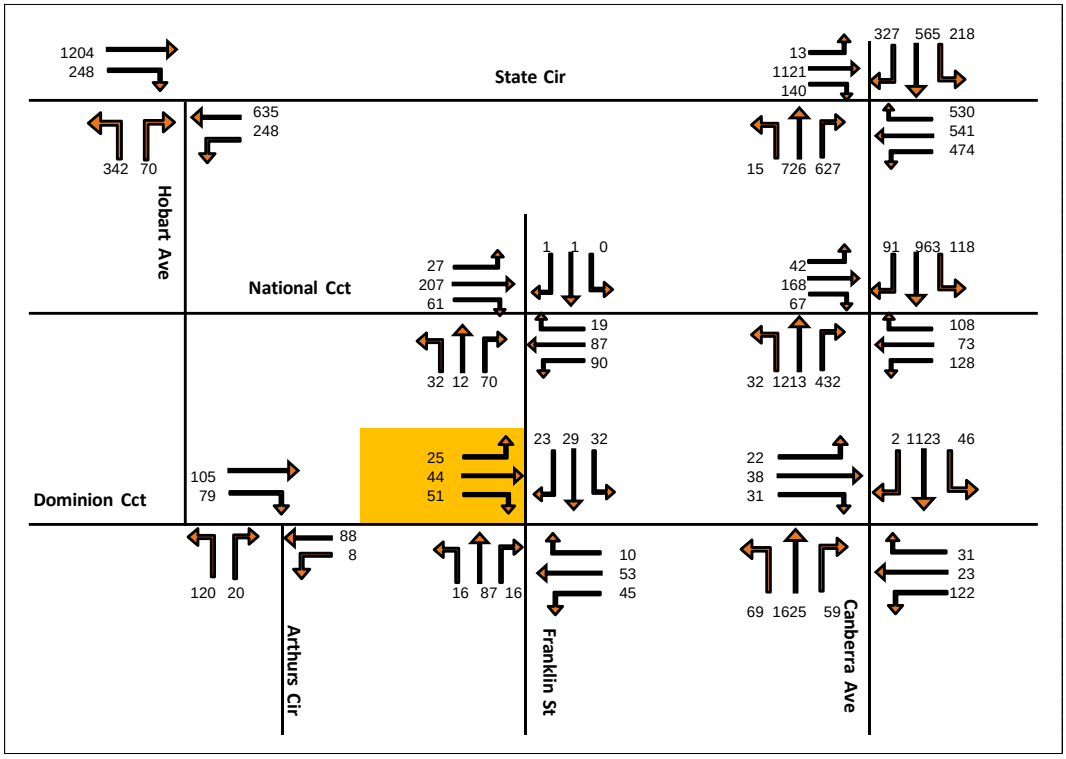



Figure 4-7 2031 Post-Development Traffic Volumes – AM Peak

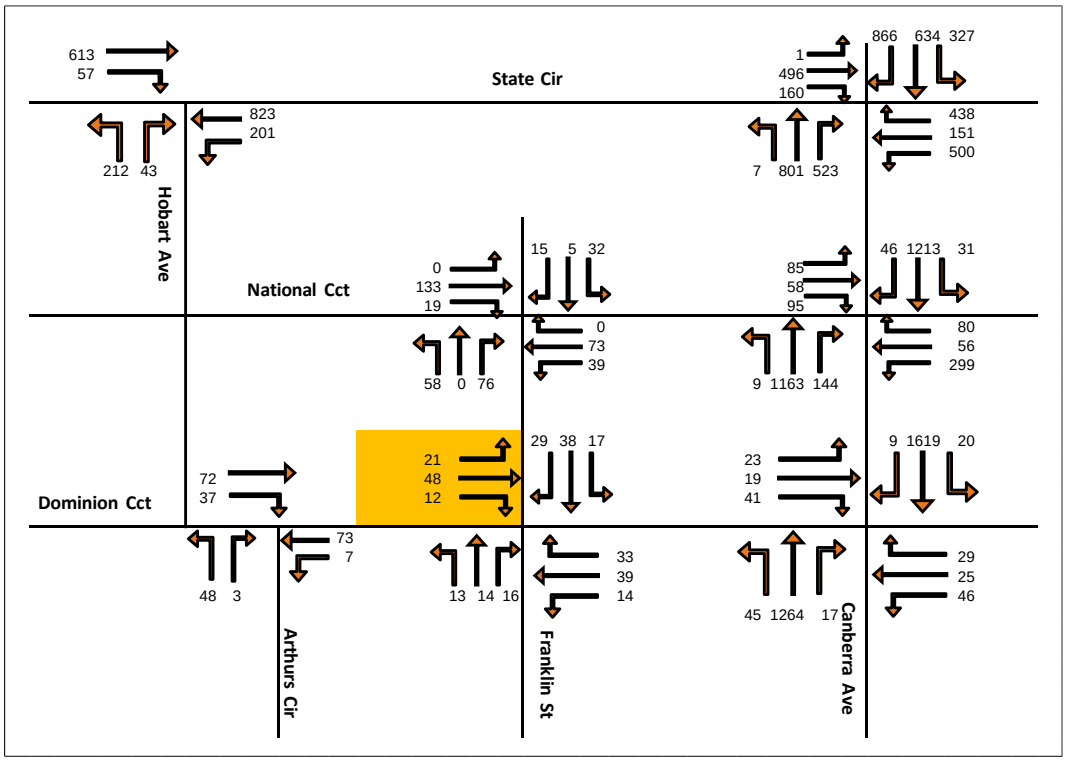



Figure 4-8 2031 Post-Development Traffic Volumes – PM Peak

### 4.4.4 Capacity Analysis – Post Development & Future

SIDRA traffic modelling has been undertaken for the future traffic volumes scenario. A summary of the SIDRA model outputs for each intersection in the 2031 non-development scenario is provided in Table **4-4**. Further details of the SIDRA analysis are provided as **Appendix E**.

Table 4-4 Intersection Performance Summary – 2031 Non-Development

| Intersection | Intersection Arrangement | AM DOS | AM Delay | AM LOS | AM Queue | PM DOS | PM Delay | PM LOS | PM Queue |
|---|---|---|---|---|---|---|---|---|---|
| State Circle / Canberra Avenue | Signalised Intersection | 1.373 | 339 | F | 732 | 1.341 | 279 | F | 925 |
| National Circuit / Canberra Avenue | Signalised Intersection | 1.109 | 90.6 | F | 274.7 | 0.843 | 35 | C | 174 |
| Dominion Circuit / Canberra Avenue | Give way Intersection | 0.571 | 4.8 | A | 79.1 | 0.472 | 4.9 | A | 119.1 |
| Dominion Circuit / Franklin Street | Give way Intersection | 0.087 | 4 | A | 1.9 | 0.049 | 3.5 | A | 1 |
| National Circuit / Franklin Street | Give way Intersection | 0.162 | 3 | A | 3.2 | 0.093 | 3 | A | 2.2 |
| Dominion Circuit / Arthurs Circle | Give way Intersection | 0.095 | 2.7 | A | 2.8 | 0..053 | 2.1 | A | 1.3 |
| State Circle / Hobart Avenue | Give way Intersection | 0.521 | 3.6 | A | 36.7 | 0.227 | 2.5 | A | 10 |

Notes in relation to the results:

State Circle / Canberra Avenue:

- All through, shared left turns and right turns operate at LOS F with delay time of 339 seconds in AM peak
- Given the length of the queue there is probability of lane blockage in all approaches in AM peak
- All through, shared left turns and right turns operate at LOS F with delay time more than 300 seconds in PM peak
- Given the length of the queue there is probability of lane blockage in south and north approaches in PM peak

National Circuit / Canberra Avenue:

- All through, shared left turns and right turns in west and north approaches operate at LOS F with average delay time of 164.2 and 131.1 seconds in AM peak
- Given the length of the queue there is probability of lane blockage in north and south approaches in AM peak
- Through and right turn in west approach operate at LOS E with average delay time of 60.3 seconds in PM peak

The SIDRA simulation results show that other nominated intersections operate with acceptable performance (LOS A) in AM and PM peak hours.

A summary of the SIDRA model outputs for each intersection in 2031 post development scenario (Future) is shown in Table 4-5. Further details of the SIDRA analysis are provided as **Appendix F**.

Table 4-5 Intersection Performance Summary – 2031 Post-Development

| Intersection | Intersection Arrangement | AM DOS | AM Delay | AM LOS | AM Queue | PM DOS | PM Delay | PM LOS | PM Queue |
|---|---|---|---|---|---|---|---|---|---|
| State Circle / Canberra Avenue | Signalised Intersection | 1.530 | 446 | F | 1190 | 1.464 | 373 | F | 1488 |
| National Circuit / Canberra Avenue | Signalised Intersection | 1.215 | 135 | F | 526 | 0.879 | 36.1 | C | 256 |
| Dominion Circuit / Canberra Avenue | Give way Intersection | 0.572 | 5.4 | A | 79.1 | 0.472 | 5.2 | A | 120.1 |
| Dominion Circuit / Franklin Street | Give way Intersection | 0.087 | 4.2 | A | 2 | 0.062 | 3.8 | A | 1.3 |
| National Circuit / Franklin Street | Give way Intersection | 0.163 | 3.2 | A | 3.3 | 0.106 | 3.2 | A | 2.5 |
| Dominion Circuit / Arthurs Circle | Give way Intersection | 0.097 | 2.6 | A | 2.9 | 0.058 | 1.9 | A | 1.4 |
| State Circle / Hobart Avenue | Give way Intersection | 0.526 | 3.7 | A | 37.2 | 0.229 | 2.5 | A | 10.2 |

The SIDRA simulation results show that State Circle / Canberra Avenue and National Circuit / Canberra Avenue operate at over capacity level while the remainder of intersections in the assessment network operate with an acceptable level of service (LOS A). However, given the numerical results, comparing Non-Development and Post-Development scenarios' traffic results within the network area, the proposed development will not significantly affect the network.

# 5 CAR PARKING ASSESSMENT

## 5.1 CAR PARKING REQUIREMENTS

The ACTPLA Parking and Vehicular Access General Code provides car parking requirements for developments.

In this case, the subject development is a residential development, which has the following car parking requirements for apartment developments:

- 1 space per single bedroom dwelling
- Average of 1.5 spaces per two-bedroom dwelling
- 2 spaces per three-bedroom dwelling
- Visitor – 1 space to each 4 dwellings

Based on the above rate, the car parking requirement for the entire development is shown in Table **5-1**.

Table 5-1 Car Parking Requirement

| | GFA | Car parking Rate | Parking Requirement (Space) |
|---|---|---|---|
| Single bedroom | 49 | 1 space / dwelling | 49 |
| Two bedroom | 35 | 1.5 space / dwelling | 53 |
| Three bedroom | 50 | 2 space / dwelling | 100 |
| Visitor | 134 | 1 space / 4 dwelling | 34 |
| **Total** | | | **236** |

## 5.2 CAR PARKING LOCATION

The ACTPLA Parking and Vehicular Access General Code also provides guidance in relation to the location of car parking.

For the residential use of the site, the following requirements apply:

- Resident Parking (long term) – On-site.
- Visitor Parking (short term) – On-site or within 200m.

In view of the above, the 202 spaces associated with residents are required to be provided on-site.

The 34 spaces associated with visitors could be provided on-site, or a portion of this parking could be accommodated on-street. However; given the parking restrictions in Franklin Street and Dominion Circuit and adjacent developments, there is no available parking spaces for allocating to visitors; so that, it is recommended to provide all visitor parking on site.

## 5.3 DISABLED CAR PARKING

The ACTPLA Parking and Vehicular Access General Code indicates that specific disabled parking is not required for resident parking in residential developments.

## 5.4 MOTORCYLE PARKING

The ACTPLA Parking and Vehicular Access General Code requires that parking for motorcycles and motor scooters is provided at a rate of 3 spaces for each 100 car parking spaces provided. As such, eight (8) spaces should be provided on-site for motorcycles.

## 5.5 BICYCLE PARKING

The provision of bicycle parking is set out in the ACTPLA Bicycle Parking General Code.

For residential developments the code requires 1 resident bicycle parking space per apartment and 1 visitor bicycle parking space per 12 apartments (after the first 12 apartments). A summary of the bicycle parking requirements is provided in Table 5-2.

Table 5-2 Bicycle Parking Assessment

| Land Use | Number / Size | Bicycle Parking Rate | Bicycle Parking Requirement (space) |
|---|---|---|---|
| Any type of Dwelling | 134 | Resident: 1 space / dwelling | 134 |
| | | Visitor: 1 space / 12 dwellings | 12 |
| **Total** | | | **146 spaces** |

Based on the proposal plan, the 134 bicycle parking spaces required for residents will be provided within unit storage areas.

## 5.6 CAR PARKING ACCESSES

On the assumption that all visitor parking spaces will be provided on site, considering a maximum of 236 spaces and Table 3.1 of the AS 2890.1, the proposed development requires category (2) access for the Franklin Street frontage.

Using Table 3.2 of the same standards, a category 2 access requires a 6.0m to 9.0m width combined entry/exit

Table 5-3 Selection of Access Facility Category (Table 3.1 of the AS 2890.1)

| Class of Parking Facility | Frontage Road Type | Access Facility Category | | | | |
|---|---|---|---|---|---|---|
| | | Number of Parking Spaces | | | | |
| | | <25 | 25 to 100 | 101 to 300 | 301 to 600 | >600 |
| 1, 1A | Arterial | 1 | 2 | 3 | 4 | 5 |
| 1, 1A | Local | 1 | 1 | 2 | 3 | 4 |

# 6 ACTIVE TRAVEL ASSESSMENT

The following key walking and cycling link are located in close proximity to the subject site:

**Franklin Street** – pedestrian paths in either verge, boundary side

**Dominion Circuit** - pedestrian paths in either verge, boundary side

**Canberra Avenue** - pedestrian paths in either verge, boundary side

**National Circuit** – a pedestrian path in the southern verge, boundary side

Given the above active travel infrastructure, it can be seen that the proposed development is well served by active travel infrastructure, which cover the requirement of the proposed development.

# 7 PUBLIC TRANSPORT IMPACTS

Bus Route 59 operates along National Circuit, approximately 300m north of the subject site. Given the yield of the development and existing public transport and active travel connectivity, there will be a negligible impact on public transport services (Bus Route 59), and there is adequate connectivity to public transport services.

# 8 SERVICE VEHICLES

Any loading / waste collection activities should occur on-site. On this basis, the physical design of the vehicle access points should consider heavy vehicles to accommodate service activities with forward entry-forward exit movements in compliance with the Development Control Code for Best Practice Waste Management in the ACT 2019.

Based on the proposed plan, loading / waste vehicle access is proposed via a separate driveway off Dominion Circuit.

Construction vehicles will be subject to separate traffic management plans and access will be for duration periods.

# 9 CONCLUSION

Indesco has been engaged by Sirocco Pty Ltd to prepare a transport impact assessment (TIA) for a proposed development in Forrest Section 19 Block 9.

The proposal is for a residential development of up to 134 dwellings.

The SIDRA modelling was undertaken to assess the impact on key external intersections:

- Dominion Circuit / Canberra Avenue
- Dominion Circuit / Franklin Street
- Dominion Circuit / Arthurs Circle
- National Circuit / Franklin Street
- National Circuit / Canberra Avenue
- State Circle / Canberra Avenue
- State Circle / Hobart Avenue

The analysis and relevant discussion in this report led to the following conclusions:

1. The proposed development is expected to generate 81 trips in AM and PM peak hour.
2. Based on the SIDRA simulation results, the development will have a minor effect on intersections traffic performance and all nominated intersections adjacent to the development will perform with an acceptable level of service (LOS A). However, National Circuit / Canberra Avenue and State Circle / Canberra Avenue intersections operates beyond functional capacity level (LOS F) in both the existing and future scenarios.
3. Capacity analysis of the surrounding road network post development identifies that the development results in minor deterioration to operating conditions. It is noted that the contribution of traffic volumes from the development is minor in comparison to the traffic volumes on the existing road network, which exceeds capacity functional capacity at the State Circle / Canberra Avenue intersection.
4. Given the SIDRA simulation results, National Circuit / Canberra Avenue and State Circle / Canberra Avenue intersections need to be improved in terms of signalling and geometric configuration to improve intersection performance and reduce delay times.
5. Vehicle access to the site can be accommodated from Franklin Street with sight distance achieved.
6. The development has a car parking requirement of 202 spaces for residents plus 34 spaces for visitors. Residents' car park spaces should be provided on-site whilst visitor parking can be supplied either on-street or in surrounding carparks within a 200m distance to the site. However; given the parking restrictions in Franklin Street and Dominion Circuit and adjacent developments, there is no available parking spaces on the road network for visitor use. It is recommended to provide all visitor parking on site.
7. A minimum of 8 motorcycle parking spaces is required for the development, which is to be provided on-site.
8. The development has a bicycle parking requirement of 134 spaces for the residents, plus 12 spaces for visitors.
9. The proposed development is well served by active travel infrastructure, which covers the requirements of the proposed development.
10. Given the yield of the development and existing public transport and active travel connectivity, there will not be a significant impact on the surrounding public transport services, and there is adequate connectivity to public transport services.
11. The final design of the site access arrangements should allow for the trucks associated with service and loading on the subject site.

# Appendix A Crash Data

**STREET REPORT**
**History Location:** **STATE CIRCLE - showing Intersections and Midblocks**
**Report Date Range:** **01/01/2016 12:00:00 AM -> 31/12/2020 11:59:59 PM**

**Location Type** **Mid Block**
**Location Unique** **8097**
**Location Description** **STATE CIRCLE (SYDNEY -> CANBERRA)**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **STATE CIRCLE (SYDNEY -> CA** | **2016-1061497** | **21/07/2016 18:25** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| **STATE CIRCLE (SYDNEY -> CA** | **2019-2135331** | **22/08/2019 16:00** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | East bound | 2nd lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 2nd lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| **STATE CIRCLE (SYDNEY -> CA** | **2020-1121587** | **11/06/2020 18:07** | **Injury** | **Received medical treatm** | | **9** | **1** | **2 Good dry surface** | **Fine** | **406** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | Other | Out of driveway | Right turn | Not obstructed | | | | |
| **STATE CIRCLE (SYDNEY -> CA** | **2020-1090579** | **17/08/2020 8:30** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **306** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not known | | | | |
| | Vehicle 2 | East bound | 2nd lane | Not related to intersection | Straight ahead | Not known | | | | |

**Crashes = 4**

**Location Type** **Intersection**
**Location Unique** **6476**
**Location Description** **CANBERRA/STATE**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **CANBERRA/STATE** | **2016-1105357** | **23/01/2016 14:42** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2016-1096399** | **15/03/2016 8:45** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Cloudy or** | **306** |
| | Vehicle 1 | East bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | East bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2016-1179779** | **18/03/2016 8:45** | **Property Damage Only** | | | **6** | **0** | **2 Wet surface** | **Light rain** | **301** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2016-2110219** | **22/03/2016 9:04** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **107** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Within intersection | Left turn | Not known | | | | |
| **CANBERRA/STATE** | **2016-1169617** | **31/05/2016 15:45** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Cloudy or** | **301** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2016-1201631** | **3/06/2016 17:30** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | West bound | Right turn lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | Right turn lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2016-1212213** | **9/07/2016 16:50** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | West bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | Unknown | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2016-1196640** | **4/08/2016 16:45** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Right turn | Not known | | | | |
| **CANBERRA/STATE** | **2016-2134260** | **6/10/2016 13:30** | **Property Damage Only** | | | **19** | **0** | **1 Good dry surface** | **Fine** | **707** |
| | Vehicle 1 | North bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2016-1184568** | **13/10/2016 10:50** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 3rd lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2016-1178909** | **30/10/2016 16:45** | **Property Damage Only** | | | **6** | **0** | **2 Wet surface** | **Cloudy or** | **303** |
| | Vehicle 1 | North bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Right turn lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1149492** | **17/01/2017 10:06** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1229527** | **7/03/2017 8:50** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | West bound | Right turn lane | Within intersection | Straight ahead | Not known | | | | |
| **CANBERRA/STATE** | **2017-1157501** | **16/03/2017 8:45** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1095740** | **29/03/2017 22:45** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | West bound | Right turn lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | Right turn lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1084397** | **15/04/2017 23:10** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not known | | | | |
| **CANBERRA/STATE** | **2017-1080367** | **22/04/2017 16:00** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1096858** | **11/05/2017 19:30** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Right turn | Not known | | | | |
| **CANBERRA/STATE** | **2017-1112553** | **30/05/2017 16:10** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1141615** | **18/06/2017 12:45** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1152363** | **27/06/2017 13:15** | **Property Damage Only** | | | **6** | **0** | **3 Good dry surface** | **Cloudy or** | **301** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 3 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1119825** | **12/10/2017 10:40** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2017-1177382** | **26/10/2017 16:15** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2017-1182248** | **27/10/2017 15:10** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2017-1202806** | **18/11/2017 19:40** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | East bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | East bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2017-1172849** | **3/12/2017 18:15** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2017-2143106** | **17/12/2017 9:00** | **Property Damage Only** | | | **9** | **0** | **3** | **Good dry surface** | **Fine** | **207** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Within intersection | U turn | Not known | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not known | | | | | |
| | Vehicle 3 | North bound | 2nd lane | Within intersection | Right turn | Not known | | | | | |
| **CANBERRA/STATE** | **2018-1106877** | **16/03/2018 9:50** | **Property Damage Only** | | | **1** | **0** | **2** | **Good dry surface** | **Fine** | **202** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | East bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1193718** | **22/03/2018 10:30** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1221138** | **10/05/2018 12:40** | **Property Damage Only** | | | **3** | **0** | **2** | **Wet surface** | **Light rain** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not known | | | | | |
| **CANBERRA/STATE** | **2018-1086567** | **18/05/2018 9:25** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1131064** | **30/05/2018 13:30** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-2182608** | **30/05/2018 13:10** | **Property Damage Only** | | | **1** | **0** | **2** | **Good dry surface** | **Fine** | **202** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | West bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1116888** | **5/06/2018 7:45** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | West bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | West bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1129457** | **25/06/2018 9:00** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Parked vehicle | | | | | |
| **CANBERRA/STATE** | **2018-2156102** | **12/07/2018 7:30** | **Injury** | **Received medical treatm** | | **3** | **1** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 3rd lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1166626** | **12/07/2018 16:10** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1098407_2** | **15/08/2018 8:45** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1167477** | **8/09/2018 12:30** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | West bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1187873** | **10/09/2018 16:12** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | West bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | West bound | Left turn lane | Within intersection | Left turn | Not known | | | | | |
| **CANBERRA/STATE** | **2018-1179310** | **26/09/2018 8:50** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1229057** | **2/10/2018 19:15** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1118247_2** | **6/10/2018 23:05** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1139808** | **7/12/2018 12:25** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | West bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | West bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-2197954** | **12/12/2018 15:38** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2019-1174263** | **1/02/2019 18:40** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Approaching intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Approaching intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2019-1129733** | **21/03/2019 11:30** | **Property Damage Only** | | | **8** | **0** | **2** | **Good dry surface** | **Fine** | **404** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Backing | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2019-1075942** | **3/05/2019 7:10** | **Property Damage Only** | | | **3** | **0** | **2** | **Wet surface** | **Light rain** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Right turn | Not known | | | | | |
| **CANBERRA/STATE** | **2019-1183147** | **31/05/2019 9:00** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2019-1168801** | **16/08/2019 8:30** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2019-1113209** | **19/08/2019 11:10** | **Property Damage Only** | | | **6** | **0** | **2** | **Wet surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2019-2100865** | **20/08/2019 8:14** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2019-2113376** | **14/09/2019 15:45** | **Property Damage Only** | | | **12** | **0** | **1** | **Good dry surface** | **Fine** | **607** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2019-1197941** | **5/12/2019 15:00** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not known | | | | | |
| **CANBERRA/STATE** | **2019-1181620** | **20/12/2019 16:15** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2020-1167056** | **21/01/2020 20:30** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **104** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not known | | | | | |
| **CANBERRA/STATE** | **2020-1159072** | **28/02/2020 11:40** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | West bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | West bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2020-1134207** | **19/05/2020 11:35** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2020-1164085** | **22/08/2020 15:10** | **Property Damage Only** | | | **3** | **0** | **2** | **Wet surface** | **Cloudy or** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not known | | | | | |
| **CANBERRA/STATE** | **2020-1132556** | **31/08/2020 12:15** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2020-1139697** | **24/11/2020 10:10** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not known | | | | | |

**Crashes = 61**

**Location Type** **Mid Block**
**Location Unique** **8110**
**Location Description** **STATE CIRCLE (CANBERRA -> HOBART)**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **STATE CIRCLE (CANBERRA ->** | **2019-1127094** | **4/09/2019 8:40** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **306** |
| | Vehicle 1 | East bound | Right turn lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **STATE CIRCLE (CANBERRA ->** | **2020-1187540** | **20/10/2020 14:10** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **306** |
| | Vehicle 1 | East bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Approaching intersection | Overtaking right side | Not obstructed | | | | |

**Crashes = 2**

**Location Type** **Intersection**
**Location Unique** **6484**
**Location Description** **HOBART/STATE**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **HOBART/STATE** | **2016-2102076** | **9/11/2016 16:00** | **Injury** | **Received medical treatm** | | **6** | **2** | **3 Good dry surface** | **Fine** | **303** |
| | Vehicle 1 | East bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | East bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 3 | East bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **HOBART/STATE** | **2017-1195586** | **1/05/2017 18:15** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **303** |
| | Vehicle 1 | East bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **HOBART/STATE** | **2018-1190072** | **28/11/2018 18:18** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not known | | | | |
| **HOBART/STATE** | **2019-1097671** | **6/03/2019 8:30** | **Property Damage Only** | | | **6** | **0** | **2 Wet surface** | **Heavy rai** | **301** |
| | Vehicle 1 | West bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **HOBART/STATE** | **2020-1036575** | **4/03/2020 15:06** | **Property Damage Only** | | | **6** | **0** | **3 Wet surface** | **Light rain** | **303** |
| | Vehicle 1 | East bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 3 | East bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |

**Crashes = 5**

**Location Type** **Mid Block**
**Location Unique** **8111**
**Location Description** **STATE CIRCLE (HOBART -> MELBOURNE)**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **STATE CIRCLE (HOBART -> ME** | **2016-1098737** | **3/08/2016 9:15** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **305** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Not related to intersection | Overtaking right side | Not obstructed | | | | |
| | Vehicle 2 | East bound | 2nd lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| **STATE CIRCLE (HOBART -> ME** | **2017-2040830** | **20/01/2017 3:15** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **307** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | Other | Not related to intersection | Parked | Not obstructed | | | | |
| **STATE CIRCLE (HOBART -> ME** | **2017-1158109** | **12/07/2017 14:20** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | West bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **STATE CIRCLE (HOBART -> ME** | **2019-1142408** | **9/03/2019 0:00** | **Property Damage Only** | | | **7** | **0** | **2 Good dry surface** | **Fine** | **601** |
| | Vehicle 1 | West bound | Shoulder | Not related to intersection | Parked | Not obstructed | | | | |
| | Vehicle 2 | | | | | | | | | |
| **STATE CIRCLE (HOBART -> ME** | **2019-1106179** | **18/12/2019 8:50** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **306** |
| | Vehicle 1 | West bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Approaching intersection | Overtaking right side | Not obstructed | | | | |

**Crashes = 5**

**STREET REPORT**
**History Location:** **CANBERRA AVENUE - showing Intersections and Midblocks**
**Report Date Range:** **01/01/2016 12:00:00 AM -> 31/12/2020 11:59:59 PM**

**Location Type** **Intersection**
**Location Unique** **6476**
**Location Description** **CANBERRA/STATE**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **CANBERRA/STATE** | **2016-1105357** | **23/01/2016 14:42** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2016-1096399** | **15/03/2016 8:45** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Cloudy or** | **306** |
| | Vehicle 1 | East bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | East bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2016-1179779** | **18/03/2016 8:45** | **Property Damage Only** | | | **6** | **0** | **2 Wet surface** | **Light rain** | **301** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2016-2110219** | **22/03/2016 9:04** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **107** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Within intersection | Left turn | Not known | | | | |
| **CANBERRA/STATE** | **2016-1169617** | **31/05/2016 15:45** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Cloudy or** | **301** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2016-1201631** | **3/06/2016 17:30** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | West bound | Right turn lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | Right turn lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2016-1212213** | **9/07/2016 16:50** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | West bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | Unknown | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2016-1196640** | **4/08/2016 16:45** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Right turn | Not known | | | | |
| **CANBERRA/STATE** | **2016-2134260** | **6/10/2016 13:30** | **Property Damage Only** | | | **19** | **0** | **1 Good dry surface** | **Fine** | **707** |
| | Vehicle 1 | North bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2016-1184568** | **13/10/2016 10:50** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 3rd lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2016-1178909** | **30/10/2016 16:45** | **Property Damage Only** | | | **6** | **0** | **2 Wet surface** | **Cloudy or** | **303** |
| | Vehicle 1 | North bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Right turn lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1149492** | **17/01/2017 10:06** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1229527** | **7/03/2017 8:50** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | West bound | Right turn lane | Within intersection | Straight ahead | Not known | | | | |
| **CANBERRA/STATE** | **2017-1157501** | **16/03/2017 8:45** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1095740** | **29/03/2017 22:45** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | West bound | Right turn lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | Right turn lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1084397** | **15/04/2017 23:10** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not known | | | | |
| **CANBERRA/STATE** | **2017-1080367** | **22/04/2017 16:00** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1096858** | **11/05/2017 19:30** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Right turn | Not known | | | | |
| **CANBERRA/STATE** | **2017-1112553** | **30/05/2017 16:10** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1141615** | **18/06/2017 12:45** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1152363** | **27/06/2017 13:15** | **Property Damage Only** | | | **6** | **0** | **3 Good dry surface** | **Cloudy or** | **301** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 3 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1119825** | **12/10/2017 10:40** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1177382** | **26/10/2017 16:15** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1182248** | **27/10/2017 15:10** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1202806** | **18/11/2017 19:40** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | East bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | East bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-1172849** | **3/12/2017 18:15** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/STATE** | **2017-2143106** | **17/12/2017 9:00** | **Property Damage Only** | | | **9** | **0** | **3 Good dry surface** | **Fine** | **207** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Within intersection | U turn | Not known | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not known | | | | |
| | Vehicle 3 | North bound | 2nd lane | Within intersection | Right turn | Not known | | | | |
| **CANBERRA/STATE** | **2018-1106877** | **16/03/2018 9:50** | **Property Damage Only** | | | **1** | **0** | **2 Good dry surface** | **Fine** | **202** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **CANBERRA/STATE** | **2018-1193718** | **22/03/2018 10:30** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1221138** | **10/05/2018 12:40** | **Property Damage Only** | | | **3** | **0** | **2** | **Wet surface** | **Light rain** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not known | | | | | |
| **CANBERRA/STATE** | **2018-1086567** | **18/05/2018 9:25** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1131064** | **30/05/2018 13:30** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-2182608** | **30/05/2018 13:10** | **Property Damage Only** | | | **1** | **0** | **2** | **Good dry surface** | **Fine** | **202** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | West bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1116888** | **5/06/2018 7:45** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | West bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | West bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1129457** | **25/06/2018 9:00** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Parked vehicle | | | | | |
| **CANBERRA/STATE** | **2018-1166626** | **12/07/2018 16:10** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-2156102** | **12/07/2018 7:30** | **Injury** | **Received medical treatm** | | **3** | **1** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 3rd lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1098407_2** | **15/08/2018 8:45** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1167477** | **8/09/2018 12:30** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | West bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1187873** | **10/09/2018 16:12** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | West bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | West bound | Left turn lane | Within intersection | Left turn | Not known | | | | | |
| **CANBERRA/STATE** | **2018-1179310** | **26/09/2018 8:50** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1229057** | **2/10/2018 19:15** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1118247_2** | **6/10/2018 23:05** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-1139808** | **7/12/2018 12:25** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | West bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | West bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2018-2197954** | **12/12/2018 15:38** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2019-1174263** | **1/02/2019 18:40** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Approaching intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Approaching intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2019-1129733** | **21/03/2019 11:30** | **Property Damage Only** | | | **8** | **0** | **2** | **Good dry surface** | **Fine** | **404** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Backing | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2019-1075942** | **3/05/2019 7:10** | **Property Damage Only** | | | **3** | **0** | **2** | **Wet surface** | **Light rain** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Right turn | Not known | | | | | |
| **CANBERRA/STATE** | **2019-1183147** | **31/05/2019 9:00** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2019-1168801** | **16/08/2019 8:30** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2019-1113209** | **19/08/2019 11:10** | **Property Damage Only** | | | **6** | **0** | **2** | **Wet surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2019-2100865** | **20/08/2019 8:14** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2019-2113376** | **14/09/2019 15:45** | **Property Damage Only** | | | **12** | **0** | **1** | **Good dry surface** | **Fine** | **607** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2019-1197941** | **5/12/2019 15:00** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not known | | | | | |
| **CANBERRA/STATE** | **2019-1181620** | **20/12/2019 16:15** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2020-1167056** | **21/01/2020 20:30** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **104** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not known | | | | | |
| **CANBERRA/STATE** | **2020-1159072** | **28/02/2020 11:40** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | West bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | West bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2020-1134207** | **19/05/2020 11:35** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2020-1164085** | **22/08/2020 15:10** | **Property Damage Only** | | | **3** | **0** | **2** | **Wet surface** | **Cloudy or** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not known | | | | | |
| **CANBERRA/STATE** | **2020-1132556** | **31/08/2020 12:15** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | Right turn lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/STATE** | **2020-1139697** | **24/11/2020 10:10** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Right turn lane | Within intersection | Straight ahead | Not known | | | | | |

**Crashes = 61**

**Location Type** **Mid Block**
**Location Unique** **8199**
**Location Description** **CANBERRA AVENUE (STATE -> NATIONAL)**

| Location : Chainage | Police Reference | Date/Time<br>Direction | Severity<br>Lane | Injury Type<br>Position | Crash Type<br>Movement | Number of Casualties<br>Visibility | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| **CANBERRA AVENUE (STATE -** | **2016-1139794** | **20/04/2016 11:30** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (STATE -** | **2016-1135782** | **1/07/2016 12:40** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | North bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (STATE -** | **2016-2115993** | **21/10/2016 7:30** | **Injury** | **Received medical treatm** | | **19** | **1** | **1 Good dry surface** | **Fine** | **703** |
| | Vehicle 1 | East bound | Other | Not related to intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (STATE -** | **2017-1226560** | **9/10/2017 18:00** | **Property Damage Only** | | | **6** | **0** | **3 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 3 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (STATE -** | **2017-1214531** | **19/12/2017 22:30** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **306** |
| | Vehicle 1 | East bound | 2nd lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not known | | | | |
| **CANBERRA AVENUE (STATE -** | **2018-1116693** | **19/06/2018 8:40** | **Property Damage Only** | | | **6** | **0** | **3 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 3 | South bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (STATE -** | **2019-1080014** | **17/04/2019 16:30** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **306** |
| | Vehicle 1 | West bound | 2nd lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | | | | | |
| **CANBERRA AVENUE (STATE -** | **2019-1093935** | **4/06/2019 9:05** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (STATE -** | **2019-1109719** | **4/12/2019 16:55** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **305** |
| | Vehicle 1 | North bound | Right turn lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | Right turn lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (STATE -** | **2020-1090769** | **12/02/2020 7:00** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **306** |
| | Vehicle 1 | North bound | 2nd lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (STATE -** | **2020-1147630** | **20/02/2020 12:15** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | North bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (STATE -** | **2020-1222652** | **17/03/2020 8:17** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **307** |
| | Vehicle 1 | West bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | Right turn lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (STATE -** | **2020-2068100** | **24/07/2020 13:49** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (STATE -** | **2020-1135948** | **7/11/2020 12:30** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **307** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |

**Crashes = 14**

**Location Type** **Intersection**
**Location Unique** **6547**
**Location Description** **CANBERRA/NATIONAL**

| Location : Chainage | Police Reference | Date/Time<br>Direction | Severity<br>Lane | Injury Type<br>Position | Crash Type<br>Movement | Number of Casualties<br>Visibility | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| **CANBERRA/NATIONAL** | **2016-1181250** | **3/03/2016 8:20** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/NATIONAL** | **2016-1111622** | **7/03/2016 10:00** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/NATIONAL** | **2016-1097888** | **31/05/2016 7:40** | **Property Damage Only** | | | **8** | **0** | **2 Good dry surface** | **Fine** | **404** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Backing | Not obstructed | | | | |
| **CANBERRA/NATIONAL** | **2016-1175834** | **14/06/2016 15:00** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/NATIONAL** | **2016-1095668** | **12/09/2016 8:20** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | North bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/NATIONAL** | **2016-1183467** | **20/10/2016 8:29** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/NATIONAL** | **2016-1228017** | **21/10/2016 8:48** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | East bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/NATIONAL** | **2016-1078181** | **2/12/2016 8:20** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | South bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 2nd lane | Approaching intersection | Overtaking right side | Not obstructed | | | | |
| **CANBERRA/NATIONAL** | **2017-1107227** | **5/01/2017 9:30** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/NATIONAL** | **2017-1142401** | **12/04/2017 9:25** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **107** |
| | Vehicle 1 | South bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| | Vehicle 2 | East bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/NATIONAL** | **2017-1211497** | **15/09/2017 17:10** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Left turn | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Left turn | Not obstructed | | | | |
| **CANBERRA/NATIONAL** | **2017-1153674** | **1/11/2017 7:30** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/NATIONAL** | **2017-1133744** | **3/11/2017 13:28** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Cloudy or** | **301** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **CANBERRA/NATIONAL** | **2018-2080001** | **22/01/2018 12:37** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not known | | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not known | | | | | |
| **CANBERRA/NATIONAL** | **2018-1184333** | **7/02/2018 9:30** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | West bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | West bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/NATIONAL** | **2018-2205942** | **10/07/2018 16:00** | **Property Damage Only** | | | **9** | **0** | **2** | **Good dry surface** | **Fine** | **408** |
| | Vehicle 1 | East bound | Unknown | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Footpath | Within intersection | Straight ahead | | | | | | |
| **CANBERRA/NATIONAL** | **2018-1082207** | **31/10/2018 16:42** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/NATIONAL** | **2019-1192478** | **29/01/2019 8:00** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | North bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 2nd lane | Approaching intersection | Straight ahead | Not known | | | | | |
| **CANBERRA/NATIONAL** | **2019-1087228** | **27/02/2019 18:20** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | North bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/NATIONAL** | **2019-1109731** | **4/05/2019 15:00** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | South bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/NATIONAL** | **2019-1167898** | **15/10/2019 17:32** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/NATIONAL** | **2019-1112787** | **4/12/2019 8:45** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/NATIONAL** | **2020-1153860** | **10/07/2020 14:55** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **309** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | South bound | Cycle Lane | Within intersection | Straight ahead | Not known | | | | | |

**Crashes = 23**

**Location Type** **Mid Block**
**Location Unique** **8242**
**Location Description** **CANBERRA AVENUE (NATIONAL -> DOMINION)**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **CANBERRA AVENUE (NATION** | **2017-1195750** | **2/03/2017 16:30** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **306** |
| | Vehicle 1 | West bound | 2nd lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (NATION** | **2018-1081017** | **18/09/2018 7:20** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (NATION** | **2019-1148969** | **2/10/2019 13:20** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **306** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 2nd lane | Not related to intersection | Straight ahead | Not known | | | | |
| **CANBERRA AVENUE (NATION** | **2019-1109449** | **30/10/2019 9:20** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |

**Crashes = 4**

**Location Type** **Intersection**
**Location Unique** **6578**
**Location Description** **CANBERRA/DOMINION**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **CANBERRA/DOMINION** | **2016-2159448** | **28/02/2016 11:30** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/DOMINION** | **2016-1183393** | **24/06/2016 15:32** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | | | | | |
| **CANBERRA/DOMINION** | **2016-1091116** | **19/10/2016 16:15** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **102** |
| | Vehicle 1 | West bound | Right turn lane | Within intersection | Right turn | Glare or dazzle | | | | |
| | Vehicle 2 | North bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/DOMINION** | **2016-1156994** | **11/11/2016 10:00** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **102** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Right turn | Not known | | | | |
| | Vehicle 2 | South bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/DOMINION** | **2017-2223632** | **16/02/2017 14:55** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/DOMINION** | **2017-1116064** | **6/03/2017 8:30** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | North bound | Cycle Lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/DOMINION** | **2017-2154255** | **11/08/2017 12:30** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Other | | | | |
| | Vehicle 2 | North bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/DOMINION** | **2017-1065359** | **29/11/2017 18:00** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/DOMINION** | **2018-1184286** | **1/05/2018 17:10** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **107** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Within intersection | Left turn | Not obstructed | | | | |
| **CANBERRA/DOMINION** | **2018-1175784** | **22/06/2018 16:00** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Glare or dazzle | | | | |
| | Vehicle 2 | West bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/DOMINION** | **2018-1207609** | **24/08/2018 17:00** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **107** |
| | Vehicle 1 | North bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | |
| **CANBERRA/DOMINION** | **2018-1209268** | **17/09/2018 15:00** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not known | | | | |
| | Vehicle 2 | North bound | 2nd lane | Within intersection | Straight ahead | Other | | | | |
| **CANBERRA/DOMINION** | **2018-1121507_2** | **31/10/2018 9:00** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Other | | | | |
| | Vehicle 2 | North bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA/DOMINION** | **2019-1231355** | **16/01/2019 18:30** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Trees, shrubs, etc | | | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Vehicle 2 | North bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/DOMINION** | **2019-1094912** | **25/02/2019 5:45** | **Property Damage Only** | | | **1** | **0** | **2** | **Good dry surface** | **Fine** | **202** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/DOMINION** | **2019-2203913** | **7/06/2019 16:15** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | West bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/DOMINION** | **2019-1220179** | **1/07/2019 20:05** | **Property Damage Only** | | | **1** | **0** | **2** | **Good dry surface** | **Fine** | **202** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | East bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | | |
| **CANBERRA/DOMINION** | **2019-1106465** | **30/07/2019 9:15** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | North bound | On wrong side of road | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/DOMINION** | **2020-1187889** | **5/06/2020 15:28** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Glare or dazzle | | | | | |
| | Vehicle 2 | South bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **CANBERRA/DOMINION** | **2020-1179441** | **3/09/2020 13:45** | **Property Damage Only** | | | **3** | **0** | **2** | **Good dry surface** | **Fine** | **308** |
| | Vehicle 1 | North bound | 2nd lane | Not related to intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Approaching intersection | Right turn | Not obstructed | | | | | |

**Crashes = 20**

**Location Type** **Mid Block**
**Location Unique** **8297**
**Location Description** **CANBERRA AVENUE (DOMINION -> EMPIRE)**

| **Location : Chainage** | **Police Reference** | **Date/Time** | **Severity** | **Injury Type** | **Crash Type** | **Number of Casualties** | **Number of Vehicles** | **Road Surface** | **Weather** | **Rum Code** |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **CANBERRA AVENUE (DOMINI** | **2016-1185308** | **2/04/2016 22:30** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **307** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 2nd lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (DOMINI** | **2016-1166780** | **19/09/2016 15:30** | **Property Damage Only** | | | **6** | **0** | **3 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | North bound | 2nd lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 2nd lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 3 | North bound | 2nd lane | Not related to intersection | Straight ahead | Not known | | | | |
| **CANBERRA AVENUE (DOMINI** | **2016-1142366** | **6/10/2016 13:25** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | South bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (DOMINI** | **2016-1217231** | **16/11/2016 8:35** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **307** |
| | Vehicle 1 | West bound | 2nd lane | Not related to intersection | Straight ahead | Other | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (DOMINI** | **2018-1113579** | **31/07/2018 9:00** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (DOMINI** | **2019-1185575** | **25/03/2019 7:45** | **Property Damage Only** | | | **6** | **0** | **2 Wet surface** | **Light rain** | **301** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (DOMINI** | **2019-1143204** | **20/09/2019 9:05** | **Property Damage Only** | | | **6** | **0** | **2 Good dry surface** | **Fine** | **301** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| **CANBERRA AVENUE (DOMINI** | **2020-1174589** | **27/05/2020 16:20** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **306** |
| | Vehicle 1 | West bound | 2nd lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not known | | | | |
| **CANBERRA AVENUE (DOMINI** | **2020-1124391** | **6/08/2020 8:50** | **Property Damage Only** | | | **3** | **0** | **2 Good dry surface** | **Fine** | **306** |
| | Vehicle 1 | East bound | 2nd lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 2nd lane | Not related to intersection | Straight ahead | Not known | | | | |

**Crashes = 9**

**STREET REPORT**
**History Location:** **DOMINION CIRCUIT - showing Intersections and Midblocks**
**Report Date Range:** **01/01/2016 12:00:00 AM -> 31/12/2020 11:59:59 PM**

**Location Type** **Mid Block**
**Location Unique** **8262**
**Location Description** **DOMINION CIRCUIT (CANBERRA -> FRANKLIN)**

| Location : Chainage | Police Reference | Date/Time<br>Direction | Severity<br>Lane | Injury Type<br>Position | Crash Type<br>Movement | Number of Casualties<br>Visibility | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|

**Crashes = 0**

**Location Type** **Intersection**
**Location Unique** **6593**
**Location Description** **DOMINION/FRANKLIN**

| Location : Chainage | Police Reference | Date/Time<br>Direction | Severity<br>Lane | Injury Type<br>Position | Crash Type<br>Movement | Number of Casualties<br>Visibility | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|

**Crashes = 0**

**Location Type** **Mid Block**
**Location Unique** **8325**
**Location Description** **DOMINION CIRCUIT (FRANKLIN -> ARTHUR)**

| Location : Chainage | Police Reference | Date/Time<br>Direction | Severity<br>Lane | Injury Type<br>Position | Crash Type<br>Movement | Number of Casualties<br>Visibility | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|

**Crashes = 0**

**Location Type** **Intersection**
**Location Unique** **6633**
**Location Description** **ARTHUR/DOMINION**

| Location : Chainage | Police Reference | Date/Time<br>Direction | Severity<br>Lane | Injury Type<br>Position | Crash Type<br>Movement | Number of Casualties<br>Visibility | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|

**Crashes = 0**

**Location Type** **Mid Block**
**Location Unique** **8329**
**Location Description** **DOMINION CIRCUIT (ARTHUR -> HOBART / TASMANIA)**

| Location : Chainage | Police Reference | Date/Time<br>Direction | Severity<br>Lane | Injury Type<br>Position | Crash Type<br>Movement | Number of Casualties<br>Visibility | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|

**Crashes = 0**

**Location Type** **Intersection**
**Location Unique** **6637**
**Location Description** **DOMINION/HOBART/TASMANIA**

| Location : Chainage | Police Reference | Date/Time<br>Direction | Severity<br>Lane | Injury Type<br>Position | Crash Type<br>Movement | Number of Casualties<br>Visibility | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| DOMINION/HOBART/TASMANI/ | 2016-1103843 | 27/04/2016 8:40 | Property Damage Only | | | 2 | 0 | 2 Good dry surface | Fine | 101 |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| DOMINION/HOBART/TASMANI/ | 2016-1174246 | 6/09/2016 9:40 | Property Damage Only | | | 2 | 0 | 2 Good dry surface | Fine | 101 |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| DOMINION/HOBART/TASMANI/ | 2017-1095996 | 20/03/2017 18:50 | Property Damage Only | | | 2 | 0 | 2 Wet surface | Light rain | 101 |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| DOMINION/HOBART/TASMANI/ | 2017-2151855 | 16/04/2017 9:55 | Injury | Received medical treatm | | 2 | 1 | 2 Good dry surface | Fine | 101 |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| DOMINION/HOBART/TASMANI/ | 2017-2059401 | 6/07/2017 21:00 | Property Damage Only | | | 2 | 0 | 2 Good dry surface | Fine | 101 |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| DOMINION/HOBART/TASMANI/ | 2017-2134303 | 19/10/2017 9:30 | Injury | Received medical treatm | | 2 | 1 | 2 Good dry surface | Fine | 101 |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| DOMINION/HOBART/TASMANI/ | 2017-1167404 | 8/11/2017 15:40 | Property Damage Only | | | 2 | 0 | 2 Good dry surface | Fine | 101 |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not known | | | | |
| DOMINION/HOBART/TASMANI/ | 2017-2189321 | 14/11/2017 8:45 | Property Damage Only | | | 2 | 0 | 2 Good dry surface | Fine | 101 |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| DOMINION/HOBART/TASMANI/ | 2018-1118820 | 4/05/2018 8:12 | Property Damage Only | | | 6 | 0 | 2 Wet surface | Cloudy or | 301 |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not known | | | | |
| DOMINION/HOBART/TASMANI/ | 2018-1188909 | 31/05/2018 7:55 | Property Damage Only | | | 2 | 0 | 2 Good dry surface | Fine | 101 |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| DOMINION/HOBART/TASMANI/ | 2018-2169353 | 3/07/2018 7:30 | Property Damage Only | | | 2 | 0 | 2 Snow or ice | Fine | 101 |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Glare or dazzle | | | | |
| DOMINION/HOBART/TASMANI/ | 2018-2108496 | 19/09/2018 8:35 | Property Damage Only | | | 2 | 0 | 2 Good dry surface | Fine | 101 |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not known | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| DOMINION/HOBART/TASMANI/ | 2018-1109156 | 24/10/2018 14:38 | Property Damage Only | | | 2 | 0 | 2 Good dry surface | Fine | 101 |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| DOMINION/HOBART/TASMANI/ | 2019-2115441 | 14/05/2019 15:57 | Injury | Received medical treatm | | 2 | 2 | 2 Good dry surface | Fine | 101 |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not known | | | | |
| DOMINION/HOBART/TASMANI/ | 2019-2077529 | 22/05/2019 11:55 | Property Damage Only | | | 2 | 0 | 2 Good dry surface | Fine | 101 |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| DOMINION/HOBART/TASMANI/ | 2019-2129205 | 22/06/2019 10:45 | Property Damage Only | | | 2 | 0 | 2 Good dry surface | Fine | 101 |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| DOMINION/HOBART/TASMANI/ | 2019-1154522 | 12/07/2019 12:30 | Property Damage Only | | | 2 | 0 | 2 Good dry surface | Fine | 101 |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Parked vehicle | | | | |
| DOMINION/HOBART/TASMANI/ | 2019-1130062 | 10/09/2019 12:45 | Property Damage Only | | | 2 | 0 | 2 Good dry surface | Fine | 101 |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Trees, shrubs, etc | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| DOMINION/HOBART/TASMANI/ | 2019-1108160 | 14/10/2019 8:20 | Property Damage Only | | | 2 | 0 | 2 Good dry surface | Fine | 101 |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| DOMINION/HOBART/TASMANI/ | 2020-1134870 | 29/04/2020 9:30 | Property Damage Only | | | 2 | 0 | 2 Wet surface | Heavy rai | 101 |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Windscreen, fog, etc | | | | |

**Crashes = 20**

**STREET REPORT**
**History Location:** **FRANKLIN STREET - showing Intersections and Midblocks**
**Report Date Range:** **01/01/2016 12:00:00 AM -> 31/12/2020 11:59:59 PM**

**Location Type** **Intersection**
**Location Unique** **6565**
**Location Description** **FRANKLIN/NATIONAL**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **FRANKLIN/NATIONAL** | **2020-1173333** | **7/12/2020 16:20** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **107** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Left turn | Not obstructed | | | | |

**Crashes = 1**

**Location Type** **Mid Block**
**Location Unique** **8263**
**Location Description** **FRANKLIN STREET (NATIONAL -> DOMINION)**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |

**Crashes = 0**

**Location Type** **Intersection**
**Location Unique** **6593**
**Location Description** **DOMINION/FRANKLIN**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |

**Crashes = 0**

**Location Type** **Mid Block**
**Location Unique** **8340**
**Location Description** **FRANKLIN STREET (DOMINION -> EMPIRE)**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |

**Crashes = 0**

**STREET REPORT**
**History Location:** **HOBART AVENUE - showing Intersections and Midblocks**
**Report Date Range:** **01/01/2016 12:00:00 AM -> 31/12/2020 11:59:59 PM**

**Location Type** **Intersection**
**Location Unique** **6637**
**Location Description** **DOMINION/HOBART/TASMANIA**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **DOMINION/HOBART/TASMANIA** | **2016-1103843** | **27/04/2016 8:40** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **DOMINION/HOBART/TASMANIA** | **2016-1174246** | **6/09/2016 9:40** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **DOMINION/HOBART/TASMANIA** | **2017-1095996** | **20/03/2017 18:50** | **Property Damage Only** | | | **2** | **0** | **2 Wet surface** | **Light rain** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **DOMINION/HOBART/TASMANIA** | **2017-2151855** | **16/04/2017 9:55** | **Injury** | **Received medical treatme** | | **2** | **1** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **DOMINION/HOBART/TASMANIA** | **2017-2059401** | **6/07/2017 21:00** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **DOMINION/HOBART/TASMANIA** | **2017-2134303** | **19/10/2017 9:30** | **Injury** | **Received medical treatme** | | **2** | **1** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **DOMINION/HOBART/TASMANIA** | **2017-1167404** | **8/11/2017 15:40** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not known | | | | |
| **DOMINION/HOBART/TASMANIA** | **2017-2189321** | **14/11/2017 8:45** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **DOMINION/HOBART/TASMANIA** | **2018-1118820** | **4/05/2018 8:12** | **Property Damage Only** | | | **6** | **0** | **2 Wet surface** | **Cloudy or** | **301** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not known | | | | |
| **DOMINION/HOBART/TASMANIA** | **2018-1188909** | **31/05/2018 7:55** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **DOMINION/HOBART/TASMANIA** | **2018-2169353** | **3/07/2018 7:30** | **Property Damage Only** | | | **2** | **0** | **2 Snow or ice** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Glare or dazzle | | | | |
| **DOMINION/HOBART/TASMANIA** | **2018-2108496** | **19/09/2018 8:35** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not known | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **DOMINION/HOBART/TASMANIA** | **2018-1109156** | **24/10/2018 14:38** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **DOMINION/HOBART/TASMANIA** | **2019-2115441** | **14/05/2019 15:57** | **Injury** | **Received medical treatme** | | **2** | **2** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not known | | | | |
| **DOMINION/HOBART/TASMANIA** | **2019-2077529** | **22/05/2019 11:55** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **DOMINION/HOBART/TASMANIA** | **2019-2129205** | **22/06/2019 10:45** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **DOMINION/HOBART/TASMANIA** | **2019-1154522** | **12/07/2019 12:30** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Parked vehicle | | | | |
| **DOMINION/HOBART/TASMANIA** | **2019-1130062** | **10/09/2019 12:45** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Trees, shrubs, etc | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **DOMINION/HOBART/TASMANIA** | **2019-1108160** | **14/10/2019 8:20** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **DOMINION/HOBART/TASMANIA** | **2020-1134870** | **29/04/2020 9:30** | **Property Damage Only** | | | **2** | **0** | **2 Wet surface** | **Heavy rair** | **101** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Windscreen, fog, etc | | | | |

**Crashes = 20**

**Location Type** **Mid Block**
**Location Unique** **8330**
**Location Description** **HOBART AVENUE (DOMINION / TASMANIA -> NATIONAL)**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **HOBART AVENUE (DOMINION /** | **2020-2085208** | **29/08/2020 6:16** | **Property Damage Only** | | | **19** | **0** | **1 Good dry surface** | **Fine** | **703** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | |

**Crashes = 1**

**Location Type** **Intersection**
**Location Unique** **6586**
**Location Description** **HOBART/NATIONAL**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **HOBART/NATIONAL** | **2016-1143425** | **21/04/2016 9:20** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **HOBART/NATIONAL** | **2016-2221403** | **13/07/2016 17:00** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| **HOBART/NATIONAL** | **2016-1109322** | **5/12/2016 17:38** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **101** |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Vehicle 1 | West bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **HOBART/NATIONAL** | **2016-2084787** | **23/12/2016 12:15** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **HOBART/NATIONAL** | **2017-2158243** | **7/02/2017 17:45** | **Injury** | **Received medical treatme** | | **19** | **1** | **1** | **Good dry surface** | **Fine** | **704** |
| | Vehicle 1 | North bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | | |
| **HOBART/NATIONAL** | **2017-2158721** | **19/02/2017 13:00** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **HOBART/NATIONAL** | **2017-1106456** | **5/07/2017 9:00** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Trees, shrubs, etc | | | | | |
| | Vehicle 2 | North bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **HOBART/NATIONAL** | **2018-1188149** | **22/01/2018 16:10** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **HOBART/NATIONAL** | **2018-1122280** | **29/08/2018 17:50** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **HOBART/NATIONAL** | **2018-1210765** | **28/11/2018 9:35** | **Property Damage Only** | | | **2** | **0** | **2** | **Wet surface** | **Light rain** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Windscreen, fog, etc | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not known | | | | | |
| **HOBART/NATIONAL** | **2019-2145780** | **12/06/2019 11:11** | **Injury** | **Received medical treatme** | | **2** | **1** | **2** | **Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Trees, shrubs, etc | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Trees, shrubs, etc | | | | | |
| **HOBART/NATIONAL** | **2019-1230053** | **20/06/2019 8:40** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **102** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | West bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | | |
| **HOBART/NATIONAL** | **2019-2144697** | **5/07/2019 10:00** | **Injury** | **Received medical treatme** | | **2** | **2** | **2** | **Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **HOBART/NATIONAL** | **2019-1198234** | **22/08/2019 8:15** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| **HOBART/NATIONAL** | **2020-1133195** | **15/02/2020 18:10** | **Property Damage Only** | | | **2** | **0** | **2** | **Wet surface** | **Heavy rain** | **101** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Glare or dazzle | | | | | |
| **HOBART/NATIONAL** | **2020-2097831** | **11/05/2020 20:00** | **Injury** | **Received medical treatme** | | **2** | **1** | **2** | **Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Glare or dazzle | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not known | | | | | |
| **HOBART/NATIONAL** | **2020-2169208** | **13/11/2020 8:40** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **101** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not known | | | | | |
| **HOBART/NATIONAL** | **2020-1110195** | **12/12/2020 22:30** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **10** |
| | Vehicle 1 | East bound | On wrong side of road | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | South bound | On wrong side of road | Within intersection | Straight ahead | Not obstructed | | | | | |

**Crashes = 18**

**Location Type** **Mid Block**
**Location Unique** **8253**
**Location Description** **HOBART AVENUE (NATIONAL -> SOMERS)**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **HOBART AVENUE (NATIONAL -** | **2017-1133733** | **26/07/2017 14:23** | **Property Damage Only** | | | **7** | **0** | **2** | **Good dry surface** | **Fine** | **601** |
| | Vehicle 1 | North bound | 1st (kerb or left) lane | Not related to intersection | Parked | Not obstructed | | | | | |
| | Vehicle 2 | North bound | 2nd lane | Not related to intersection | Straight ahead | Not obstructed | | | | | |
| **HOBART AVENUE (NATIONAL -** | **2019-1163737** | **3/04/2019 16:15** | **Property Damage Only** | | | **9** | **0** | **2** | **Good dry surface** | **Fine** | **406** |
| | Vehicle 1 | Unknown | Footpath | Not related to intersection | Straight ahead | Parked vehicle | | | | | |
| | Vehicle 2 | West bound | Other | Out of driveway | Straight ahead | Parked vehicle | | | | | |

**Crashes = 2**

**Location Type** **Intersection**
**Location Unique** **6522**
**Location Description** **HOBART/SOMERS**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **HOBART/SOMERS** | **2019-1118898** | **14/10/2019 11:20** | **Property Damage Only** | | | **2** | **0** | **2** | **Good dry surface** | **Fine** | **102** |
| | Vehicle 1 | East bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | South bound | 2nd lane | Within intersection | Straight ahead | Not obstructed | | | | | |

**Crashes = 1**

**Location Type** **Mid Block**
**Location Unique** **8161**
**Location Description** **HOBART AVENUE (SOMERS -> STATE)**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **HOBART AVENUE (SOMERS ->** | **2017-1211137** | **13/06/2017 11:00** | **Property Damage Only** | | | **9** | **0** | **2** | **Good dry surface** | **Fine** | **401** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | South bound | 2nd lane | Not related to intersection | Straight ahead | Not obstructed | | | | | |

**Crashes = 1**

**Location Type** **Intersection**
**Location Unique** **6484**
**Location Description** **HOBART/STATE**

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **HOBART/STATE** | **2016-2102076** | **9/11/2016 16:00** | **Injury** | **Received medical treatme** | | **6** | **2** | **3** | **Good dry surface** | **Fine** | **303** |
| | Vehicle 1 | East bound | Right turn lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 2 | East bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 3 | East bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | | |
| **HOBART/STATE** | **2017-1195586** | **1/05/2017 18:15** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **303** |
| | Vehicle 1 | East bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Approaching intersection | Straight ahead | Not obstructed | | | | | |
| **HOBART/STATE** | **2018-1190072** | **28/11/2018 18:18** | **Property Damage Only** | | | **6** | **0** | **2** | **Good dry surface** | **Fine** | **302** |
| | Vehicle 1 | North bound | Left turn lane | Within intersection | Left turn | Not obstructed | | | | | |
| | Vehicle 2 | North bound | Left turn lane | Within intersection | Left turn | Not known | | | | | |
| **HOBART/STATE** | **2019-1097671** | **6/03/2019 8:30** | **Property Damage Only** | | | **6** | **0** | **2** | **Wet surface** | **Heavy rain** | **301** |
| | Vehicle 1 | West bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | West bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | | |
| **HOBART/STATE** | **2020-1036575** | **4/03/2020 15:06** | **Property Damage Only** | | | **6** | **0** | **3** | **Wet surface** | **Light rain** | **303** |
| | Vehicle 1 | East bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | | |
| | Vehicle 2 | East bound | 2nd lane | Within intersection | Right turn | Not obstructed | | | | | |
| | Vehicle 3 | East bound | 2nd lane | Approaching intersection | Straight ahead | Not obstructed | | | | | |

**Crashes = 5**

**STREET REPORT**
**History Location:** NATIONAL CIRCUIT - showing Intersections and Midblocks
**Report Date Range:** 01/01/2016 12:00:00 AM -> 31/12/2020 11:59:59 PM

**Location Type** Mid Block
**Location Unique** 8252
**Location Description** NATIONAL CIRCUIT (HOBART -> FRANKLIN)

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **NATIONAL CIRCUIT (HOBART -** | **2017-1089798** | **28/07/2017 15:10** | **Property Damage Only** | | | **7** | **0** | **2 Good dry surface** | **Fine** | **601** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | East bound | 1st (kerb or left) lane | Not related to intersection | Parked | Not obstructed | | | | |
| **NATIONAL CIRCUIT (HOBART -** | **2018-1148225** | **14/05/2018 14:30** | **Property Damage Only** | | | **7** | **0** | **2 Good dry surface** | **Fine** | **601** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Not related to intersection | Parked | Not obstructed | | | | |
| | Vehicle 2 | | | | | | | | | |
| **NATIONAL CIRCUIT (HOBART -** | **2018-2214478** | **11/11/2018 18:30** | **Property Damage Only** | | | **19** | **0** | **1 Good dry surface** | **Fine** | **804** |
| | Vehicle 1 | East bound | 1st (kerb or left) lane | Not related to intersection | Straight ahead | Not obstructed | | | | |
| **NATIONAL CIRCUIT (HOBART -** | **2019-1215435** | **18/02/2019 19:00** | **Property Damage Only** | | | **19** | **0** | **1 Wet surface** | **Light rain** | **706** |
| | Vehicle 1 | South bound | 1st (kerb or left) lane | Within intersection | Left turn | Not obstructed | | | | |

**Crashes = 4**

**Location Type** Intersection
**Location Unique** 6565
**Location Description** FRANKLIN/NATIONAL

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |
| **FRANKLIN/NATIONAL** | **2020-1173333** | **7/12/2020 16:20** | **Property Damage Only** | | | **2** | **0** | **2 Good dry surface** | **Fine** | **107** |
| | Vehicle 1 | West bound | 1st (kerb or left) lane | Within intersection | Straight ahead | Not obstructed | | | | |
| | Vehicle 2 | North bound | 1st (kerb or left) lane | Within intersection | Left turn | Not obstructed | | | | |

**Crashes = 1**

**Location Type** Mid Block
**Location Unique** 8221
**Location Description** NATIONAL CIRCUIT (FRANKLIN -> CANBERRA)

| Location : Chainage | Police Reference | Date/Time | Severity | Injury Type | Crash Type | Number of Casualties | Number of Vehicles | Road Surface | Weather | Rum Code |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Direction | Lane | Position | Movement | Visibility | | | | |

**Crashes = 0**

# Appendix B Peak Hour Traffic Counts

# TRANS TRAFFIC SURVEY

trafficsurvey.com.au

## TURNING MOVEMENT SURVEY

## Intersection of Dominion Cct and Canberra Ave , Canberra

***GPS*** *-35.315460, 149.130702*

| | |
|---|---|
| ***Date:*** | Wed 11/08/21 |
| ***Weather:*** | Fair |
| ***Suburban:*** | Canberra |
| ***Customer:*** | Indesco |

| | |
|---|---|
| ***North:*** | Canberra Ave |
| ***East:*** | Dominion Cct |
| ***South:*** | Canberra Ave |
| ***West:*** | Dominion Cct |

| | | |
|---|---|---|
| ***Survey Period*** | AM: | 7:30 AM-9:30 AM |
| | PM: | 4:30 PM-6:30 PM |
| ***Traffic Peak*** | AM: | 8:15 AM-9:15 AM |
| | PM: | 4:45 PM-5:45 PM |

***All Vehicles***

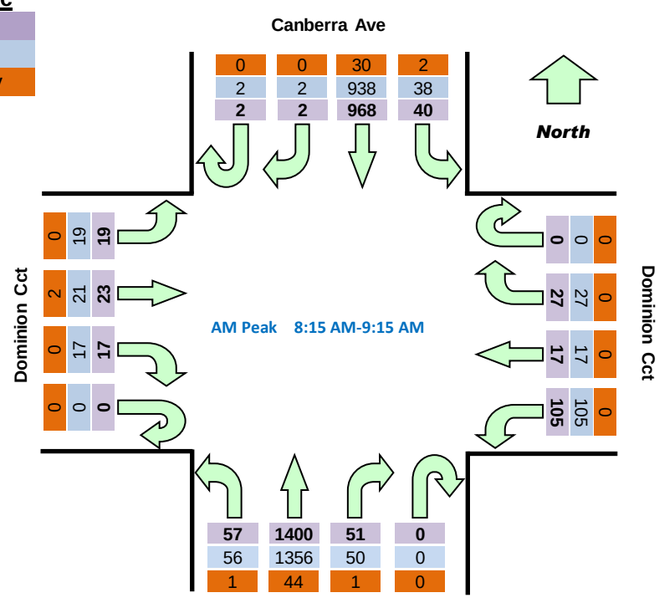
| Time | | North Approach Canberra Ave | | | | East Approach Dominion Cct | | | | South Approach Canberra Ave | | | | West Approach Dominion Cct | | | | Hourly Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L | Hour | Peak |
| 7:30 | 7:45 | 1 | 5 | 147 | 4 | 0 | 0 | 0 | 8 | 2 | 4 | 280 | 7 | 0 | 3 | 3 | 3 | 2224 | |
| 7:45 | 8:00 | 2 | 3 | 172 | 5 | 0 | 3 | 0 | 10 | 4 | 11 | 281 | 13 | 0 | 0 | 4 | 3 | 2497 | |
| 8:00 | 8:15 | 1 | 0 | 215 | 8 | 0 | 6 | 2 | 13 | 0 | 12 | 324 | 16 | 0 | 2 | 2 | 0 | 2680 | |
| 8:15 | 8:30 | 1 | 1 | 248 | 16 | 0 | 3 | 0 | 18 | 0 | 17 | 320 | 10 | 0 | 4 | 4 | 3 | 2728 | Peak |
| 8:30 | 8:45 | 0 | 0 | 252 | 11 | 0 | 8 | 5 | 30 | 0 | 14 | 394 | 11 | 0 | 5 | 6 | 4 | 2545 | |
| 8:45 | 9:00 | 0 | 1 | 242 | 9 | 0 | 7 | 7 | 42 | 0 | 8 | 343 | 16 | 0 | 5 | 7 | 7 | | |
| 9:00 | 9:15 | 1 | 0 | 226 | 4 | 0 | 9 | 5 | 15 | 0 | 12 | 343 | 20 | 0 | 3 | 6 | 5 | | |
| 9:15 | 9:30 | 0 | 0 | 185 | 5 | 0 | 7 | 3 | 12 | 0 | 6 | 220 | 15 | 0 | 5 | 2 | 2 | | |
| 16:30 | 16:45 | 0 | 2 | 261 | 2 | 0 | 6 | 5 | 10 | 1 | 4 | 239 | 10 | 0 | 7 | 2 | 4 | 2636 | |
| 16:45 | 17:00 | 0 | 0 | 341 | 8 | 0 | 9 | 2 | 9 | 1 | 3 | 264 | 8 | 0 | 10 | 4 | 3 | 2700 | Peak |
| 17:00 | 17:15 | 0 | 4 | 354 | 4 | 0 | 6 | 3 | 7 | 1 | 3 | 288 | 8 | 0 | 9 | 4 | 4 | 2583 | |
| 17:15 | 17:30 | 0 | 3 | 379 | 2 | 0 | 5 | 4 | 11 | 0 | 3 | 292 | 10 | 0 | 9 | 1 | 7 | 2388 | |
| 17:30 | 17:45 | 1 | 1 | 321 | 3 | 0 | 5 | 5 | 13 | 0 | 6 | 245 | 6 | 0 | 3 | 2 | 6 | 2139 | |
| 17:45 | 18:00 | 1 | 2 | 276 | 1 | 0 | 8 | 2 | 11 | 0 | 6 | 220 | 7 | 0 | 4 | 4 | 3 | | |
| 18:00 | 18:15 | 0 | 0 | 235 | 5 | 0 | 3 | 2 | 14 | 0 | 2 | 219 | 5 | 0 | 5 | 1 | 9 | | |
| 18:15 | 18:30 | 0 | 0 | 255 | 3 | 0 | 5 | 4 | 6 | 0 | 5 | 185 | 4 | 0 | 3 | 3 | 4 | | |

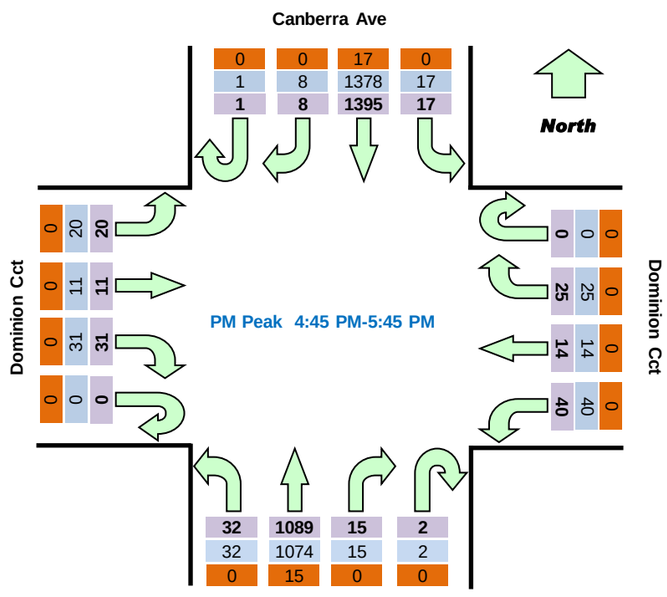
| Peak Time | | North Approach Canberra Ave | | | | East Approach Dominion Cct | | | | South Approach Canberra Ave | | | | West Approach Dominion Cct | | | | Peak |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L | total |
| 8:15 | 9:15 | 2 | 2 | 968 | 40 | 0 | 27 | 17 | 105 | 0 | 51 | 1400 | 57 | 0 | 17 | 23 | 19 | 2728 |
| 16:45 | 17:45 | 1 | 8 | 1395 | 17 | 0 | 25 | 14 | 40 | 2 | 15 | 1089 | 32 | 0 | 31 | 11 | 20 | 2700 |

*Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.*

**Graphic**

Total
Light
Heavy




Canberra Ave

Canberra Ave

# TRANS TRAFFIC SURVEY

trafficsurvey.com.au

## TURNING MOVEMENT SURVEY

## Intersection of Dominion Cct and Franklin St , Canberra

***GPS*** *-35.316059, 149.129562*

| | |
|---|---|
| ***Date:*** | Wed 11/08/21 |
| ***Weather:*** | Fair |
| ***Suburban:*** | Canberra |
| ***Customer:*** | Indesco |

| | |
|---|---|
| ***North:*** | Franklin St |
| ***East:*** | Dominion Cct |
| ***South:*** | Franklin St |
| ***West:*** | Dominion Cct |

| | | |
|---|---|---|
| ***Survey Period*** | AM: | 7:30 AM-9:30 AM |
| | PM: | 4:30 PM-6:30 PM |
| ***Traffic Peak*** | AM: | 8:15 AM-9:15 AM |
| | PM: | 4:30 PM-5:30 PM |

***All Vehicles***

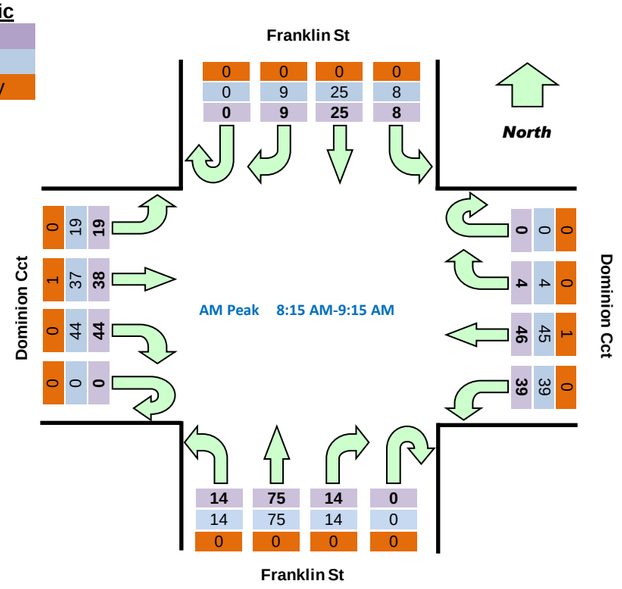
| Time | | North Approach Franklin St | | | | East Approach Dominion Cct | | | | South Approach Franklin St | | | | West Approach Dominion Cct | | | | Hourly Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Period Start** | **Period End** | **U** | **R** | **SB** | **L** | **U** | **R** | **WB** | **L** | **U** | **R** | **NB** | **L** | **U** | **R** | **EB** | **L** | **Hour** | **Peak** |
| 7:30 | 7:45 | 0 | 2 | 4 | 2 | 0 | 5 | 5 | 1 | 0 | 0 | 4 | 0 | 0 | 1 | 7 | 1 | 182 | |
| 7:45 | 8:00 | 0 | 2 | 5 | 0 | 1 | 7 | 6 | 6 | 0 | 0 | 5 | 0 | 0 | 4 | 7 | 3 | 228 | |
| 8:00 | 8:15 | 0 | 1 | 5 | 0 | 0 | 0 | 5 | 13 | 0 | 1 | 5 | 1 | 0 | 6 | 8 | 0 | 295 | |
| 8:15 | 8:30 | 0 | 1 | 7 | 1 | 0 | 0 | 8 | 7 | 0 | 0 | 11 | 2 | 0 | 11 | 9 | 2 | 335 | Peak |
| 8:30 | 8:45 | 0 | 1 | 6 | 3 | 0 | 1 | 13 | 9 | 0 | 4 | 18 | 2 | 0 | 10 | 9 | 2 | 322 | |
| 8:45 | 9:00 | 0 | 4 | 7 | 3 | 0 | 2 | 14 | 9 | 0 | 5 | 25 | 9 | 0 | 15 | 12 | 8 | | |
| 9:00 | 9:15 | 0 | 3 | 5 | 1 | 0 | 1 | 11 | 14 | 0 | 5 | 21 | 1 | 0 | 8 | 8 | 7 | | |
| 9:15 | 9:30 | 0 | 2 | 1 | 1 | 0 | 0 | 10 | 7 | 0 | 3 | 7 | 1 | 0 | 7 | 6 | 1 | | |
| 16:30 | 16:45 | 0 | 3 | 9 | 0 | 1 | 5 | 4 | 8 | 0 | 2 | 2 | 3 | 0 | 3 | 9 | 3 | 218 | Peak |
| 16:45 | 17:00 | 0 | 4 | 6 | 2 | 0 | 3 | 8 | 2 | 0 | 6 | 3 | 1 | 0 | 0 | 10 | 3 | 210 | |
| 17:00 | 17:15 | 0 | 7 | 10 | 1 | 0 | 3 | 9 | 2 | 0 | 3 | 2 | 2 | 0 | 3 | 13 | 1 | 203 | |
| 17:15 | 17:30 | 0 | 5 | 8 | 2 | 2 | 3 | 13 | 0 | 0 | 3 | 5 | 5 | 0 | 4 | 9 | 3 | 192 | |
| 17:30 | 17:45 | 0 | 2 | 6 | 2 | 1 | 2 | 9 | 1 | 0 | 3 | 3 | 2 | 0 | 0 | 6 | 7 | 163 | |
| 17:45 | 18:00 | 0 | 3 | 5 | 5 | 0 | 1 | 8 | 1 | 0 | 1 | 6 | 1 | 0 | 2 | 6 | 2 | | |
| 18:00 | 18:15 | 0 | 5 | 5 | 3 | 0 | 0 | 5 | 1 | 0 | 2 | 11 | 2 | 0 | 2 | 9 | 0 | | |
| 18:15 | 18:30 | 0 | 6 | 4 | 1 | 0 | 2 | 7 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 8 | 2 | | |

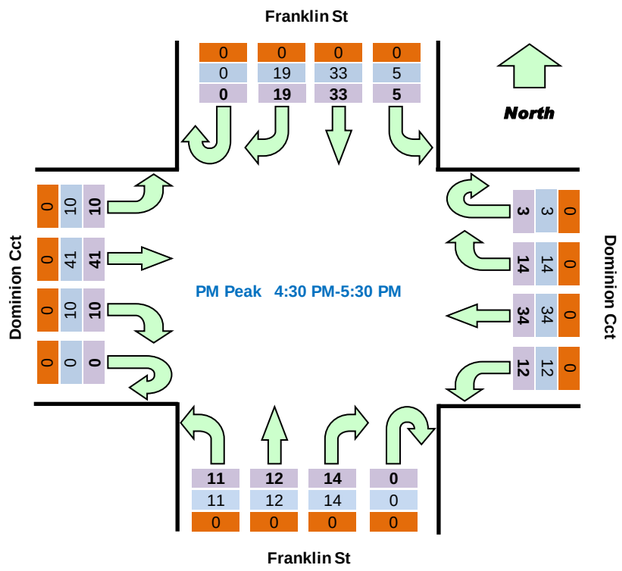
| Peak Time | | North Approach Franklin St | | | | East Approach Dominion Cct | | | | South Approach Franklin St | | | | West Approach Dominion Cct | | | | Peak |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Period Start** | **Period End** | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L | **total** |
| 8:15 | 9:15 | 0 | 9 | 25 | 8 | 0 | 4 | 46 | 39 | 0 | 14 | 75 | 14 | 0 | 44 | 38 | 19 | 335 |
| 16:30 | 17:30 | 0 | 19 | 33 | 5 | 3 | 14 | 34 | 12 | 0 | 14 | 12 | 11 | 0 | 10 | 41 | 10 | 218 |

*Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.*

**Graphic**

Total
Light
Heavy



# TRANS TRAFFIC SURVEY

trafficsurvey.com.au

## TURNING MOVEMENT SURVEY

## Intersection of Dominion Cct and Arthur Cir, Canberra

***GPS*** *-35.316959, 149.126394*

| | |
|---|---|
| ***Date:*** | Wed 11/08/21 |
| ***Weather:*** | Fair |
| ***Suburban:*** | Canberra |
| ***Customer:*** | Indesco |

| | |
|---|---|
| ***North:*** | N/A |
| ***East:*** | Dominion Cct |
| ***South:*** | Arthur Cir |
| ***West:*** | Dominion Cct |

| | | |
|---|---|---|
| ***Survey Period*** | AM: | 7:30 AM-9:30 AM |
| | PM: | 4:30 PM-6:30 PM |
| ***Traffic Peak*** | AM: | 8:15 AM-9:15 AM |
| | PM: | 4:45 PM-5:45 PM |

***All Vehicles***

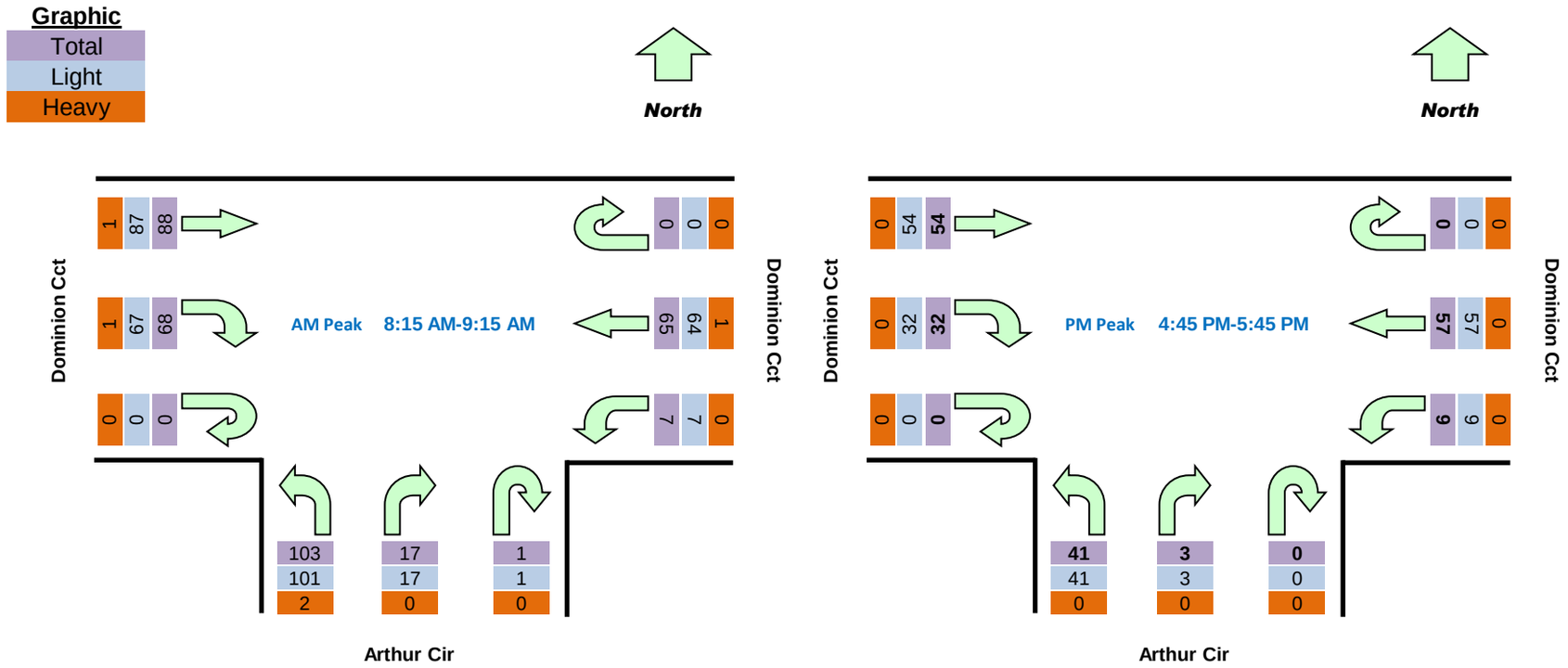
| Time | | East Approach Dominion Cc | | | South Approach Arthur Cir | | | West Approach Dominion Cc | | | Hourly Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | WB | L | U | R | L | U | R | EB | Hour | Peak |
| 7:30 | 7:45 | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 6 | 8 | 173 | |
| 7:45 | 8:00 | 0 | 8 | 1 | 0 | 1 | 11 | 0 | 10 | 12 | 232 | |
| 8:00 | 8:15 | 0 | 9 | 0 | 0 | 0 | 6 | 0 | 8 | 15 | 312 | |
| 8:15 | 8:30 | 0 | 12 | 0 | 0 | 5 | 19 | 0 | 11 | 18 | 349 | Peak |
| 8:30 | 8:45 | 0 | 15 | 2 | 1 | 2 | 30 | 0 | 16 | 20 | 328 | |
| 8:45 | 9:00 | 0 | 23 | 4 | 0 | 7 | 35 | 0 | 25 | 29 | | |
| 9:00 | 9:15 | 0 | 15 | 1 | 0 | 3 | 19 | 0 | 16 | 21 | | |
| 9:15 | 9:30 | 0 | 12 | 0 | 0 | 1 | 10 | 1 | 5 | 15 | | |
| 16:30 | 16:45 | 0 | 10 | 0 | 0 | 3 | 5 | 0 | 4 | 11 | 189 | |
| 16:45 | 17:00 | 0 | 11 | 3 | 0 | 0 | 7 | 0 | 6 | 12 | 196 | Peak |
| 17:00 | 17:15 | 0 | 16 | 1 | 0 | 2 | 14 | 0 | 7 | 14 | 191 | |
| 17:15 | 17:30 | 0 | 19 | 3 | 0 | 1 | 14 | 0 | 12 | 14 | 175 | |
| 17:30 | 17:45 | 0 | 11 | 2 | 0 | 0 | 6 | 0 | 7 | 14 | 142 | |
| 17:45 | 18:00 | 0 | 10 | 2 | 0 | 0 | 6 | 0 | 5 | 11 | | |
| 18:00 | 18:15 | 0 | 11 | 0 | 0 | 1 | 7 | 0 | 10 | 9 | | |
| 18:15 | 18:30 | 0 | 12 | 1 | 0 | 0 | 6 | 0 | 2 | 9 | | |

| Peak Time | | East Approach Dominion Cc | | | South Approach Arthur Cir | | | West Approach Dominion Cc | | | Peak |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | WB | L | U | R | L | U | R | EB | total |
| 8:15 | 9:15 | 0 | 65 | 7 | 1 | 17 | 103 | 0 | 68 | 88 | 349 |
| 16:45 | 17:45 | 0 | 57 | 9 | 0 | 3 | 41 | 0 | 32 | 54 | 196 |

*Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.*

**Graphic**

Total
Light
Heavy



# TRANS TRAFFIC SURVEY

trafficsurvey.com.au

## TURNING MOVEMENT SURVEY

## Intersection of National Cir and Franklin St , Canberra

***GPS*** *-35.314929, 149.128607*

| | |
|---|---|
| ***Date:*** | Wed 11/08/21 |
| ***Weather:*** | Fair |
| ***Suburban:*** | Canberra |
| ***Customer:*** | Indesco |

| | |
|---|---|
| ***North:*** | Franklin St |
| ***East:*** | National Cir |
| ***South:*** | Franklin St |
| ***West:*** | National Cir |

| | | |
|---|---|---|
| ***Survey Period*** | AM: | 7:30 AM-9:30 AM |
| | PM: | 4:30 PM-6:30 PM |
| ***Traffic Peak*** | AM: | 8:15 AM-9:15 AM |
| | PM: | 5:00 PM-6:00 PM |

***All Vehicles***

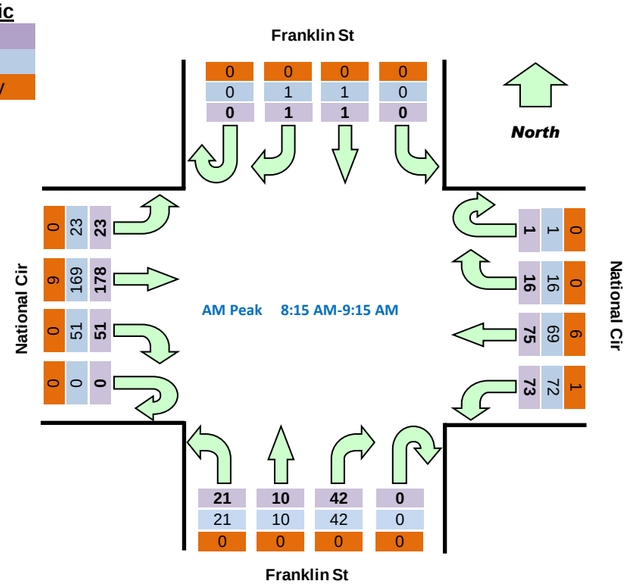
| Time | | North Approach Franklin St | | | | East Approach National Cir | | | | South Approach Franklin St | | | | West Approach National Cir | | | | Hourly Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L | Hour | Peak |
| 7:30 | 7:45 | 0 | 0 | 0 | 1 | 0 | 4 | 7 | 7 | 0 | 1 | 0 | 1 | 0 | 6 | 18 | 5 | 302 | |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 15 | 0 | 3 | 0 | 5 | 0 | 3 | 14 | 3 | 365 | |
| 8:00 | 8:15 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 21 | 0 | 2 | 1 | 6 | 0 | 10 | 33 | 4 | 460 | |
| 8:15 | 8:30 | 0 | 0 | 0 | 0 | 0 | 3 | 19 | 10 | 0 | 8 | 4 | 3 | 0 | 12 | 42 | 7 | 492 | Peak |
| 8:30 | 8:45 | 0 | 0 | 0 | 0 | 1 | 3 | 18 | 21 | 0 | 8 | 1 | 4 | 0 | 10 | 43 | 4 | 449 | |
| 8:45 | 9:00 | 0 | 0 | 1 | 0 | 0 | 6 | 24 | 21 | 0 | 16 | 2 | 5 | 0 | 12 | 60 | 5 | | |
| 9:00 | 9:15 | 0 | 1 | 0 | 0 | 0 | 4 | 14 | 21 | 0 | 10 | 3 | 9 | 0 | 17 | 33 | 7 | | |
| 9:15 | 9:30 | 0 | 0 | 0 | 0 | 0 | 5 | 11 | 14 | 0 | 8 | 0 | 1 | 0 | 8 | 13 | 5 | | |
| 16:30 | 16:45 | 0 | 1 | 1 | 5 | 0 | 0 | 14 | 7 | 0 | 13 | 1 | 7 | 0 | 2 | 17 | 0 | 332 | |
| 16:45 | 17:00 | 0 | 1 | 0 | 6 | 0 | 0 | 14 | 3 | 0 | 12 | 0 | 9 | 0 | 2 | 20 | 0 | 350 | |
| 17:00 | 17:15 | 0 | 2 | 1 | 11 | 0 | 0 | 16 | 8 | 0 | 19 | 0 | 15 | 0 | 3 | 25 | 0 | 357 | Peak |
| 17:15 | 17:30 | 0 | 5 | 1 | 6 | 0 | 0 | 17 | 6 | 0 | 13 | 0 | 12 | 0 | 2 | 35 | 0 | 301 | |
| 17:30 | 17:45 | 0 | 3 | 1 | 7 | 0 | 0 | 17 | 1 | 0 | 11 | 0 | 11 | 0 | 4 | 31 | 0 | 237 | |
| 17:45 | 18:00 | 0 | 3 | 1 | 4 | 0 | 0 | 13 | 5 | 0 | 13 | 0 | 9 | 0 | 2 | 24 | 0 | | |
| 18:00 | 18:15 | 0 | 1 | 2 | 4 | 0 | 0 | 9 | 3 | 0 | 8 | 0 | 8 | 0 | 3 | 6 | 0 | | |
| 18:15 | 18:30 | 0 | 0 | 0 | 3 | 0 | 0 | 8 | 4 | 0 | 5 | 0 | 5 | 0 | 0 | 8 | 0 | | |

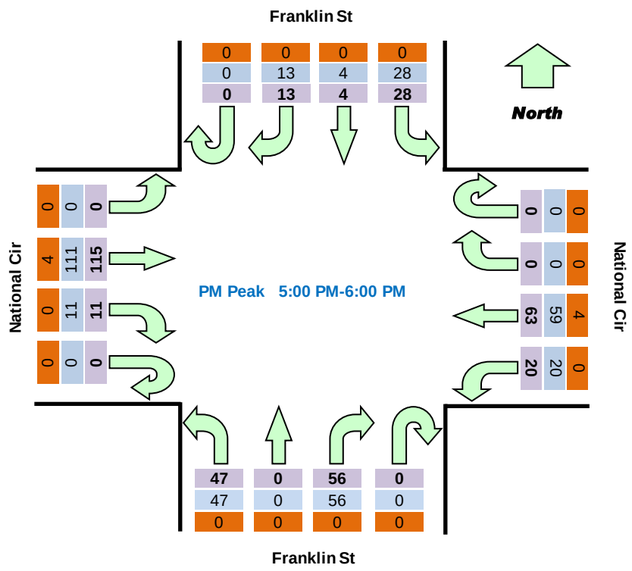
| Peak Time | | North Approach Franklin St | | | | East Approach National Cir | | | | South Approach Franklin St | | | | West Approach National Cir | | | | Peak |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L | total |
| 8:15 | 9:15 | 0 | 1 | 1 | 0 | 1 | 16 | 75 | 73 | 0 | 42 | 10 | 21 | 0 | 51 | 178 | 23 | 492 |
| 17:00 | 18:00 | 0 | 13 | 4 | 28 | 0 | 0 | 63 | 20 | 0 | 56 | 0 | 47 | 0 | 11 | 115 | 0 | 357 |

*Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.*

**Graphic**

Total
Light
Heavy



# TRANS TRAFFIC SURVEY

trafficsurvey.com.au

## TURNING MOVEMENT SURVEY

## Intersection of National Cct and Canberra Ave , Canberra

***GPS*** *-35.314340, 149.129765*

| | |
|---|---|
| ***Date:*** | Wed 11/08/21 |
| ***Weather:*** | Fair |
| ***Suburban:*** | Canberra |
| ***Customer:*** | Indesco |

| | |
|---|---|
| ***North:*** | Canberra Ave |
| ***East:*** | National Cct |
| ***South:*** | Canberra Ave |
| ***West:*** | National Cct |

| | | |
|---|---|---|
| ***Survey Period*** | AM: | 7:30 AM-9:30 AM |
| | PM: | 4:30 PM-6:30 PM |
| ***Traffic Peak*** | AM: | 8:15 AM-9:15 AM |
| | PM: | 4:45 PM-5:45 PM |

***All Vehicles***

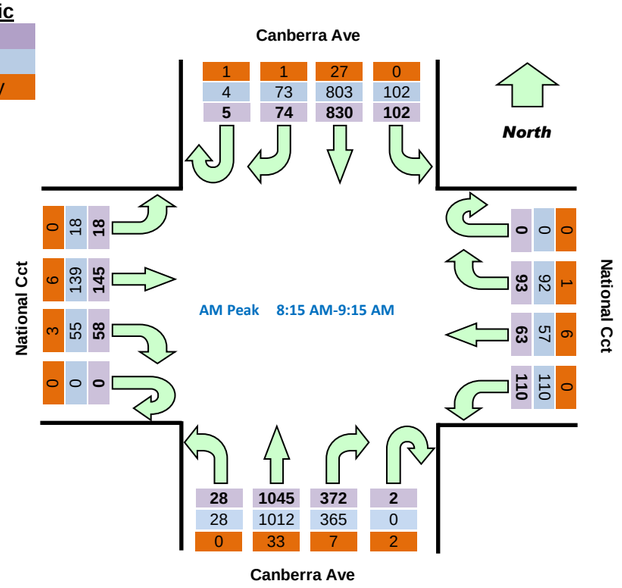
| Time | | North Approach Canberra Ave | | | | East Approach National Cct | | | | South Approach Canberra Ave | | | | West Approach National Cct | | | | Hourly Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L | Hour | Peak |
| 7:30 | 7:45 | 1 | 5 | 136 | 9 | 0 | 7 | 9 | 11 | 1 | 62 | 218 | 4 | 0 | 5 | 14 | 1 | 2321 | |
| 7:45 | 8:00 | 2 | 15 | 169 | 19 | 0 | 23 | 11 | 5 | 1 | 57 | 227 | 3 | 0 | 3 | 12 | 2 | 2645 | |
| 8:00 | 8:15 | 0 | 15 | 189 | 21 | 0 | 6 | 10 | 19 | 0 | 71 | 246 | 6 | 0 | 10 | 24 | 1 | 2867 | |
| 8:15 | 8:30 | 2 | 16 | 217 | 19 | 0 | 11 | 10 | 27 | 0 | 86 | 227 | 6 | 0 | 15 | 32 | 3 | 2945 | Peak |
| 8:30 | 8:45 | 1 | 17 | 217 | 36 | 0 | 28 | 18 | 25 | 2 | 102 | 301 | 8 | 0 | 14 | 35 | 3 | 2750 | |
| 8:45 | 9:00 | 1 | 22 | 213 | 21 | 0 | 39 | 21 | 29 | 0 | 94 | 247 | 8 | 0 | 16 | 52 | 8 | | |
| 9:00 | 9:15 | 1 | 19 | 183 | 26 | 0 | 15 | 14 | 29 | 0 | 90 | 270 | 6 | 0 | 13 | 26 | 4 | | |
| 9:15 | 9:30 | 0 | 12 | 155 | 15 | 0 | 5 | 11 | 25 | 0 | 39 | 186 | 7 | 0 | 9 | 11 | 1 | | |
| 16:30 | 16:45 | 1 | 8 | 194 | 5 | 0 | 14 | 10 | 54 | 1 | 37 | 214 | 3 | 0 | 11 | 12 | 12 | 2751 | |
| 16:45 | 17:00 | 1 | 4 | 254 | 7 | 0 | 17 | 12 | 70 | 3 | 35 | 239 | 1 | 0 | 15 | 7 | 16 | 2811 | Peak |
| 17:00 | 17:15 | 2 | 6 | 265 | 10 | 0 | 20 | 14 | 65 | 0 | 33 | 261 | 4 | 0 | 23 | 9 | 23 | 2692 | |
| 17:15 | 17:30 | 0 | 9 | 288 | 5 | 0 | 15 | 12 | 65 | 1 | 32 | 276 | 2 | 0 | 22 | 16 | 16 | 2470 | |
| 17:30 | 17:45 | 0 | 7 | 238 | 5 | 0 | 17 | 10 | 58 | 1 | 24 | 226 | 1 | 0 | 22 | 18 | 9 | 2194 | |
| 17:45 | 18:00 | 0 | 5 | 212 | 8 | 0 | 11 | 10 | 47 | 2 | 19 | 204 | 3 | 0 | 12 | 12 | 17 | | |
| 18:00 | 18:15 | 1 | 3 | 188 | 7 | 0 | 11 | 9 | 39 | 0 | 30 | 207 | 0 | 0 | 8 | 5 | 5 | | |
| 18:15 | 18:30 | 0 | 3 | 198 | 3 | 0 | 11 | 5 | 49 | 0 | 16 | 178 | 4 | 0 | 5 | 6 | 5 | | |

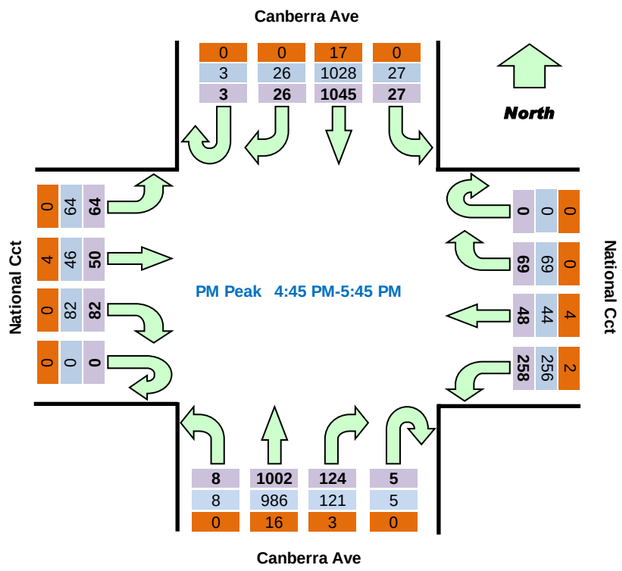
| Peak Time | | North Approach Canberra Ave | | | | East Approach National Cct | | | | South Approach Canberra Ave | | | | West Approach National Cct | | | | Peak |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L | total |
| 8:15 | 9:15 | 5 | 74 | 830 | 102 | 0 | 93 | 63 | 110 | 2 | 372 | 1045 | 28 | 0 | 58 | 145 | 18 | 2945 |
| 16:45 | 17:45 | 3 | 26 | 1045 | 27 | 0 | 69 | 48 | 258 | 5 | 124 | 1002 | 8 | 0 | 82 | 50 | 64 | 2811 |

*Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.*

**Graphic**

Total
Light
Heavy



# TRANS TRAFFIC SURVEY

trafficsurvey.com.au

## TURNING MOVEMENT SURVEY

## Intersection of State Cir and Capital Cir, Canberra

***GPS*** *-35.312144, 149.126261*

| | |
|---|---|
| ***Date:*** | Wed 11/08/21 |
| ***Weather:*** | Fair |
| ***Suburban:*** | Canberra |
| ***Customer:*** | Indesco |

| | |
|---|---|
| ***North:*** | Capital Cir |
| ***East:*** | State Cir |
| ***South:*** | Canberra Ave |
| ***West:*** | State Cir |

| | | |
|---|---|---|
| ***Survey Period*** | AM: | 7:30 AM-9:30 AM |
| | PM: | 4:30 PM-6:30 PM |
| ***Traffic Peak*** | AM: | 8:15 AM-9:15 AM |
| | PM: | 4:45 PM-5:45 PM |

***All Vehicles***

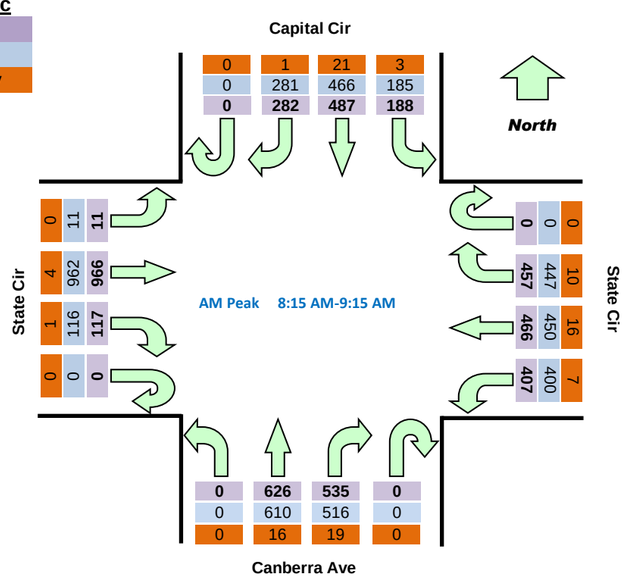
| Time | | North Approach Capital Cir | | | | East Approach State Cir | | | | South Approach Canberra Ave | | | | West Approach State Cir | | | | Hourly Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L | Hour | Peak |
| 7:30 | 7:45 | 0 | 27 | 42 | 26 | 0 | 65 | 117 | 87 | 0 | 73 | 154 | 0 | 0 | 22 | 82 | 0 | 3499 | |
| 7:45 | 8:00 | 0 | 56 | 79 | 29 | 0 | 74 | 102 | 92 | 0 | 111 | 143 | 0 | 0 | 34 | 113 | 2 | 4078 | |
| 8:00 | 8:15 | 0 | 67 | 114 | 38 | 0 | 86 | 135 | 75 | 0 | 122 | 131 | 0 | 0 | 36 | 136 | 0 | 4460 | |
| 8:15 | 8:30 | 0 | 65 | 138 | 41 | 0 | 105 | 111 | 86 | 0 | 141 | 102 | 0 | 0 | 30 | 209 | 1 | 4542 | Peak |
| 8:30 | 8:45 | 0 | 69 | 133 | 32 | 0 | 139 | 133 | 102 | 0 | 152 | 181 | 0 | 0 | 36 | 293 | 4 | 4209 | |
| 8:45 | 9:00 | 0 | 86 | 102 | 66 | 0 | 106 | 126 | 124 | 0 | 122 | 173 | 0 | 0 | 31 | 275 | 6 | | |
| 9:00 | 9:15 | 0 | 62 | 114 | 49 | 0 | 107 | 96 | 95 | 0 | 120 | 170 | 0 | 0 | 20 | 189 | 0 | | |
| 9:15 | 9:30 | 0 | 52 | 96 | 34 | 0 | 61 | 68 | 58 | 0 | 95 | 97 | 0 | 0 | 28 | 107 | 0 | | |
| 16:30 | 16:45 | 0 | 165 | 93 | 60 | 0 | 63 | 12 | 100 | 0 | 89 | 152 | 0 | 0 | 15 | 110 | 0 | 4105 | |
| 16:45 | 17:00 | 0 | 164 | 139 | 61 | 0 | 91 | 41 | 100 | 0 | 118 | 155 | 0 | 0 | 27 | 111 | 0 | 4202 | Peak |
| 17:00 | 17:15 | 0 | 189 | 133 | 75 | 0 | 103 | 32 | 119 | 0 | 124 | 182 | 0 | 0 | 31 | 138 | 1 | 4063 | |
| 17:15 | 17:30 | 0 | 207 | 159 | 77 | 0 | 110 | 17 | 107 | 0 | 117 | 190 | 0 | 0 | 36 | 92 | 0 | 3704 | |
| 17:30 | 17:45 | 0 | 186 | 115 | 69 | 0 | 73 | 40 | 101 | 0 | 89 | 163 | 0 | 0 | 34 | 86 | 0 | 3313 | |
| 17:45 | 18:00 | 0 | 153 | 103 | 60 | 0 | 70 | 42 | 86 | 0 | 98 | 134 | 0 | 0 | 36 | 83 | 3 | | |
| 18:00 | 18:15 | 0 | 115 | 100 | 35 | 0 | 68 | 32 | 75 | 0 | 103 | 121 | 0 | 0 | 24 | 95 | 0 | | |
| 18:15 | 18:30 | 0 | 86 | 123 | 60 | 0 | 66 | 30 | 61 | 0 | 91 | 103 | 0 | 0 | 20 | 81 | 0 | | |

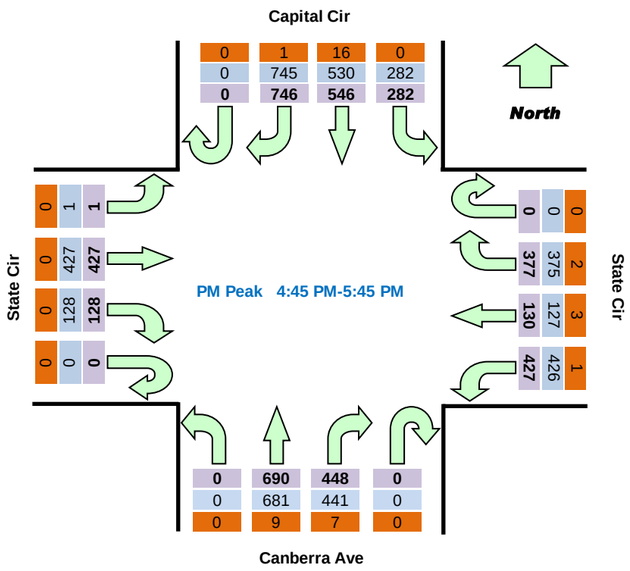
| Peak Time | | North Approach Capital Cir | | | | East Approach State Cir | | | | South Approach Canberra Ave | | | | West Approach State Cir | | | | Peak |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L | total |
| 8:15 | 9:15 | 0 | 282 | 487 | 188 | 0 | 457 | 466 | 407 | 0 | 535 | 626 | 0 | 0 | 117 | 966 | 11 | 4542 |
| 16:45 | 17:45 | 0 | 746 | 546 | 282 | 0 | 377 | 130 | 427 | 0 | 448 | 690 | 0 | 0 | 128 | 427 | 1 | 4202 |

*Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.*

**Graphic**

Total
Light
Heavy



# TRANS TRAFFIC SURVEY

trafficsurvey.com.au

## TURNING MOVEMENT SURVEY

## Intersection of State Cir and Hobart Ave , Canberra

***GPS*** *-35.312392, 149.124757*

| | |
|---|---|
| ***Date:*** | Wed 11/08/21 |
| ***Weather:*** | Fair |
| ***Suburban:*** | Canberra |
| ***Customer:*** | Indesco |

| | |
|---|---|
| ***North:*** | N/A |
| ***East:*** | State Cir |
| ***South:*** | Hobart Ave |
| ***West:*** | State Cir |

| | | |
|---|---|---|
| ***Survey Period*** | AM: | 7:30 AM-9:30 AM |
| | PM: | 4:30 PM-6:30 PM |
| ***Traffic Peak*** | AM: | 8:15 AM-9:15 AM |
| | PM: | 4:45 PM-5:45 PM |

***All Vehicles***

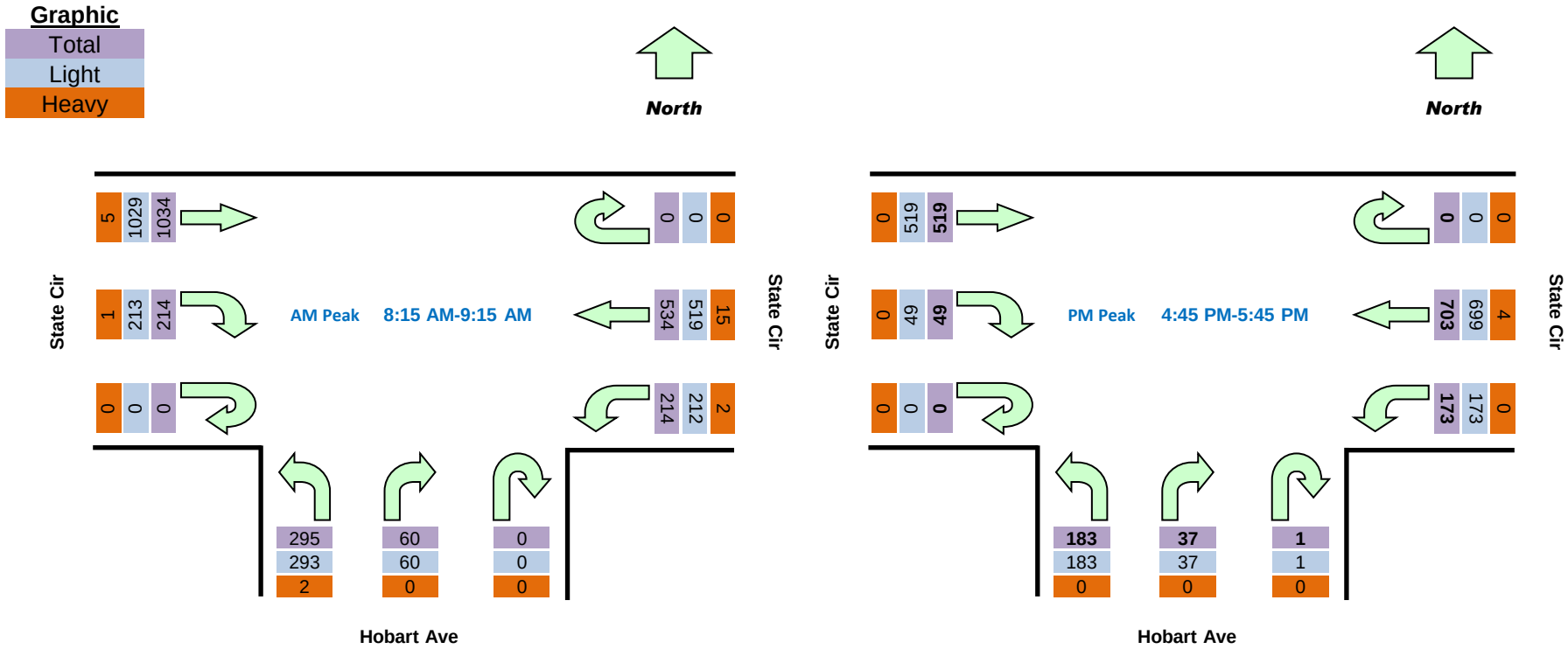
| Time | | East Approach State Cir | | | South Approach Hobart Ave | | | West Approach State Cir | | | Hourly Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | WB | L | U | R | L | U | R | EB | Hour | Peak |
| 7:30 | 7:45 | 0 | 122 | 22 | 0 | 7 | 26 | 0 | 22 | 97 | 1658 | |
| 7:45 | 8:00 | 0 | 124 | 34 | 0 | 6 | 44 | 0 | 16 | 143 | 2035 | |
| 8:00 | 8:15 | 0 | 185 | 17 | 0 | 13 | 41 | 0 | 48 | 159 | 2345 | |
| 8:15 | 8:30 | 0 | 128 | 48 | 0 | 12 | 56 | 0 | 60 | 228 | 2351 | Peak |
| 8:30 | 8:45 | 0 | 139 | 63 | 0 | 14 | 95 | 0 | 43 | 319 | 2127 | |
| 8:45 | 9:00 | 0 | 143 | 69 | 0 | 15 | 81 | 0 | 72 | 297 | | |
| 9:00 | 9:15 | 0 | 124 | 34 | 0 | 19 | 63 | 0 | 39 | 190 | | |
| 9:15 | 9:30 | 0 | 88 | 32 | 0 | 7 | 26 | 0 | 27 | 128 | | |
| 16:30 | 16:45 | 0 | 154 | 23 | 0 | 7 | 29 | 0 | 9 | 118 | 1608 | |
| 16:45 | 17:00 | 0 | 171 | 34 | 0 | 10 | 45 | 0 | 8 | 128 | 1665 | Peak |
| 17:00 | 17:15 | 0 | 180 | 41 | 0 | 11 | 54 | 0 | 17 | 159 | 1635 | |
| 17:15 | 17:30 | 0 | 171 | 53 | 0 | 7 | 45 | 0 | 13 | 121 | 1472 | |
| 17:30 | 17:45 | 0 | 181 | 45 | 1 | 9 | 39 | 0 | 11 | 111 | 1312 | |
| 17:45 | 18:00 | 0 | 142 | 53 | 0 | 5 | 28 | 1 | 20 | 117 | | |
| 18:00 | 18:15 | 0 | 113 | 34 | 0 | 4 | 26 | 0 | 7 | 115 | | |
| 18:15 | 18:30 | 0 | 90 | 26 | 0 | 5 | 21 | 0 | 12 | 96 | | |

| Peak Time | | East Approach State Cir | | | South Approach Hobart Ave | | | West Approach State Cir | | | Peak total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | WB | L | U | R | L | U | R | EB | |
| 8:15 | 9:15 | 0 | 534 | 214 | 0 | 60 | 295 | 0 | 214 | 1034 | 2351 |
| 16:45 | 17:45 | 0 | 703 | 173 | 1 | 37 | 183 | 0 | 49 | 519 | 1665 |

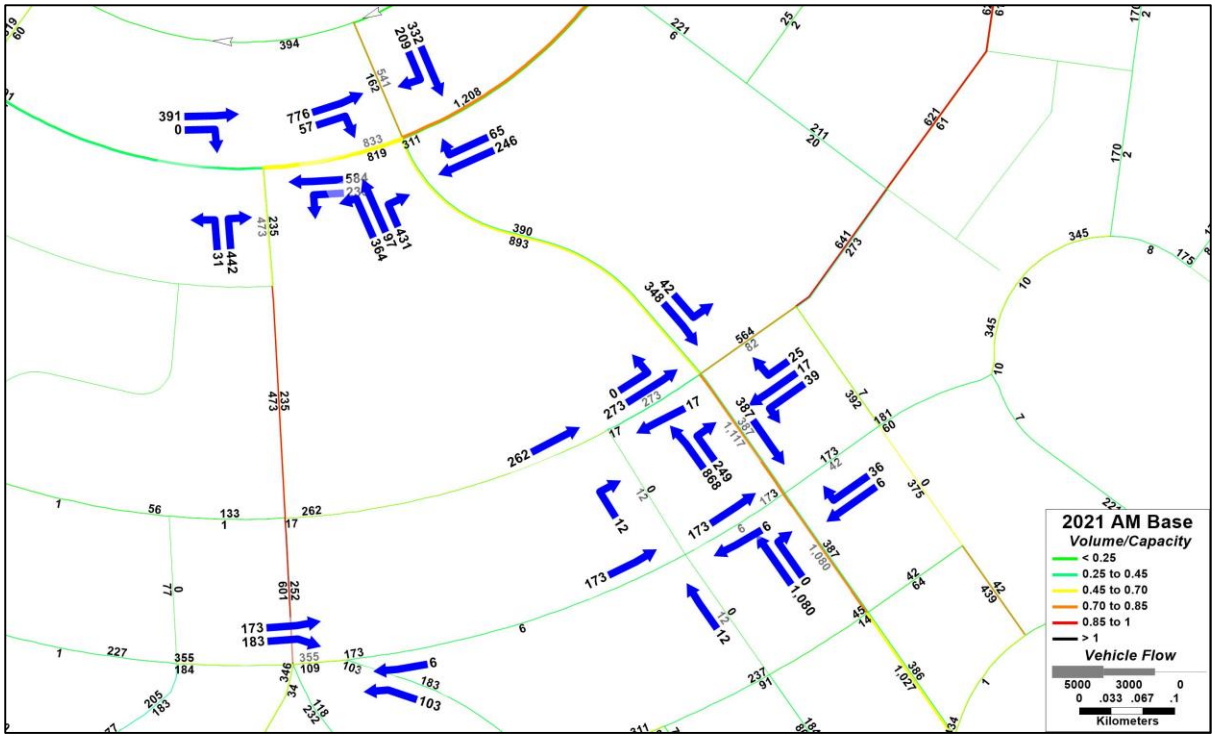
*Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.*

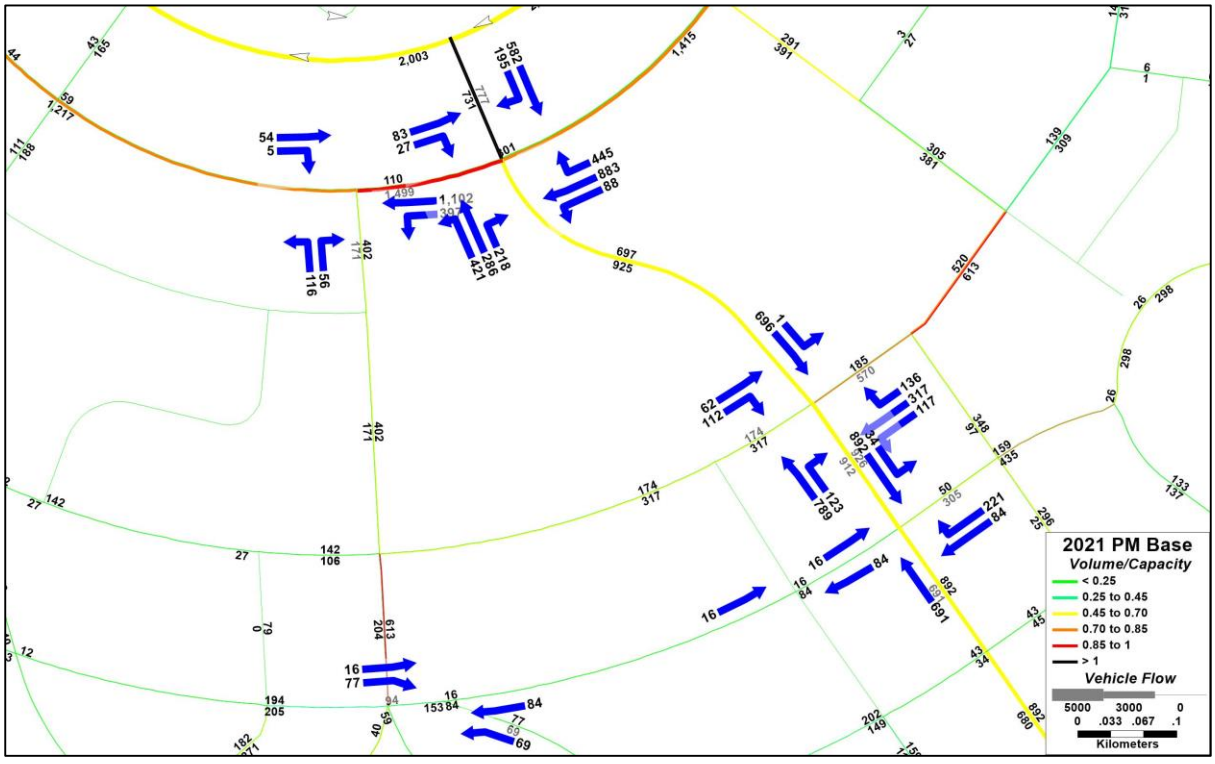
**Graphic**

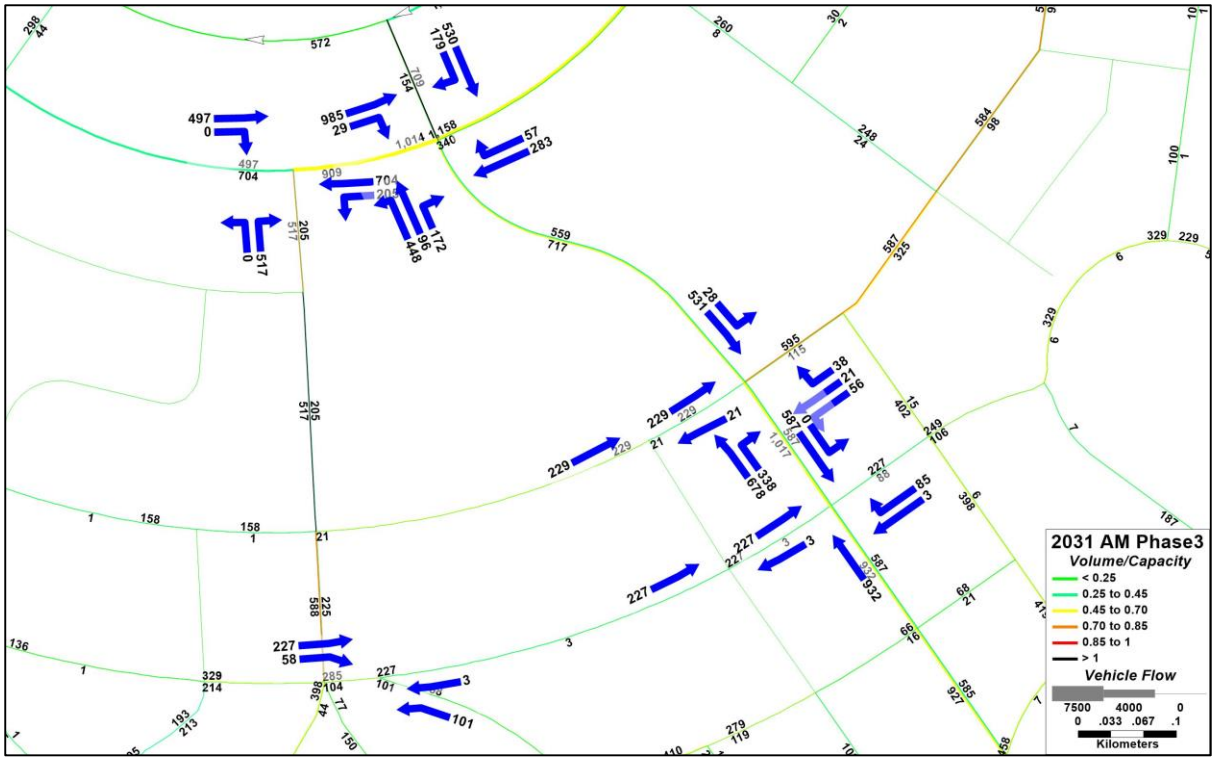
Total
Light
Heavy

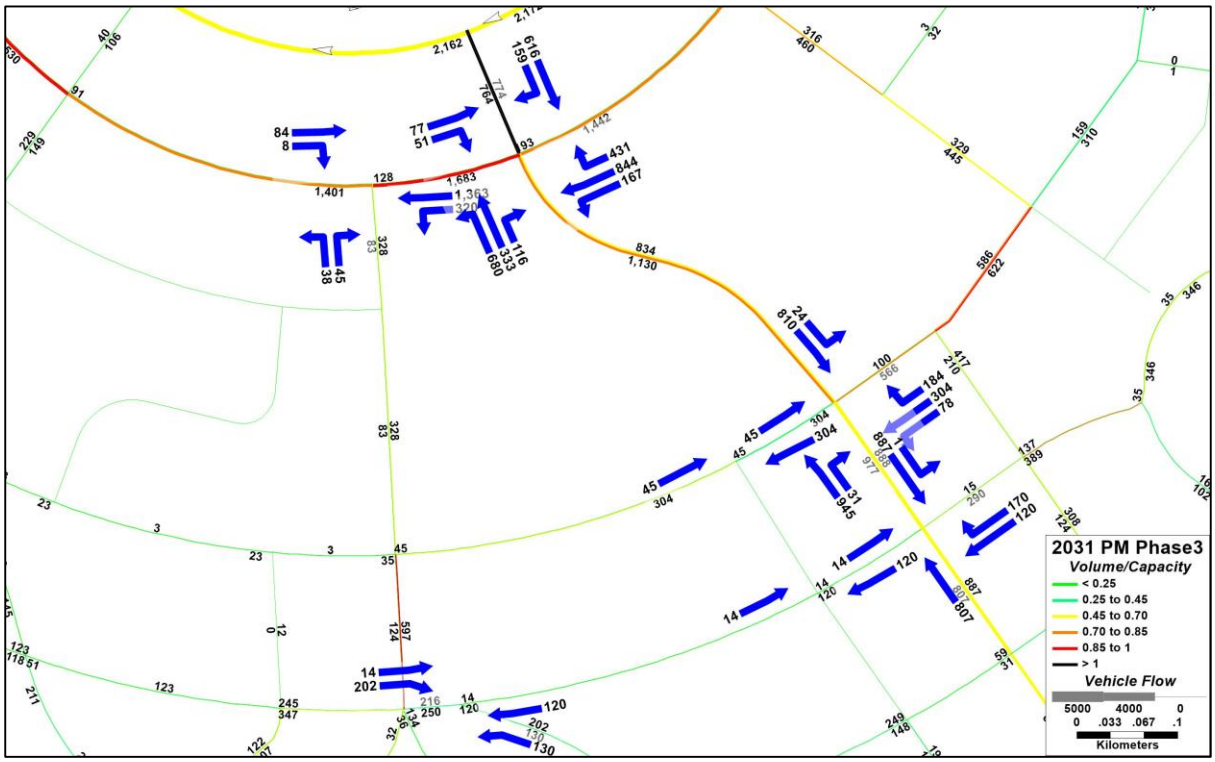


# Appendix C CSTM Data


2021 AM Base
Volume/Capacity
< 0.25
0.25 to 0.45
0.45 to 0.70
0.70 to 0.85
0.85 to 1
> 1
Vehicle Flow
5000 3000 0
0 .033 .067 .1
Kilometers


2021 PM Base
Volume/Capacity
< 0.25
0.25 to 0.45
0.45 to 0.70
0.70 to 0.85
0.85 to 1
> 1
Vehicle Flow
5000 3000 0
0 .033 .067 .1
Kilometers


2031 AM Phase3
Volume/Capacity
< 0.25
0.25 to 0.45
0.45 to 0.70
0.70 to 0.85
0.85 to 1
> 1
Vehicle Flow
7500 4000 0
0 .033 .067 .1
Kilometers


2031 PM Phase3
Volume/Capacity
< 0.25
0.25 to 0.45
0.45 to 0.70
0.70 to 0.85
0.85 to 1
> 1
Vehicle Flow
5000 4000 0
0 .033 .067 .1
Kilometers

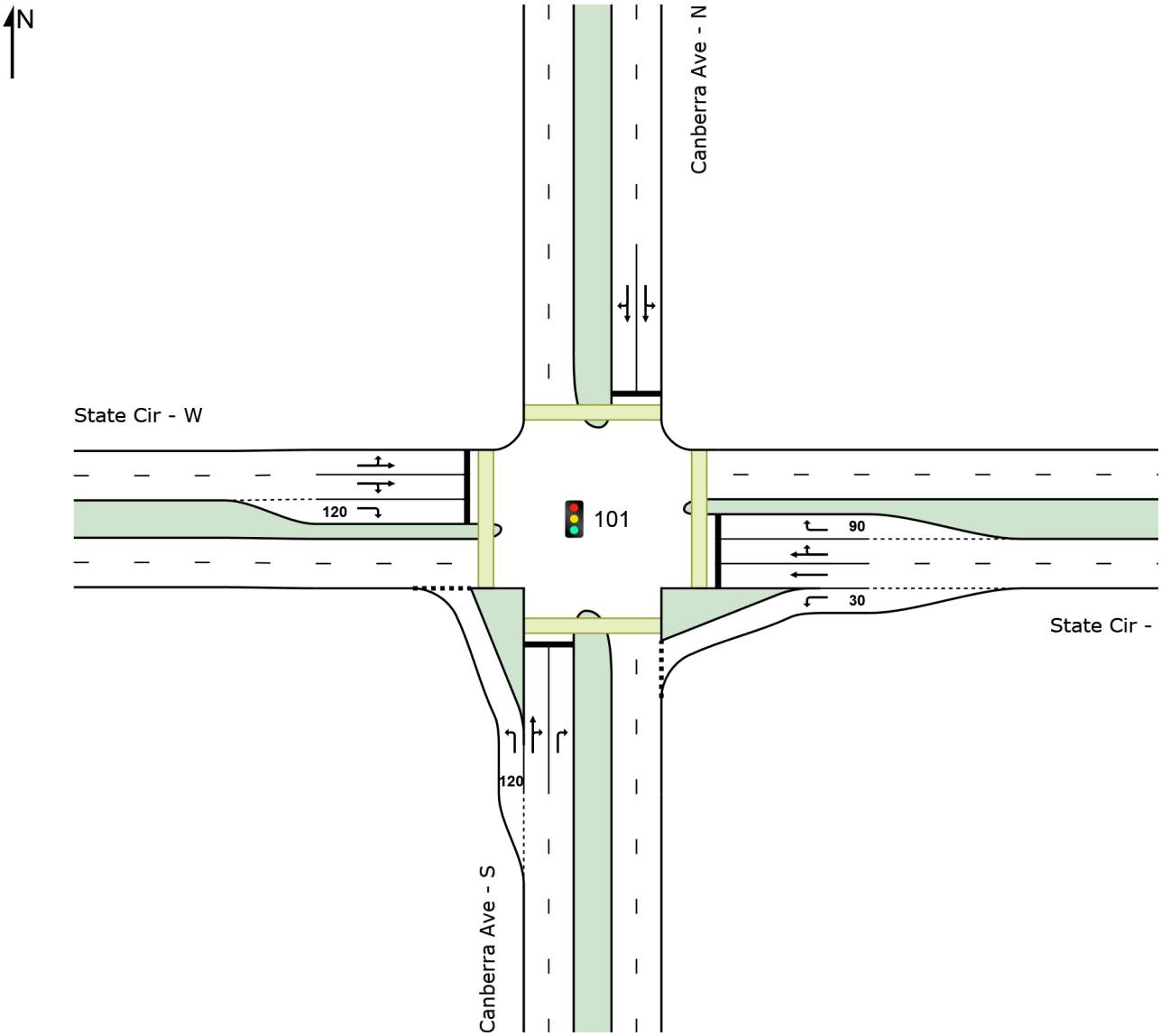
# Appendix D SIDRA Outputs – Existing

# SITE LAYOUT

## Site: 101 [Canberra Ave / State Cir - 2021 - AM (Site Folder: 2021)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2021 - AM (Site Folder: 2021)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 140 seconds (Site Optimum Cycle Time - Minimum Delay)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 1 | 2.0 | 1 | 2.0 | 0.001 | 12.9 | LOS A | 0.0 | 0.1 | 0.34 | 0.57 | 0.34 | 43.8 |
| 2 | T1 | 626 | 2.0 | 659 | 2.0 | * 1.169 | 223.8 | LOS F | 93.8 | 468.9 | 1.00 | 1.75 | 2.17 | 8.3 |
| 3 | R2 | 535 | 2.0 | 563 | 2.0 | 1.050 | 139.5 | LOS F | 62.0 | 310.0 | 1.00 | 1.20 | 1.69 | 12.4 |
| Approach | | 1162 | 2.0 | 1223 | 2.0 | 1.169 | 184.8 | LOS F | 93.8 | 468.9 | 1.00 | 1.50 | 1.95 | 9.8 |
| East: State Cir - E | | | | | | | | | | | | | | |
| 4 | L2 | 407 | 2.0 | 428 | 2.0 | 0.364 | 11.2 | LOS A | 8.5 | 42.5 | 0.35 | 0.69 | 0.35 | 49.4 |
| 5 | T1 | 466 | 5.0 | 491 | 5.0 | * 1.187 | 244.5 | LOS F | 52.7 | 263.7 | 1.00 | 1.47 | 2.34 | 7.8 |
| 6 | R2 | 457 | 2.0 | 481 | 2.0 | 1.187 | 249.4 | LOS F | 52.7 | 263.7 | 1.00 | 1.38 | 2.31 | 7.6 |
| Approach | | 1330 | 3.1 | 1400 | 3.1 | 1.187 | 174.8 | LOS F | 52.7 | 263.7 | 0.80 | 1.20 | 1.72 | 10.4 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 188 | 2.0 | 198 | 2.0 | 1.174 | 235.7 | LOS F | 72.1 | 360.7 | 1.00 | 1.67 | 2.22 | 8.0 |
| 8 | T1 | 487 | 2.0 | 513 | 2.0 | * 1.174 | 230.2 | LOS F | 72.1 | 360.7 | 1.00 | 1.64 | 2.22 | 8.0 |
| 9 | R2 | 282 | 2.0 | 297 | 2.0 | 1.174 | 235.8 | LOS F | 71.5 | 357.3 | 1.00 | 1.59 | 2.22 | 7.9 |
| Approach | | 957 | 2.0 | 1007 | 2.0 | 1.174 | 232.9 | LOS F | 72.1 | 360.7 | 1.00 | 1.63 | 2.22 | 8.0 |
| West: State Cir - W | | | | | | | | | | | | | | |
| 10 | L2 | 11 | 2.0 | 12 | 2.0 | 1.192 | 251.2 | LOS F | 75.7 | 378.4 | 1.00 | 1.63 | 2.29 | 7.7 |
| 11 | T1 | 966 | 5.0 | 1017 | 5.0 | * 1.192 | 244.8 | LOS F | 75.7 | 378.7 | 1.00 | 1.63 | 2.29 | 7.8 |
| 12 | R2 | 117 | 2.0 | 123 | 2.0 | 0.294 | 54.5 | LOS D | 7.0 | 34.8 | 0.87 | 0.78 | 0.87 | 25.0 |
| Approach | | 1094 | 4.6 | 1152 | 4.6 | 1.192 | 224.6 | LOS F | 75.7 | 378.7 | 0.99 | 1.54 | 2.14 | 8.4 |
| All Vehicles | | 4543 | 2.9 | 4782 | 2.9 | 1.192 | 201.6 | LOS F | 93.8 | 468.9 | 0.94 | 1.45 | 1.98 | 9.1 |

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

* Critical Movement (Signal Timing)

# LANE SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2021 - AM (Site Folder: 2021)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 140 seconds (Site Optimum Cycle Time - Minimum Delay)

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 1 | 2.0 | 1086 | 0.001 | 100 | 12.9 | LOS A | 0.0 | 0.1 | Short | 120 | 0.0 | NA |
| Lane 2 | 659 | 2.0 | 564 | 1.169 | 100 | 223.8 | LOS F | 93.8 | 468.9 | Full | 300 | 0.0 | 46.0 |
| Lane 3 | 563 | 2.0 | 536 | 1.050 | 90[5] | 139.5 | LOS F | 62.0 | 310.0 | Full | 300 | 0.0 | 8.0 |
| Approach | 1223 | 2.0 | | 1.169 | | 184.8 | LOS F | 93.8 | 468.9 | | | | |
| East: State Cir - E | | | | | | | | | | | | | |
| Lane 1 | 428 | 2.0 | 1176 | 0.364 | 100 | 11.2 | LOS A | 8.5 | 42.5 | Short | 30 | 0.0 | NA |
| Lane 2 | 250 | 5.0 | 211[1] | 1.187 | 100 | 246.2 | LOS F | 36.4 | 182.2 | Full | 300 | 0.0 | 0.0 |
| Lane 3 | 364 | 4.0 | 307 | 1.187 | 100 | 245.0 | LOS F | 52.7 | 263.7 | Full | 300 | 0.0 | 0.0 |
| Lane 4 | 357 | 2.0 | 301 | 1.187 | 100 | 249.4 | LOS F | 51.7 | 258.7 | Short | 90 | 0.0 | NA |
| Approach | 1400 | 3.1 | | 1.187 | | 174.8 | LOS F | 52.7 | 263.7 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 506 | 2.0 | 431 | 1.174 | 100 | 232.3 | LOS F | 72.1 | 360.7 | Full | 300 | 0.0 | 21.7 |
| Lane 2 | 501 | 2.0 | 427 | 1.174 | 100 | 233.6 | LOS F | 71.5 | 357.3 | Full | 300 | 0.0 | 20.9 |
| Approach | 1007 | 2.0 | | 1.174 | | 232.9 | LOS F | 72.1 | 360.7 | | | | |
| West: State Cir - W | | | | | | | | | | | | | |
| Lane 1 | 514 | 4.9 | 431 | 1.192 | 100 | 245.0 | LOS F | 75.7 | 378.4 | Full | 300 | 0.0 | 26.1 |
| Lane 2 | 514 | 5.0 | 432 | 1.192 | 100 | 244.8 | LOS F | 75.7 | 378.7 | Full | 300 | 0.0 | 26.2 |
| Lane 3 | 123 | 2.0 | 419 | 0.294 | 25[5] | 54.5 | LOS D | 7.0 | 34.8 | Short | 120 | 0.0 | NA |
| Approach | 1152 | 4.6 | | 1.192 | | 224.6 | LOS F | 75.7 | 378.7 | | | | |
| Intersection | 4782 | 2.9 | | 1.192 | | 201.6 | LOS F | 93.8 | 468.9 | | | | |

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

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
5 Lane under-utilisation found by the program

# PHASING SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2021 - AM (Site Folder: 2021)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 140 seconds (Site Optimum Cycle Time - Minimum Delay)

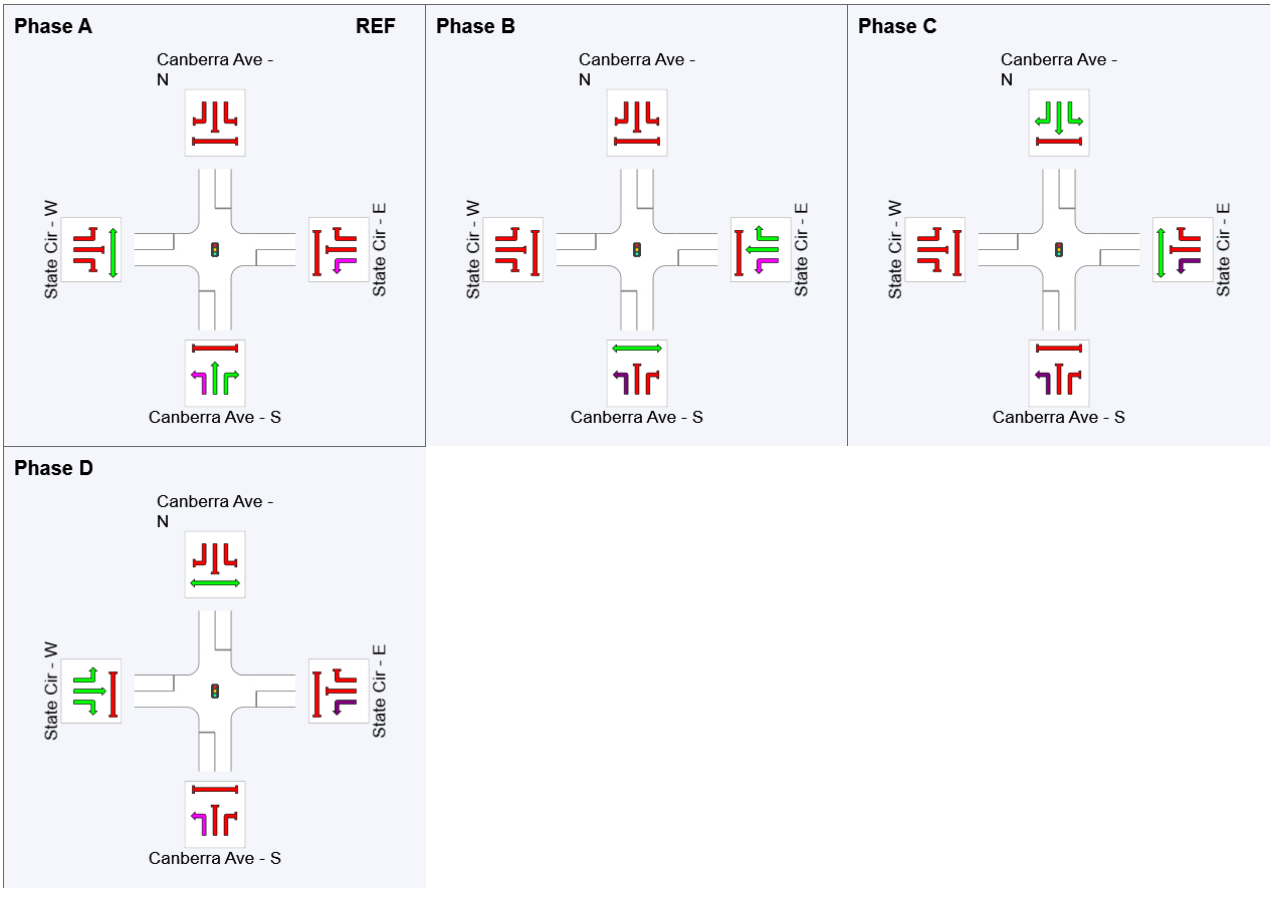
**Timings based on settings in the Site Phasing & Timing dialog**
**Phase Times determined by the program**
**Phase Sequence: Canberra Ave / State Cir**
**Reference Phase: Phase A**
**Input Phase Sequence: A, B, C, D**
**Output Phase Sequence: A, B, C, D**

### Phase Timing Summary

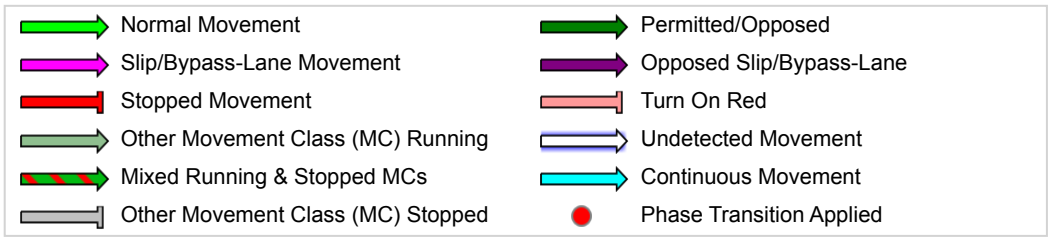
| Phase | A | B | C | D |
|---|---|---|---|---|
| Phase Change Time (sec) | 0 | 44 | 70 | 105 |
| Green Time (sec) | 41 | 23 | 32 | 32 |
| Phase Time (sec) | 44 | 26 | 35 | 35 |
| Phase Split | 31% | 19% | 25% | 25% |

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

### Output Phase Sequence




REF: Reference Phase
VAR: Variable Phase

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# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2021 - PM (Site Folder: 2021)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Delay)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 1 | 2.0 | 1 | 2.0 | 0.001 | 22.4 | LOS B | 0.0 | 0.2 | 0.49 | 0.58 | 0.49 | 36.9 |
| 2 | T1 | 690 | 2.0 | 726 | 2.0 | * 1.155 | 214.9 | LOS F | 104.9 | 524.3 | 1.00 | 1.72 | 2.03 | 8.6 |
| 3 | R2 | 448 | 2.0 | 472 | 2.0 | 0.788 | 55.8 | LOS D | 31.7 | 158.3 | 0.97 | 0.89 | 0.99 | 23.7 |
| Approach | | 1139 | 2.0 | 1199 | 2.0 | 1.155 | 152.2 | LOS F | 104.9 | 524.3 | 0.99 | 1.39 | 1.62 | 11.5 |
| East: State Cir - E | | | | | | | | | | | | | | |
| 4 | L2 | 427 | 2.0 | 449 | 2.0 | 0.544 | 19.8 | LOS B | 16.1 | 80.4 | 0.56 | 0.76 | 0.56 | 41.5 |
| 5 | T1 | 130 | 5.0 | 137 | 5.0 | 0.725 | 74.2 | LOS F | 10.2 | 51.0 | 1.00 | 0.84 | 1.09 | 21.0 |
| 6 | R2 | 377 | 2.0 | 397 | 2.0 | * 1.084 | 174.8 | LOS F | 23.8 | 119.0 | 1.00 | 1.15 | 1.92 | 10.3 |
| Approach | | 934 | 2.4 | 983 | 2.4 | 1.084 | 89.9 | LOS F | 23.8 | 119.0 | 0.80 | 0.93 | 1.18 | 17.7 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 282 | 2.0 | 297 | 2.0 | 1.150 | 213.8 | LOS F | 121.1 | 605.6 | 1.00 | 1.58 | 2.00 | 8.7 |
| 8 | T1 | 546 | 2.0 | 575 | 2.0 | * 1.150 | 208.3 | LOS F | 121.1 | 605.6 | 1.00 | 1.57 | 2.00 | 8.8 |
| 9 | R2 | 746 | 2.0 | 785 | 2.0 | 1.150 | 214.4 | LOS F | 117.8 | 588.8 | 1.00 | 1.36 | 2.00 | 8.6 |
| Approach | | 1574 | 2.0 | 1657 | 2.0 | 1.150 | 212.2 | LOS F | 121.1 | 605.6 | 1.00 | 1.47 | 2.00 | 8.7 |
| West: State Cir - W | | | | | | | | | | | | | | |
| 10 | L2 | 1 | 2.0 | 1 | 2.0 | 1.118 | 200.1 | LOS F | 29.2 | 146.0 | 1.00 | 1.27 | 2.03 | 9.4 |
| 11 | T1 | 427 | 5.0 | 449 | 5.0 | * 1.118 | 193.7 | LOS F | 29.2 | 146.0 | 1.00 | 1.27 | 2.03 | 9.6 |
| 12 | R2 | 128 | 2.0 | 135 | 2.0 | 0.690 | 79.0 | LOS F | 9.9 | 49.5 | 1.00 | 0.82 | 1.06 | 19.6 |
| Approach | | 556 | 4.3 | 585 | 4.3 | 1.118 | 167.3 | LOS F | 29.2 | 146.0 | 1.00 | 1.17 | 1.81 | 10.8 |
| All Vehicles | | 4203 | 2.4 | 4424 | 2.4 | 1.155 | 162.8 | LOS F | 121.1 | 605.6 | 0.95 | 1.29 | 1.69 | 10.9 |

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

* Critical Movement (Signal Timing)

# LANE SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2021 - PM (Site Folder: 2021)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Delay)

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 1 | 2.0 | 902 | 0.001 | 100 | 22.4 | LOS B | 0.0 | 0.2 | Short | 120 | 0.0 | NA |
| Lane 2 | 726 | 2.0 | 629[1] | 1.155 | 100 | 214.9 | LOS F | 104.9 | 524.3 | Full | 300 | 0.0 | 56.5 |
| Lane 3 | 472 | 2.0 | 598 | 0.788 | 68[5] | 55.8 | LOS D | 31.7 | 158.3 | Full | 300 | 0.0 | 0.0 |
| Approach | 1199 | 2.0 | | 1.155 | | 152.2 | LOS F | 104.9 | 524.3 | | | | |
| East: State Cir - E | | | | | | | | | | | | | |
| Lane 1 | 449 | 2.0 | 826[1] | 0.544 | 100 | 19.8 | LOS B | 16.1 | 80.4 | Short | 30 | 0.0 | NA |
| Lane 2 | 137 | 5.0 | 189 | 0.725 | 67[5] | 74.2 | LOS F | 10.2 | 51.0 | Full | 300 | 0.0 | 0.0 |
| Lane 3 | 198 | 2.0 | 183 | 1.084 | 100 | 174.8 | LOS F | 23.8 | 119.0 | Full | 300 | 0.0 | 0.0 |
| Lane 4 | 198 | 2.0 | 183 | 1.084 | 100 | 174.8 | LOS F | 23.8 | 119.0 | Short | 90 | 0.0 | NA |
| Approach | 983 | 2.4 | | 1.084 | | 89.9 | LOS F | 23.8 | 119.0 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 841 | 2.0 | 731 | 1.150 | 100 | 210.2 | LOS F | 121.1 | 605.6 | Full | 300 | 0.0 | 70.2 |
| Lane 2 | 816 | 2.0 | 709 | 1.150 | 100 | 214.2 | LOS F | 117.8 | 588.8 | Full | 300 | 0.0 | 67.5 |
| Approach | 1657 | 2.0 | | 1.150 | | 212.2 | LOS F | 121.1 | 605.6 | | | | |
| West: State Cir - W | | | | | | | | | | | | | |
| Lane 1 | 225 | 5.0 | 201 | 1.118 | 100 | 193.7 | LOS F | 29.2 | 146.0 | Full | 300 | 0.0 | 0.0 |
| Lane 2 | 225 | 5.0 | 201 | 1.118 | 100 | 193.7 | LOS F | 29.2 | 146.0 | Full | 300 | 0.0 | 0.0 |
| Lane 3 | 135 | 2.0 | 195 | 0.690 | 62[5] | 79.0 | LOS F | 9.9 | 49.5 | Short | 120 | 0.0 | NA |
| Approach | 585 | 4.3 | | 1.118 | | 167.3 | LOS F | 29.2 | 146.0 | | | | |
| Intersection | 4424 | 2.4 | | 1.155 | | 162.8 | LOS F | 121.1 | 605.6 | | | | |

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

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
5 Lane under-utilisation found by the program

# PHASING SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2021 - PM (Site Folder: 2021)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Delay)

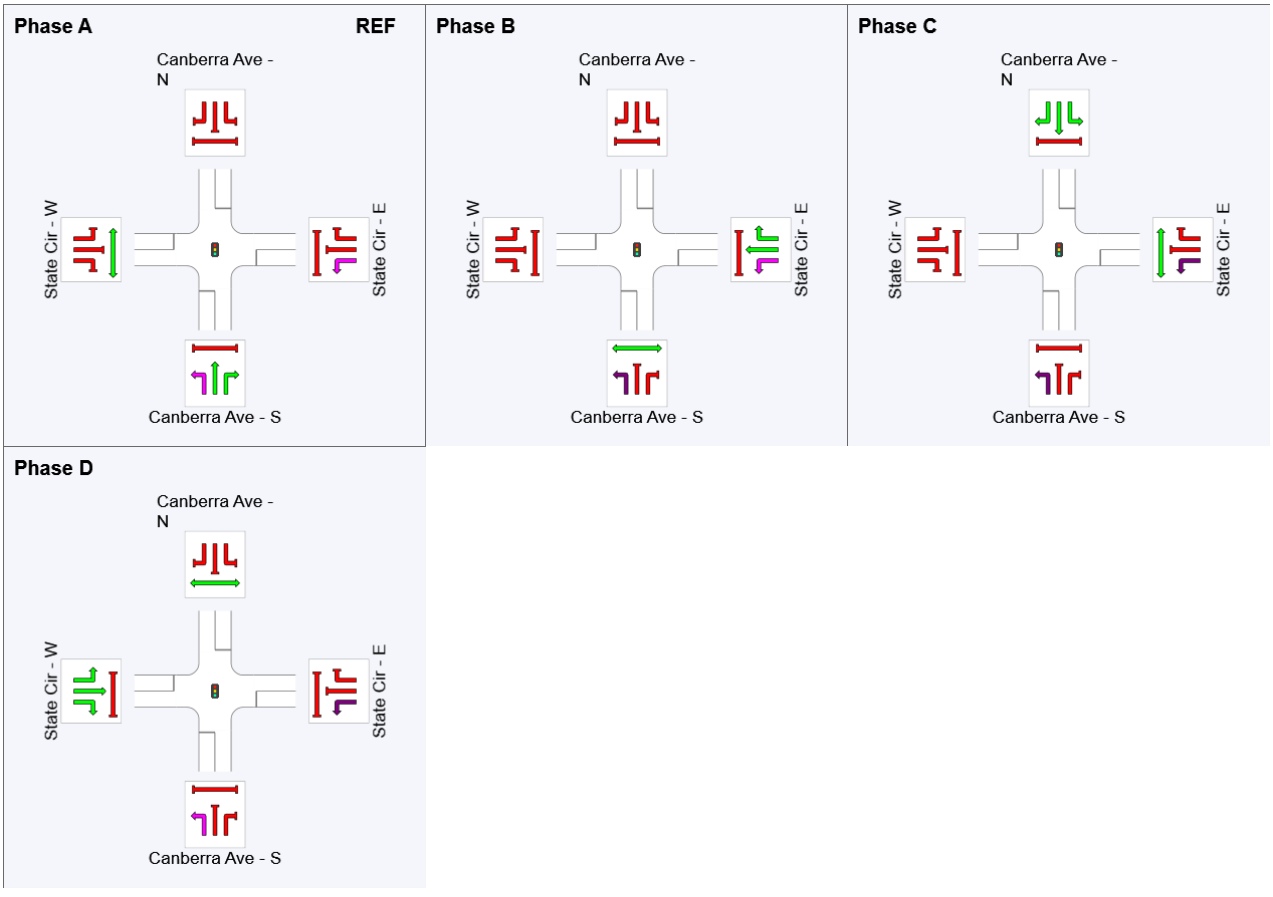
**Timings based on settings in the Site Phasing & Timing dialog**
**Phase Times determined by the program**
**Phase Sequence: Canberra Ave / State Cir**
**Reference Phase: Phase A**
**Input Phase Sequence: A, B, C, D**
**Output Phase Sequence: A, B, C, D**

### Phase Timing Summary

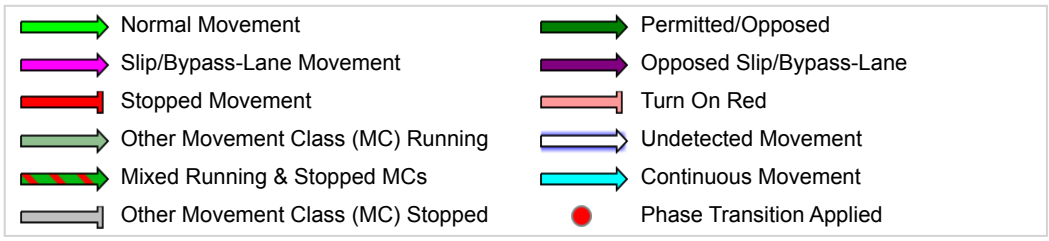
| Phase | A | B | C | D |
|---|---|---|---|---|
| Phase Change Time (sec) | 0 | 52 | 70 | 131 |
| Green Time (sec) | 49 | 15 | 58 | 16 |
| Phase Time (sec) | 52 | 18 | 61 | 19 |
| Phase Split | 35% | 12% | 41% | 13% |

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

### Output Phase Sequence




REF: Reference Phase
VAR: Variable Phase

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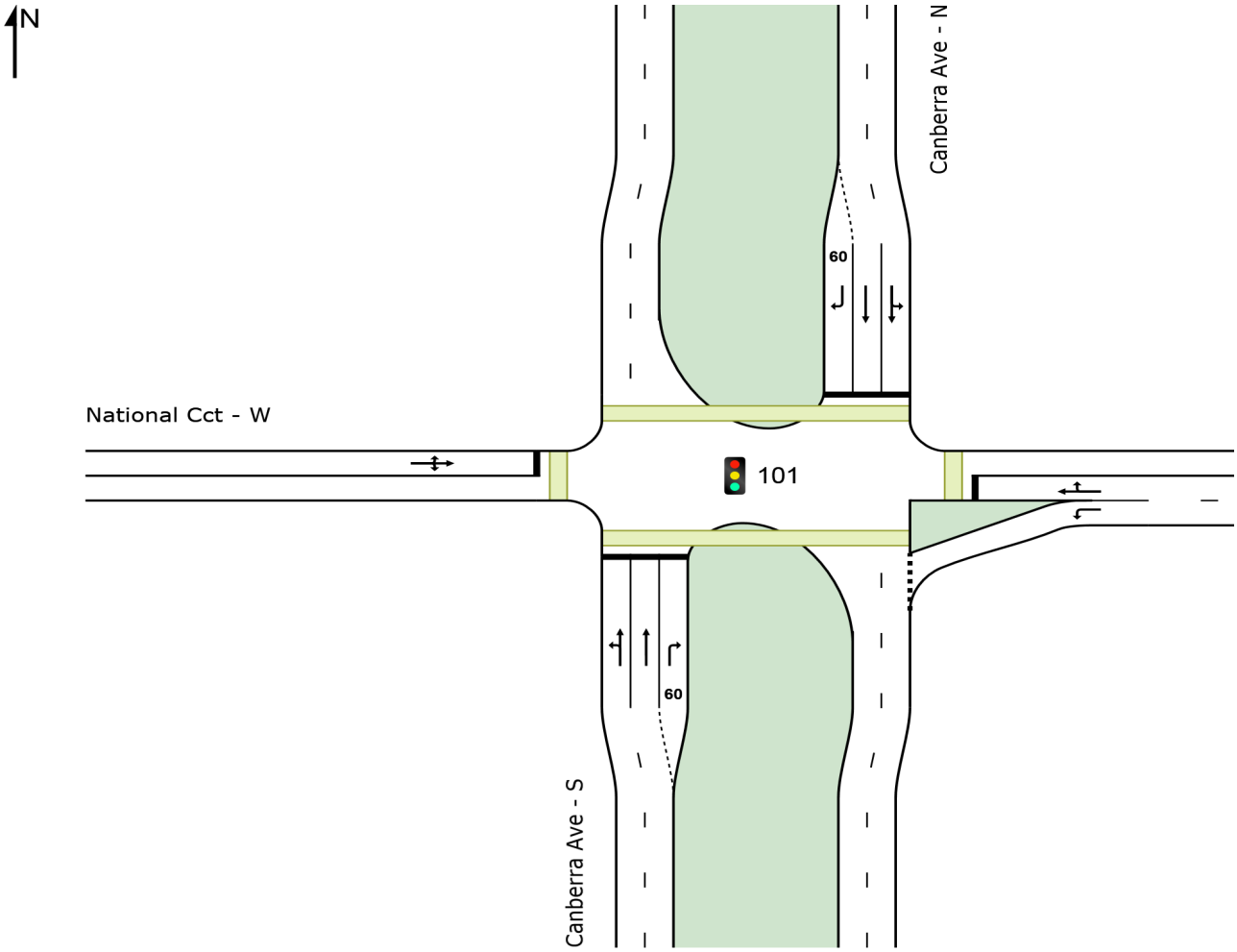
# SITE LAYOUT

## Site: 101 [Canberra Ave / National Cct - 2021 - AM (Site Folder: 2021)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Monday, August 30, 2021 11:08:37 AM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9 - New.sip9

# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2021 - AM (Site Folder: 2021)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 110 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 28 | 2.0 | 29 | 2.0 | 0.662 | 30.0 | LOS C | 24.3 | 121.6 | 0.83 | 0.75 | 0.83 | 28.9 |
| 2 | T1 | 1045 | 2.0 | 1100 | 2.0 | 0.662 | 23.9 | LOS B | 24.3 | 121.6 | 0.82 | 0.73 | 0.82 | 30.4 |
| 3 | R2 | 372 | 2.0 | 392 | 2.0 | * 0.905 | 64.5 | LOS E | 24.7 | 123.4 | 1.00 | 0.99 | 1.31 | 16.4 |
| Approach | | 1445 | 2.0 | 1521 | 2.0 | 0.905 | 34.5 | LOS C | 24.7 | 123.4 | 0.87 | 0.80 | 0.95 | 24.9 |
| East: National Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 110 | 2.0 | 116 | 2.0 | 0.114 | 12.2 | LOS A | 2.1 | 10.5 | 0.42 | 0.66 | 0.42 | 39.3 |
| 5 | T1 | 63 | 5.0 | 66 | 5.0 | * 0.750 | 54.8 | LOS D | 9.2 | 45.8 | 1.00 | 0.87 | 1.14 | 18.1 |
| 6 | R2 | 93 | 2.0 | 98 | 2.0 | 0.750 | 60.4 | LOS E | 9.2 | 45.8 | 1.00 | 0.87 | 1.14 | 17.7 |
| Approach | | 266 | 2.7 | 280 | 2.7 | 0.750 | 39.1 | LOS C | 9.2 | 45.8 | 0.76 | 0.79 | 0.85 | 23.1 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 102 | 2.0 | 107 | 2.0 | 0.900 | 59.6 | LOS E | 30.8 | 153.9 | 1.00 | 1.05 | 1.25 | 18.2 |
| 8 | T1 | 830 | 2.0 | 874 | 2.0 | * 0.900 | 53.9 | LOS D | 30.8 | 153.9 | 1.00 | 1.05 | 1.26 | 18.8 |
| 9 | R2 | 74 | 2.0 | 78 | 2.0 | 0.669 | 64.5 | LOS E | 4.4 | 22.2 | 1.00 | 0.81 | 1.13 | 16.2 |
| Approach | | 1006 | 2.0 | 1059 | 2.0 | 0.900 | 55.3 | LOS D | 30.8 | 153.9 | 1.00 | 1.03 | 1.25 | 18.5 |
| West: National Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 18 | 2.0 | 19 | 2.0 | 0.913 | 71.6 | LOS F | 14.8 | 74.2 | 1.00 | 1.03 | 1.44 | 15.9 |
| 11 | T1 | 145 | 5.0 | 153 | 5.0 | * 0.913 | 66.0 | LOS E | 14.8 | 74.2 | 1.00 | 1.03 | 1.44 | 16.2 |
| 12 | R2 | 58 | 2.0 | 61 | 2.0 | 0.913 | 71.6 | LOS F | 14.8 | 74.2 | 1.00 | 1.03 | 1.44 | 15.9 |
| Approach | | 221 | 4.0 | 233 | 4.0 | 0.913 | 67.9 | LOS E | 14.8 | 74.2 | 1.00 | 1.03 | 1.44 | 16.1 |
| All Vehicles | | 2938 | 2.2 | 3093 | 2.2 | 0.913 | 44.5 | LOS D | 30.8 | 153.9 | 0.91 | 0.89 | 1.08 | 21.3 |

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

* Critical Movement (Signal Timing)

# LANE SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2021 - AM (Site Folder: 2021)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 110 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 590 | 2.0 | 890 | 0.662 | 100 | 24.7 | LOS B | 24.3 | 121.6 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 540 | 2.0 | 815[1] | 0.662 | 100 | 23.5 | LOS B | 21.4 | 107.1 | Full | 200 | 0.0 | 0.0 |
| Lane 3 | 392 | 2.0 | 433 | 0.905 | 100 | 64.5 | LOS E | 24.7 | 123.4 | Short | 60 | 0.0 | NA |
| Approach | 1521 | 2.0 | | 0.905 | | 34.5 | LOS C | 24.7 | 123.4 | | | | |
| East: National Cct - E | | | | | | | | | | | | | |
| Lane 1 | 116 | 2.0 | 1013 | 0.114 | 100 | 12.2 | LOS A | 2.1 | 10.5 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 164 | 3.2 | 219 | 0.750 | 100 | 58.1 | LOS E | 9.2 | 45.8 | Full | 200 | 0.0 | 0.0 |
| Approach | 280 | 2.7 | | 0.750 | | 39.1 | LOS C | 9.2 | 45.8 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 499 | 2.0 | 554 | 0.900 | 100 | 55.2 | LOS D | 30.8 | 153.9 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 482 | 2.0 | 536[1] | 0.900 | 100 | 53.8 | LOS D | 29.5 | 147.4 | Full | 200 | 0.0 | 0.0 |
| Lane 3 | 78 | 2.0 | 117 | 0.669 | 100 | 64.5 | LOS E | 4.4 | 22.2 | Short | 60 | 0.0 | NA |
| Approach | 1059 | 2.0 | | 0.900 | | 55.3 | LOS D | 30.8 | 153.9 | | | | |
| West: National Cct - W | | | | | | | | | | | | | |
| Lane 1 | 233 | 4.0 | 255 | 0.913 | 100 | 67.9 | LOS E | 14.8 | 74.2 | Full | 200 | 0.0 | 0.0 |
| Approach | 233 | 4.0 | | 0.913 | | 67.9 | LOS E | 14.8 | 74.2 | | | | |
| Intersection | 3093 | 2.2 | | 0.913 | | 44.5 | LOS D | 30.8 | 153.9 | | | | |

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

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

# PHASING SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2021 - AM (Site Folder: 2021)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 110 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Timings based on settings in the Site Phasing & Timing dialog**
**Phase Times determined by the program**
**Phase Sequence: Canberra Ave / National Cct**
**Reference Phase: Phase A**
**Input Phase Sequence: A, B, C, D, D1*, D2***
**Output Phase Sequence: A, B, C, D, D1***
(* Variable Phase)

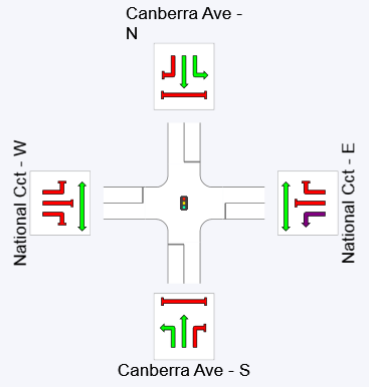
### Phase Timing Summary

| Phase | A | B | C | D | D1 |
|---|---|---|---|---|---|
| Phase Change Time (sec) | 0 | 38 | 57 | 78 | 91 |
| Green Time (sec) | 32 | 13 | 15 | 7 | 13 |
| Phase Time (sec) | 38 | 19 | 21 | 13 | 19 |
| Phase Split | 35% | 17% | 19% | 12% | 17% |

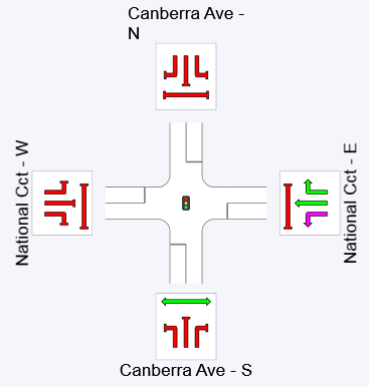
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

### Output Phase Sequence

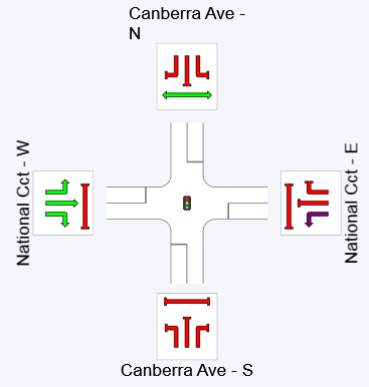
**Phase A** REF



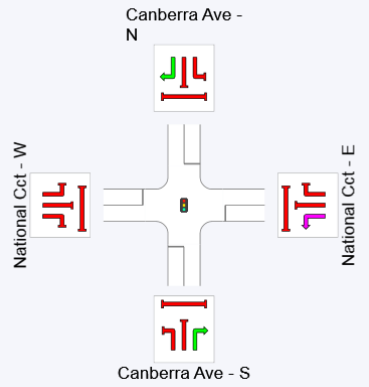

**Phase B**



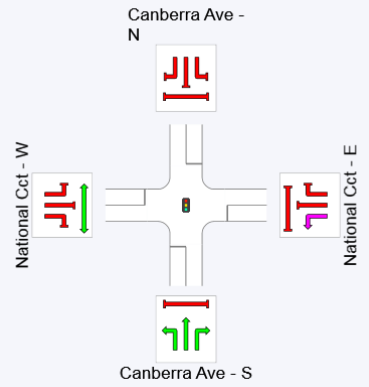

**Phase C**



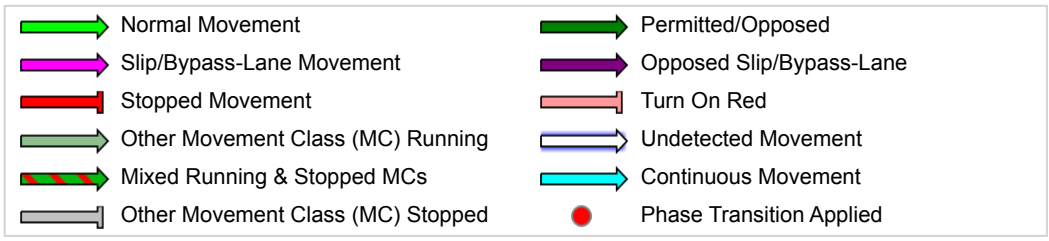

**Phase D**




**Phase D1** VAR




REF: Reference Phase
VAR: Variable Phase

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# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2021 - PM (Site Folder: 2021)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 8 | 2.0 | 8 | 2.0 | 0.762 | 31.8 | LOS C | 19.3 | 96.7 | 0.94 | 0.87 | 1.00 | 28.0 |
| 2 | T1 | 1002 | 2.0 | 1055 | 2.0 | 0.762 | 26.3 | LOS B | 19.4 | 96.8 | 0.94 | 0.87 | 1.00 | 29.1 |
| 3 | R2 | 124 | 2.0 | 131 | 2.0 | * 0.815 | 50.9 | LOS D | 5.7 | 28.6 | 1.00 | 0.91 | 1.37 | 19.2 |
| Approach | | 1134 | 2.0 | 1194 | 2.0 | 0.815 | 29.0 | LOS C | 19.4 | 96.8 | 0.95 | 0.87 | 1.04 | 27.6 |
| East: National Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 258 | 2.0 | 272 | 2.0 | 0.332 | 13.6 | LOS A | 5.0 | 25.0 | 0.59 | 0.73 | 0.59 | 38.0 |
| 5 | T1 | 48 | 5.0 | 51 | 5.0 | * 0.590 | 38.8 | LOS C | 4.9 | 24.4 | 1.00 | 0.80 | 1.03 | 22.4 |
| 6 | R2 | 69 | 2.0 | 73 | 2.0 | 0.590 | 44.3 | LOS D | 4.9 | 24.4 | 1.00 | 0.80 | 1.03 | 21.8 |
| Approach | | 375 | 2.4 | 395 | 2.4 | 0.590 | 22.4 | LOS B | 5.0 | 25.0 | 0.72 | 0.75 | 0.73 | 31.0 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 27 | 2.0 | 28 | 2.0 | 0.810 | 34.6 | LOS C | 22.0 | 109.8 | 0.97 | 0.93 | 1.08 | 26.6 |
| 8 | T1 | 1045 | 2.0 | 1100 | 2.0 | * 0.810 | 29.0 | LOS C | 22.0 | 110.0 | 0.97 | 0.93 | 1.08 | 27.6 |
| 9 | R2 | 26 | 2.0 | 27 | 2.0 | 0.171 | 44.0 | LOS D | 1.0 | 5.2 | 0.96 | 0.71 | 0.96 | 20.9 |
| Approach | | 1098 | 2.0 | 1156 | 2.0 | 0.810 | 29.5 | LOS C | 22.0 | 110.0 | 0.97 | 0.92 | 1.08 | 27.3 |
| West: National Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 64 | 2.0 | 67 | 2.0 | 0.813 | 47.7 | LOS D | 8.9 | 44.3 | 1.00 | 0.94 | 1.28 | 20.5 |
| 11 | T1 | 50 | 5.0 | 53 | 5.0 | * 0.813 | 42.2 | LOS C | 8.9 | 44.3 | 1.00 | 0.94 | 1.28 | 21.0 |
| 12 | R2 | 82 | 2.0 | 86 | 2.0 | 0.813 | 47.7 | LOS D | 8.9 | 44.3 | 1.00 | 0.94 | 1.28 | 20.5 |
| Approach | | 196 | 2.8 | 206 | 2.8 | 0.813 | 46.3 | LOS D | 8.9 | 44.3 | 1.00 | 0.94 | 1.28 | 20.6 |
| All Vehicles | | 2803 | 2.1 | 2951 | 2.1 | 0.815 | 29.5 | LOS C | 22.0 | 110.0 | 0.93 | 0.88 | 1.03 | 27.2 |

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

* Critical Movement (Signal Timing)

# LANE SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2021 - PM (Site Folder: 2021)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 531 | 2.0 | 697 | 0.762 | 100 | 26.3 | LOS B | 19.3 | 96.7 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 532 | 2.0 | 698 | 0.762 | 100 | 26.3 | LOS B | 19.4 | 96.8 | Full | 200 | 0.0 | 0.0 |
| Lane 3 | 131 | 2.0 | 160 | 0.815 | 100 | 50.9 | LOS D | 5.7 | 28.6 | Short | 60 | 0.0 | NA |
| Approach | 1194 | 2.0 | | 0.815 | | 29.0 | LOS C | 19.4 | 96.8 | | | | |
| East: National Cct - E | | | | | | | | | | | | | |
| Lane 1 | 272 | 2.0 | 818 | 0.332 | 100 | 13.6 | LOS A | 5.0 | 25.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 123 | 3.2 | 209 | 0.590 | 100 | 42.0 | LOS C | 4.9 | 24.4 | Full | 200 | 0.0 | 0.0 |
| Approach | 395 | 2.4 | | 0.590 | | 22.4 | LOS B | 5.0 | 25.0 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 563 | 2.0 | 696 | 0.810 | 100 | 29.3 | LOS C | 22.0 | 109.8 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 565 | 2.0 | 698 | 0.810 | 100 | 29.0 | LOS C | 22.0 | 110.0 | Full | 200 | 0.0 | 0.0 |
| Lane 3 | 27 | 2.0 | 160 | 0.171 | 100 | 44.0 | LOS D | 1.0 | 5.2 | Short | 60 | 0.0 | NA |
| Approach | 1156 | 2.0 | | 0.810 | | 29.5 | LOS C | 22.0 | 110.0 | | | | |
| West: National Cct - W | | | | | | | | | | | | | |
| Lane 1 | 206 | 2.8 | 254 | 0.813 | 100 | 46.3 | LOS D | 8.9 | 44.3 | Full | 200 | 0.0 | 0.0 |
| Approach | 206 | 2.8 | | 0.813 | | 46.3 | LOS D | 8.9 | 44.3 | | | | |
| Intersection | 2951 | 2.1 | | 0.815 | | 29.5 | LOS C | 22.0 | 110.0 | | | | |

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

# PHASING SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2021 - PM (Site Folder: 2021)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Timings based on settings in the Site Phasing & Timing dialog**
**Phase Times determined by the program**
**Phase Sequence: Canberra Ave / National Cct**
**Reference Phase: Phase A**
**Input Phase Sequence: A, B, C, D, D1*, D2***
**Output Phase Sequence: A, B, C, D**
(* Variable Phase)

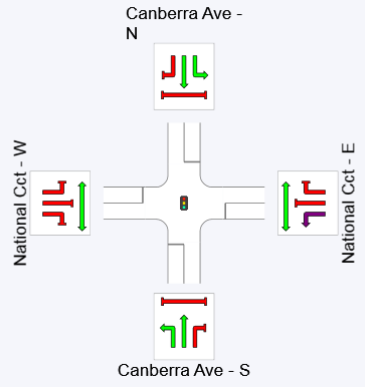
### Phase Timing Summary

| Phase | A | B | C | D |
|---|---|---|---|---|
| Phase Change Time (sec) | 0 | 35 | 50 | 67 |
| Green Time (sec) | 29 | 9 | 11 | 7 |
| Phase Time (sec) | 35 | 15 | 17 | 13 |
| Phase Split | 44% | 19% | 21% | 16% |

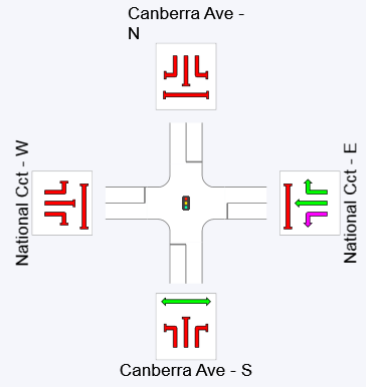
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

### Output Phase Sequence

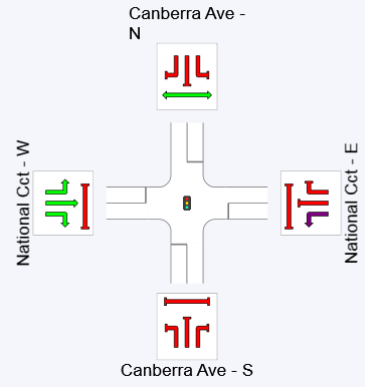
**Phase A** **REF**



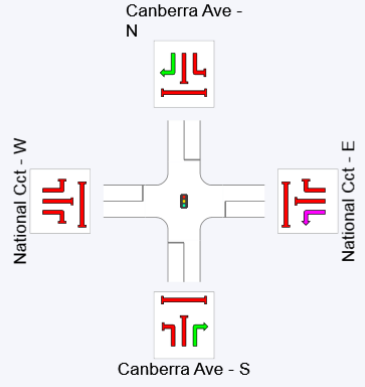

**Phase B**



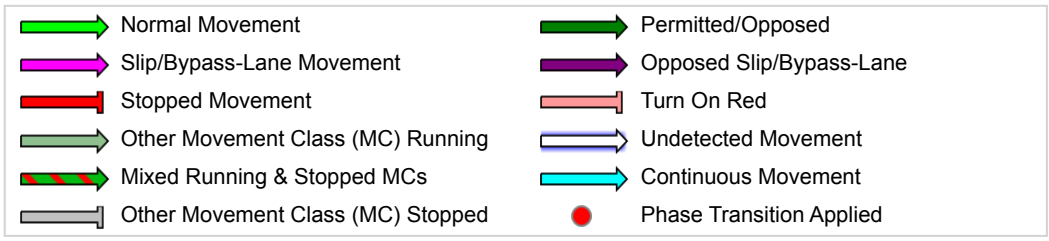

**Phase C**




**Phase D**




REF: Reference Phase
VAR: Variable Phase

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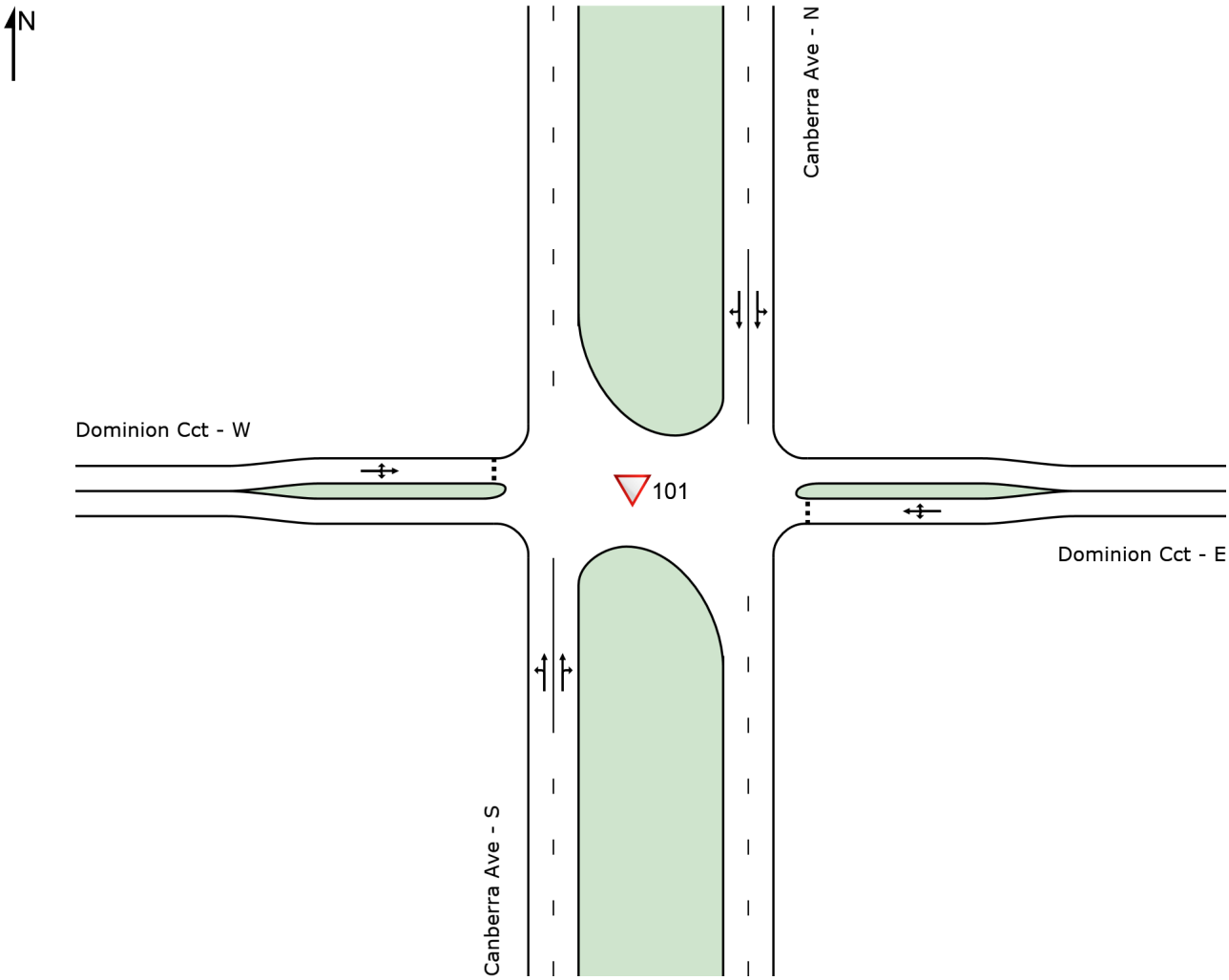
# SITE LAYOUT

## Site: 101 [Canberra Ave / Dominion Cct - 2021 - AM (Site Folder: 2021)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:05:05 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / Dominion Cct - 2021 - AM (Site Folder: 2021)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 57 | 2.0 | 60 | 2.0 | 0.468 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.04 | 0.00 | 54.6 |
| 2 | T1 | 1400 | 2.0 | 1474 | 2.0 | 0.468 | 1.8 | LOS A | 3.3 | 23.7 | 0.15 | 0.05 | 0.22 | 54.4 |
| 3 | R2 | 51 | 2.0 | 54 | 2.0 | 0.468 | 20.4 | LOS B | 3.3 | 23.7 | 0.35 | 0.06 | 0.52 | 46.0 |
| Approach | | 1508 | 2.0 | 1587 | 2.0 | 0.468 | 2.5 | NA | 3.3 | 23.7 | 0.15 | 0.05 | 0.23 | 54.1 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 105 | 2.0 | 111 | 2.0 | 0.181 | 6.3 | LOS A | 0.8 | 5.5 | 0.65 | 0.70 | 0.65 | 40.5 |
| 5 | T1 | 17 | 2.0 | 18 | 2.0 | 0.181 | 19.1 | LOS B | 0.8 | 5.5 | 0.65 | 0.70 | 0.65 | 41.2 |
| 6 | R2 | 27 | 2.0 | 28 | 2.0 | 0.181 | 19.1 | LOS B | 0.8 | 5.5 | 0.65 | 0.70 | 0.65 | 40.2 |
| Approach | | 149 | 2.0 | 157 | 2.0 | 0.181 | 10.1 | LOS A | 0.8 | 5.5 | 0.65 | 0.70 | 0.65 | 40.5 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 40 | 2.0 | 42 | 2.0 | 0.283 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 54.6 |
| 8 | T1 | 968 | 2.0 | 1019 | 2.0 | 0.283 | 0.6 | LOS A | 0.5 | 3.6 | 0.02 | 0.02 | 0.03 | 58.0 |
| 9 | R2 | 2 | 2.0 | 2 | 2.0 | 0.283 | 42.3 | LOS C | 0.5 | 3.6 | 0.04 | 0.00 | 0.05 | 52.5 |
| Approach | | 1010 | 2.0 | 1063 | 2.0 | 0.283 | 0.9 | NA | 0.5 | 3.6 | 0.02 | 0.02 | 0.02 | 57.8 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 19 | 2.0 | 20 | 2.0 | 0.143 | 7.0 | LOS A | 0.5 | 3.9 | 0.85 | 0.89 | 0.85 | 35.6 |
| 11 | T1 | 23 | 2.0 | 24 | 2.0 | 0.143 | 17.8 | LOS B | 0.5 | 3.9 | 0.85 | 0.89 | 0.85 | 36.1 |
| 12 | R2 | 17 | 2.0 | 18 | 2.0 | 0.143 | 20.6 | LOS B | 0.5 | 3.9 | 0.85 | 0.89 | 0.85 | 35.4 |
| Approach | | 59 | 2.0 | 62 | 2.0 | 0.143 | 15.1 | LOS B | 0.5 | 3.9 | 0.85 | 0.89 | 0.85 | 35.7 |
| All Vehicles | | 2726 | 2.0 | 2869 | 2.0 | 0.468 | 2.6 | NA | 3.3 | 23.7 | 0.15 | 0.09 | 0.19 | 53.8 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [Canberra Ave / Dominion Cct - 2021 - AM (Site Folder: 2021)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 898 | 2.0 | 1918 | 0.468 | 100 | 0.4 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 689 | 2.0 | 1472 | 0.468 | 100 | 5.3 | LOS A | 3.3 | 23.7 | Full | 200 | 0.0 | 0.0 |
| Approach | 1587 | 2.0 | | 0.468 | | 2.5 | NA | 3.3 | 23.7 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 157 | 2.0 | 866 | 0.181 | 100 | 10.1 | LOS A | 0.8 | 5.5 | Full | 200 | 0.0 | 0.0 |
| Approach | 157 | 2.0 | | 0.181 | | 10.1 | LOS A | 0.8 | 5.5 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 543 | 2.0 | 1917 | 0.283 | 100 | 0.5 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 520 | 2.0 | 1834 | 0.283 | 100 | 1.3 | LOS A | 0.5 | 3.6 | Full | 200 | 0.0 | 0.0 |
| Approach | 1063 | 2.0 | | 0.283 | | 0.9 | NA | 0.5 | 3.6 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 62 | 2.0 | 434 | 0.143 | 100 | 15.1 | LOS B | 0.5 | 3.9 | Full | 200 | 0.0 | 0.0 |
| Approach | 62 | 2.0 | | 0.143 | | 15.1 | LOS B | 0.5 | 3.9 | | | | |
| Intersection | 2869 | 2.0 | | 0.468 | | 2.6 | NA | 3.3 | 23.7 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / Dominion Cct - 2021 - PM (Site Folder: 2021)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 32 | 2.0 | 34 | 2.0 | 0.349 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 54.9 |
| 2 | T1 | 1089 | 2.0 | 1146 | 2.0 | 0.349 | 2.5 | LOS A | 2.7 | 19.1 | 0.11 | 0.03 | 0.14 | 53.4 |
| 3 | R2 | 15 | 2.0 | 16 | 2.0 | 0.349 | 36.2 | LOS C | 2.7 | 19.1 | 0.24 | 0.02 | 0.32 | 44.3 |
| Approach | | 1136 | 2.0 | 1196 | 2.0 | 0.349 | 3.0 | NA | 2.7 | 19.1 | 0.10 | 0.03 | 0.14 | 53.3 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 40 | 2.0 | 42 | 2.0 | 0.139 | 6.8 | LOS A | 0.6 | 3.9 | 0.76 | 0.81 | 0.76 | 38.2 |
| 5 | T1 | 14 | 2.0 | 15 | 2.0 | 0.139 | 17.4 | LOS B | 0.6 | 3.9 | 0.76 | 0.81 | 0.76 | 38.8 |
| 6 | R2 | 25 | 2.0 | 26 | 2.0 | 0.139 | 18.4 | LOS B | 0.6 | 3.9 | 0.76 | 0.81 | 0.76 | 37.9 |
| Approach | | 79 | 2.0 | 83 | 2.0 | 0.139 | 12.3 | LOS A | 0.6 | 3.9 | 0.76 | 0.81 | 0.76 | 38.2 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 17 | 2.0 | 18 | 2.0 | 0.400 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 55.2 |
| 8 | T1 | 1395 | 2.0 | 1468 | 2.0 | 0.400 | 0.5 | LOS A | 0.8 | 5.5 | 0.03 | 0.01 | 0.05 | 58.4 |
| 9 | R2 | 8 | 2.0 | 8 | 2.0 | 0.400 | 25.0 | LOS B | 0.8 | 5.5 | 0.07 | 0.01 | 0.10 | 52.6 |
| Approach | | 1420 | 2.0 | 1495 | 2.0 | 0.400 | 0.7 | NA | 0.8 | 5.5 | 0.03 | 0.01 | 0.05 | 58.3 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 20 | 2.0 | 21 | 2.0 | 0.140 | 6.5 | LOS A | 0.5 | 3.8 | 0.81 | 0.85 | 0.81 | 36.2 |
| 11 | T1 | 11 | 2.0 | 12 | 2.0 | 0.140 | 17.3 | LOS B | 0.5 | 3.8 | 0.81 | 0.85 | 0.81 | 36.7 |
| 12 | R2 | 31 | 2.0 | 33 | 2.0 | 0.140 | 18.7 | LOS B | 0.5 | 3.8 | 0.81 | 0.85 | 0.81 | 35.9 |
| Approach | | 62 | 2.0 | 65 | 2.0 | 0.140 | 14.5 | LOS A | 0.5 | 3.8 | 0.81 | 0.85 | 0.81 | 36.1 |
| All Vehicles | | 2697 | 2.0 | 2839 | 2.0 | 0.400 | 2.3 | NA | 2.7 | 19.1 | 0.10 | 0.06 | 0.12 | 54.5 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [Canberra Ave / Dominion Cct - 2021 - PM (Site Folder: 2021)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 671 | 2.0 | 1920 | 0.349 | 100 | 0.3 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 525 | 2.0 | 1502 | 0.349 | 100 | 6.4 | LOS A | 2.7 | 19.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 1196 | 2.0 | | 0.349 | | 3.0 | NA | 2.7 | 19.1 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 83 | 2.0 | 599 | 0.139 | 100 | 12.3 | LOS A | 0.6 | 3.9 | Full | 200 | 0.0 | 0.0 |
| Approach | 83 | 2.0 | | 0.139 | | 12.3 | LOS A | 0.6 | 3.9 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 769 | 2.0 | 1923 | 0.400 | 100 | 0.2 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 726 | 2.0 | 1816 | 0.400 | 100 | 1.2 | LOS A | 0.8 | 5.5 | Full | 200 | 0.0 | 0.0 |
| Approach | 1495 | 2.0 | | 0.400 | | 0.7 | NA | 0.8 | 5.5 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 65 | 2.0 | 465 | 0.140 | 100 | 14.5 | LOS A | 0.5 | 3.8 | Full | 200 | 0.0 | 0.0 |
| Approach | 65 | 2.0 | | 0.140 | | 14.5 | LOS A | 0.5 | 3.8 | | | | |
| Intersection | 2839 | 2.0 | | 0.400 | | 2.3 | NA | 2.7 | 19.1 | | | | |

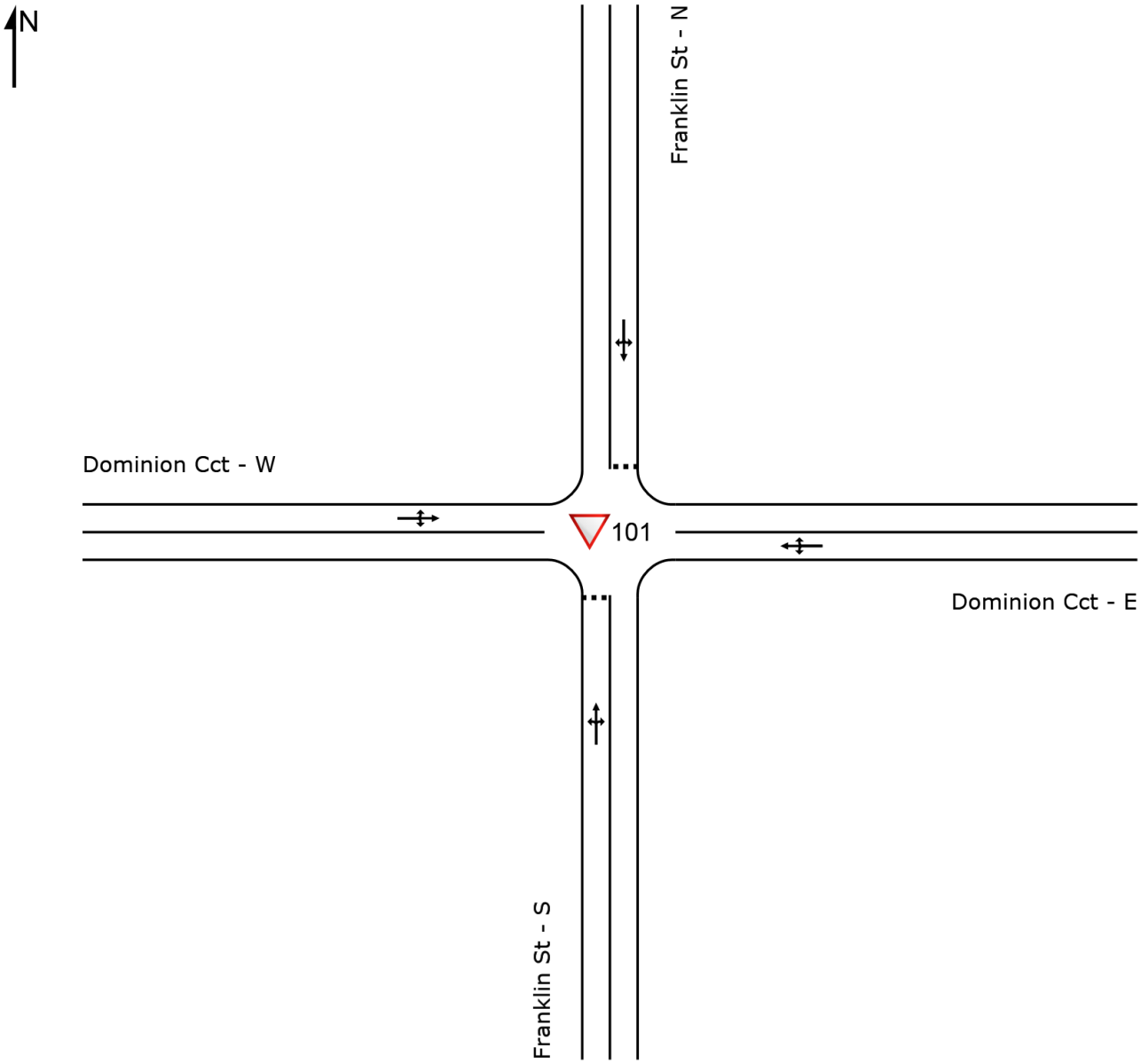
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [Dominion Cct / Franklin St - 2021 - AM (Site Folder: 2021)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:05:23 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [Dominion Cct / Franklin St - 2021 - AM (Site Folder: 2021)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | | |
| 1 | L2 | 14 | 2.0 | 15 | 2.0 | 0.074 | 5.7 | LOS A | 0.2 | 1.6 | 0.15 | 0.54 | 0.15 | 46.7 |
| 2 | T1 | 75 | 2.0 | 79 | 2.0 | 0.074 | 4.5 | LOS A | 0.2 | 1.6 | 0.15 | 0.54 | 0.15 | 47.0 |
| 3 | R2 | 14 | 2.0 | 15 | 2.0 | 0.074 | 5.9 | LOS A | 0.2 | 1.6 | 0.15 | 0.54 | 0.15 | 45.7 |
| Approach | | 103 | 2.0 | 108 | 2.0 | 0.074 | 4.8 | LOS A | 0.2 | 1.6 | 0.15 | 0.54 | 0.15 | 46.8 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 39 | 2.0 | 41 | 2.0 | 0.049 | 5.6 | LOS A | 0.0 | 0.2 | 0.02 | 0.28 | 0.02 | 50.4 |
| 5 | T1 | 46 | 2.0 | 48 | 2.0 | 0.049 | 0.0 | LOS A | 0.0 | 0.2 | 0.02 | 0.28 | 0.02 | 54.0 |
| 6 | R2 | 4 | 2.0 | 4 | 2.0 | 0.049 | 5.6 | LOS A | 0.0 | 0.2 | 0.02 | 0.28 | 0.02 | 49.3 |
| Approach | | 89 | 2.0 | 94 | 2.0 | 0.049 | 2.7 | NA | 0.0 | 0.2 | 0.02 | 0.28 | 0.02 | 52.1 |
| North: Franklin St - N | | | | | | | | | | | | | | |
| 7 | L2 | 8 | 2.0 | 8 | 2.0 | 0.031 | 5.6 | LOS A | 0.1 | 0.6 | 0.13 | 0.54 | 0.13 | 46.6 |
| 8 | T1 | 25 | 2.0 | 26 | 2.0 | 0.031 | 4.5 | LOS A | 0.1 | 0.6 | 0.13 | 0.54 | 0.13 | 46.9 |
| 9 | R2 | 9 | 2.0 | 9 | 2.0 | 0.031 | 6.0 | LOS A | 0.1 | 0.6 | 0.13 | 0.54 | 0.13 | 45.6 |
| Approach | | 42 | 2.0 | 44 | 2.0 | 0.031 | 5.0 | LOS A | 0.1 | 0.6 | 0.13 | 0.54 | 0.13 | 46.6 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 19 | 2.0 | 20 | 2.0 | 0.053 | 5.7 | LOS A | 0.2 | 1.7 | 0.17 | 0.34 | 0.17 | 48.2 |
| 11 | T1 | 38 | 2.0 | 40 | 2.0 | 0.053 | 0.1 | LOS A | 0.2 | 1.7 | 0.17 | 0.34 | 0.17 | 51.5 |
| 12 | R2 | 44 | 2.0 | 46 | 2.0 | 0.053 | 5.7 | LOS A | 0.2 | 1.7 | 0.17 | 0.34 | 0.17 | 47.2 |
| Approach | | 101 | 2.0 | 106 | 2.0 | 0.053 | 3.6 | NA | 0.2 | 1.7 | 0.17 | 0.34 | 0.17 | 48.9 |
| All Vehicles | | 335 | 2.0 | 353 | 2.0 | 0.074 | 3.9 | NA | 0.2 | 1.7 | 0.12 | 0.41 | 0.12 | 48.7 |

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.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [Dominion Cct / Franklin St - 2021 - AM (Site Folder: 2021)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | |
| Lane 1 | 108 | 2.0 | 1468 | 0.074 | 100 | 4.8 | LOS A | 0.2 | 1.6 | Full | 200 | 0.0 | 0.0 |
| Approach | 108 | 2.0 | | 0.074 | | 4.8 | LOS A | 0.2 | 1.6 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 94 | 2.0 | 1893 | 0.049 | 100 | 2.7 | LOS A | 0.0 | 0.2 | Full | 200 | 0.0 | 0.0 |
| Approach | 94 | 2.0 | | 0.049 | | 2.7 | NA | 0.0 | 0.2 | | | | |
| North: Franklin St - N | | | | | | | | | | | | | |
| Lane 1 | 44 | 2.0 | 1444 | 0.031 | 100 | 5.0 | LOS A | 0.1 | 0.6 | Full | 200 | 0.0 | 0.0 |
| Approach | 44 | 2.0 | | 0.031 | | 5.0 | LOS A | 0.1 | 0.6 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 106 | 2.0 | 2002 | 0.053 | 100 | 3.6 | LOS A | 0.2 | 1.7 | Full | 200 | 0.0 | 0.0 |
| Approach | 106 | 2.0 | | 0.053 | | 3.6 | NA | 0.2 | 1.7 | | | | |
| Intersection | 353 | 2.0 | | 0.074 | | 3.9 | NA | 0.2 | 1.7 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

## Site: 101 [Dominion Cct / Franklin St - 2021 - PM (Site Folder: 2021)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | | |
| 1 | L2 | 11 | 2.0 | 12 | 2.0 | 0.026 | 5.6 | LOS A | 0.1 | 0.6 | 0.10 | 0.55 | 0.10 | 46.2 |
| 2 | T1 | 12 | 2.0 | 13 | 2.0 | 0.026 | 4.3 | LOS A | 0.1 | 0.6 | 0.10 | 0.55 | 0.10 | 46.5 |
| 3 | R2 | 14 | 2.0 | 15 | 2.0 | 0.026 | 5.8 | LOS A | 0.1 | 0.6 | 0.10 | 0.55 | 0.10 | 45.2 |
| Approach | | 37 | 2.0 | 39 | 2.0 | 0.026 | 5.3 | LOS A | 0.1 | 0.6 | 0.10 | 0.55 | 0.10 | 45.9 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 12 | 2.0 | 13 | 2.0 | 0.032 | 5.6 | LOS A | 0.1 | 0.6 | 0.08 | 0.24 | 0.08 | 50.5 |
| 5 | T1 | 34 | 2.0 | 36 | 2.0 | 0.032 | 0.0 | LOS A | 0.1 | 0.6 | 0.08 | 0.24 | 0.08 | 54.0 |
| 6 | R2 | 14 | 2.0 | 15 | 2.0 | 0.032 | 5.6 | LOS A | 0.1 | 0.6 | 0.08 | 0.24 | 0.08 | 49.3 |
| Approach | | 60 | 2.0 | 63 | 2.0 | 0.032 | 2.5 | NA | 0.1 | 0.6 | 0.08 | 0.24 | 0.08 | 52.1 |
| North: Franklin St - N | | | | | | | | | | | | | | |
| 7 | L2 | 5 | 2.0 | 5 | 2.0 | 0.042 | 5.7 | LOS A | 0.1 | 0.8 | 0.14 | 0.54 | 0.14 | 46.5 |
| 8 | T1 | 33 | 2.0 | 35 | 2.0 | 0.042 | 4.4 | LOS A | 0.1 | 0.8 | 0.14 | 0.54 | 0.14 | 46.9 |
| 9 | R2 | 19 | 2.0 | 20 | 2.0 | 0.042 | 5.8 | LOS A | 0.1 | 0.8 | 0.14 | 0.54 | 0.14 | 45.5 |
| Approach | | 57 | 2.0 | 60 | 2.0 | 0.042 | 4.9 | LOS A | 0.1 | 0.8 | 0.14 | 0.54 | 0.14 | 46.4 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 10 | 2.0 | 11 | 2.0 | 0.033 | 5.6 | LOS A | 0.1 | 0.5 | 0.06 | 0.19 | 0.06 | 51.7 |
| 11 | T1 | 41 | 2.0 | 43 | 2.0 | 0.033 | 0.0 | LOS A | 0.1 | 0.5 | 0.06 | 0.19 | 0.06 | 55.4 |
| 12 | R2 | 10 | 2.0 | 11 | 2.0 | 0.033 | 5.6 | LOS A | 0.1 | 0.5 | 0.06 | 0.19 | 0.06 | 50.4 |
| Approach | | 61 | 2.0 | 64 | 2.0 | 0.033 | 1.9 | NA | 0.1 | 0.5 | 0.06 | 0.19 | 0.06 | 53.9 |
| All Vehicles | | 215 | 2.0 | 226 | 2.0 | 0.042 | 3.4 | NA | 0.1 | 0.8 | 0.09 | 0.36 | 0.09 | 49.8 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [Dominion Cct / Franklin St - 2021 - PM (Site Folder: 2021)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | |
| Lane 1 | 39 | 2.0 | 1481 | 0.026 | 100 | 5.3 | LOS A | 0.1 | 0.6 | Full | 200 | 0.0 | 0.0 |
| Approach | 39 | 2.0 | | 0.026 | | 5.3 | LOS A | 0.1 | 0.6 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 63 | 2.0 | 1962 | 0.032 | 100 | 2.5 | LOS A | 0.1 | 0.6 | Full | 200 | 0.0 | 0.0 |
| Approach | 63 | 2.0 | | 0.032 | | 2.5 | NA | 0.1 | 0.6 | | | | |
| North: Franklin St - N | | | | | | | | | | | | | |
| Lane 1 | 60 | 2.0 | 1428 | 0.042 | 100 | 4.9 | LOS A | 0.1 | 0.8 | Full | 200 | 0.0 | 0.0 |
| Approach | 60 | 2.0 | | 0.042 | | 4.9 | LOS A | 0.1 | 0.8 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 64 | 2.0 | 1948 | 0.033 | 100 | 1.9 | LOS A | 0.1 | 0.5 | Full | 200 | 0.0 | 0.0 |
| Approach | 64 | 2.0 | | 0.033 | | 1.9 | NA | 0.1 | 0.5 | | | | |
| Intersection | 226 | 2.0 | | 0.042 | | 3.4 | NA | 0.1 | 0.8 | | | | |

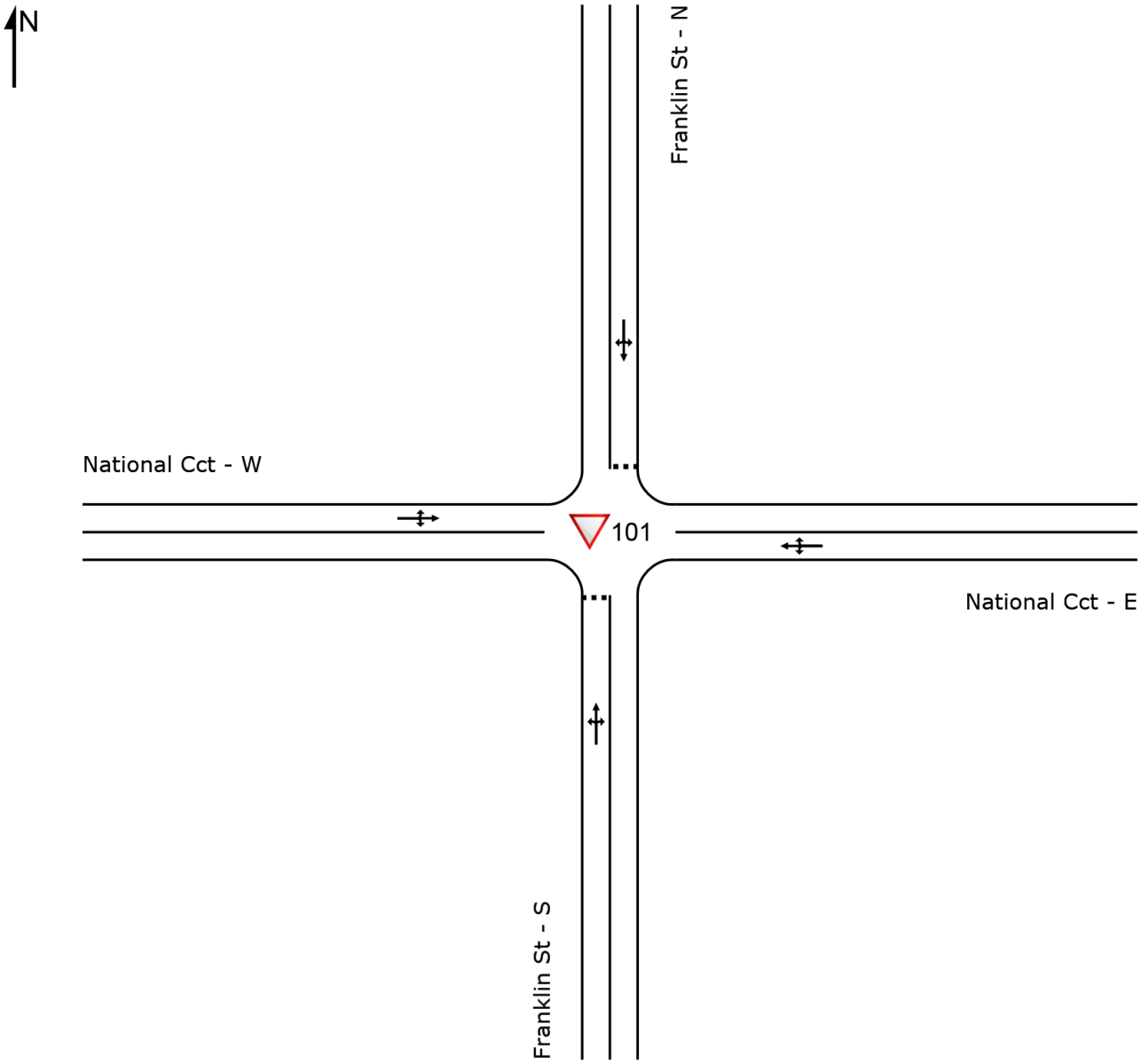
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [National Cct / Franklin St - 2021 - AM (Site Folder: 2021)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:05:41 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [National Cct / Franklin St - 2021 - AM (Site Folder: 2021)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | | |
| 1 | L2 | 21 | 2.0 | 22 | 2.0 | 0.063 | 5.7 | LOS A | 0.2 | 1.4 | 0.19 | 0.59 | 0.19 | 45.3 |
| 2 | T1 | 10 | 2.0 | 11 | 2.0 | 0.063 | 4.9 | LOS A | 0.2 | 1.4 | 0.19 | 0.59 | 0.19 | 45.7 |
| 3 | R2 | 42 | 2.0 | 44 | 2.0 | 0.063 | 6.5 | LOS A | 0.2 | 1.4 | 0.19 | 0.59 | 0.19 | 44.4 |
| Approach | | 73 | 2.0 | 77 | 2.0 | 0.063 | 6.1 | LOS A | 0.2 | 1.4 | 0.19 | 0.59 | 0.19 | 44.8 |
| East: National Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 73 | 2.0 | 77 | 2.0 | 0.092 | 5.7 | LOS A | 0.1 | 1.0 | 0.10 | 0.30 | 0.10 | 49.3 |
| 5 | T1 | 75 | 5.0 | 79 | 5.0 | 0.092 | 0.1 | LOS A | 0.1 | 1.0 | 0.10 | 0.30 | 0.10 | 52.7 |
| 6 | R2 | 16 | 2.0 | 17 | 2.0 | 0.092 | 6.0 | LOS A | 0.1 | 1.0 | 0.10 | 0.30 | 0.10 | 48.2 |
| Approach | | 164 | 3.4 | 173 | 3.4 | 0.092 | 3.2 | NA | 0.1 | 1.0 | 0.10 | 0.30 | 0.10 | 50.7 |
| North: Franklin St - N | | | | | | | | | | | | | | |
| 7 | L2 | 1 | 2.0 | 1 | 2.0 | 0.002 | 6.0 | LOS A | 0.0 | 0.1 | 0.27 | 0.54 | 0.27 | 45.4 |
| 8 | T1 | 1 | 2.0 | 1 | 2.0 | 0.002 | 4.9 | LOS A | 0.0 | 0.1 | 0.27 | 0.54 | 0.27 | 45.7 |
| 9 | R2 | 1 | 2.0 | 1 | 2.0 | 0.002 | 6.4 | LOS A | 0.0 | 0.1 | 0.27 | 0.54 | 0.27 | 44.4 |
| Approach | | 3 | 2.0 | 3 | 2.0 | 0.002 | 5.8 | LOS A | 0.0 | 0.1 | 0.27 | 0.54 | 0.27 | 45.1 |
| West: National Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 23 | 2.0 | 24 | 2.0 | 0.139 | 5.9 | LOS A | 0.4 | 2.7 | 0.14 | 0.17 | 0.14 | 51.3 |
| 11 | T1 | 178 | 5.0 | 187 | 5.0 | 0.139 | 0.1 | LOS A | 0.4 | 2.7 | 0.14 | 0.17 | 0.14 | 55.0 |
| 12 | R2 | 51 | 2.0 | 54 | 2.0 | 0.139 | 5.9 | LOS A | 0.4 | 2.7 | 0.14 | 0.17 | 0.14 | 50.1 |
| Approach | | 252 | 4.1 | 265 | 4.1 | 0.139 | 1.8 | NA | 0.4 | 2.7 | 0.14 | 0.17 | 0.14 | 53.6 |
| All Vehicles | | 492 | 3.5 | 518 | 3.5 | 0.139 | 2.9 | NA | 0.4 | 2.7 | 0.14 | 0.28 | 0.14 | 51.1 |

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.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [National Cct / Franklin St - 2021 - AM (Site Folder: 2021)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | |
| Lane 1 | 77 | 2.0 | 1220 | 0.063 | 100 | 6.1 | LOS A | 0.2 | 1.4 | Full | 200 | 0.0 | 0.0 |
| Approach | 77 | 2.0 | | 0.063 | | 6.1 | LOS A | 0.2 | 1.4 | | | | |
| East: National Cct - E | | | | | | | | | | | | | |
| Lane 1 | 173 | 3.4 | 1869 | 0.092 | 100 | 3.2 | LOS A | 0.1 | 1.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 173 | 3.4 | | 0.092 | | 3.2 | NA | 0.1 | 1.0 | | | | |
| North: Franklin St - N | | | | | | | | | | | | | |
| Lane 1 | 3 | 2.0 | 1280 | 0.002 | 100 | 5.8 | LOS A | 0.0 | 0.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 3 | 2.0 | | 0.002 | | 5.8 | LOS A | 0.0 | 0.1 | | | | |
| West: National Cct - W | | | | | | | | | | | | | |
| Lane 1 | 265 | 4.1 | 1912 | 0.139 | 100 | 1.8 | LOS A | 0.4 | 2.7 | Full | 200 | 0.0 | 0.0 |
| Approach | 265 | 4.1 | | 0.139 | | 1.8 | NA | 0.4 | 2.7 | | | | |
| Intersection | 518 | 3.5 | | 0.139 | | 2.9 | NA | 0.4 | 2.7 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

## Site: 101 [National Cct / Franklin St - 2021 - PM (Site Folder: 2021)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | | |
| 1 | L2 | 47 | 2.0 | 49 | 2.0 | 0.078 | 5.7 | LOS A | 0.3 | 1.9 | 0.15 | 0.58 | 0.15 | 45.4 |
| 2 | T1 | 1 | 2.0 | 1 | 2.0 | 0.078 | 4.5 | LOS A | 0.3 | 1.9 | 0.15 | 0.58 | 0.15 | 45.7 |
| 3 | R2 | 56 | 2.0 | 59 | 2.0 | 0.078 | 6.1 | LOS A | 0.3 | 1.9 | 0.15 | 0.58 | 0.15 | 44.4 |
| Approach | | 104 | 2.0 | 109 | 2.0 | 0.078 | 5.9 | LOS A | 0.3 | 1.9 | 0.15 | 0.58 | 0.15 | 44.9 |
| East: National Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 20 | 2.0 | 21 | 2.0 | 0.047 | 5.6 | LOS A | 0.0 | 0.1 | 0.01 | 0.15 | 0.01 | 52.7 |
| 5 | T1 | 63 | 5.0 | 66 | 5.0 | 0.047 | 0.0 | LOS A | 0.0 | 0.1 | 0.01 | 0.15 | 0.01 | 56.7 |
| 6 | R2 | 1 | 2.0 | 1 | 2.0 | 0.047 | 5.8 | LOS A | 0.0 | 0.1 | 0.01 | 0.15 | 0.01 | 51.5 |
| Approach | | 84 | 4.3 | 88 | 4.3 | 0.047 | 1.4 | NA | 0.0 | 0.1 | 0.01 | 0.15 | 0.01 | 55.6 |
| North: Franklin St - N | | | | | | | | | | | | | | |
| 7 | L2 | 28 | 2.0 | 29 | 2.0 | 0.031 | 5.8 | LOS A | 0.1 | 0.8 | 0.20 | 0.55 | 0.20 | 45.2 |
| 8 | T1 | 4 | 2.0 | 4 | 2.0 | 0.031 | 4.5 | LOS A | 0.1 | 0.8 | 0.20 | 0.55 | 0.20 | 45.5 |
| 9 | R2 | 13 | 2.0 | 14 | 2.0 | 0.031 | 6.1 | LOS A | 0.1 | 0.8 | 0.20 | 0.55 | 0.20 | 44.3 |
| Approach | | 45 | 2.0 | 47 | 2.0 | 0.031 | 5.8 | LOS A | 0.1 | 0.8 | 0.20 | 0.55 | 0.20 | 45.0 |
| West: National Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 1 | 2.0 | 1 | 2.0 | 0.070 | 5.8 | LOS A | 0.1 | 0.5 | 0.04 | 0.06 | 0.04 | 54.2 |
| 11 | T1 | 115 | 5.0 | 121 | 5.0 | 0.070 | 0.0 | LOS A | 0.1 | 0.5 | 0.04 | 0.06 | 0.04 | 58.3 |
| 12 | R2 | 11 | 2.0 | 12 | 2.0 | 0.070 | 5.7 | LOS A | 0.1 | 0.5 | 0.04 | 0.06 | 0.04 | 52.8 |
| Approach | | 127 | 4.7 | 134 | 4.7 | 0.070 | 0.6 | NA | 0.1 | 0.5 | 0.04 | 0.06 | 0.04 | 57.8 |
| All Vehicles | | 360 | 3.5 | 379 | 3.5 | 0.078 | 3.0 | NA | 0.3 | 1.9 | 0.08 | 0.29 | 0.08 | 51.2 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [National Cct / Franklin St - 2021 - PM (Site Folder: 2021)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | |
| Lane 1 | 109 | 2.0 | 1403 | 0.078 | 100 | 5.9 | LOS A | 0.3 | 1.9 | Full | 200 | 0.0 | 0.0 |
| Approach | 109 | 2.0 | | 0.078 | | 5.9 | LOS A | 0.3 | 1.9 | | | | |
| East: National Cct - E | | | | | | | | | | | | | |
| Lane 1 | 88 | 4.3 | 1877 | 0.047 | 100 | 1.4 | LOS A | 0.0 | 0.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 88 | 4.3 | | 0.047 | | 1.4 | NA | 0.0 | 0.1 | | | | |
| North: Franklin St - N | | | | | | | | | | | | | |
| Lane 1 | 47 | 2.0 | 1545 | 0.031 | 100 | 5.8 | LOS A | 0.1 | 0.8 | Full | 200 | 0.0 | 0.0 |
| Approach | 47 | 2.0 | | 0.031 | | 5.8 | LOS A | 0.1 | 0.8 | | | | |
| West: National Cct - W | | | | | | | | | | | | | |
| Lane 1 | 134 | 4.7 | 1908 | 0.070 | 100 | 0.6 | LOS A | 0.1 | 0.5 | Full | 200 | 0.0 | 0.0 |
| Approach | 134 | 4.7 | | 0.070 | | 0.6 | NA | 0.1 | 0.5 | | | | |
| Intersection | 379 | 3.5 | | 0.078 | | 3.0 | NA | 0.3 | 1.9 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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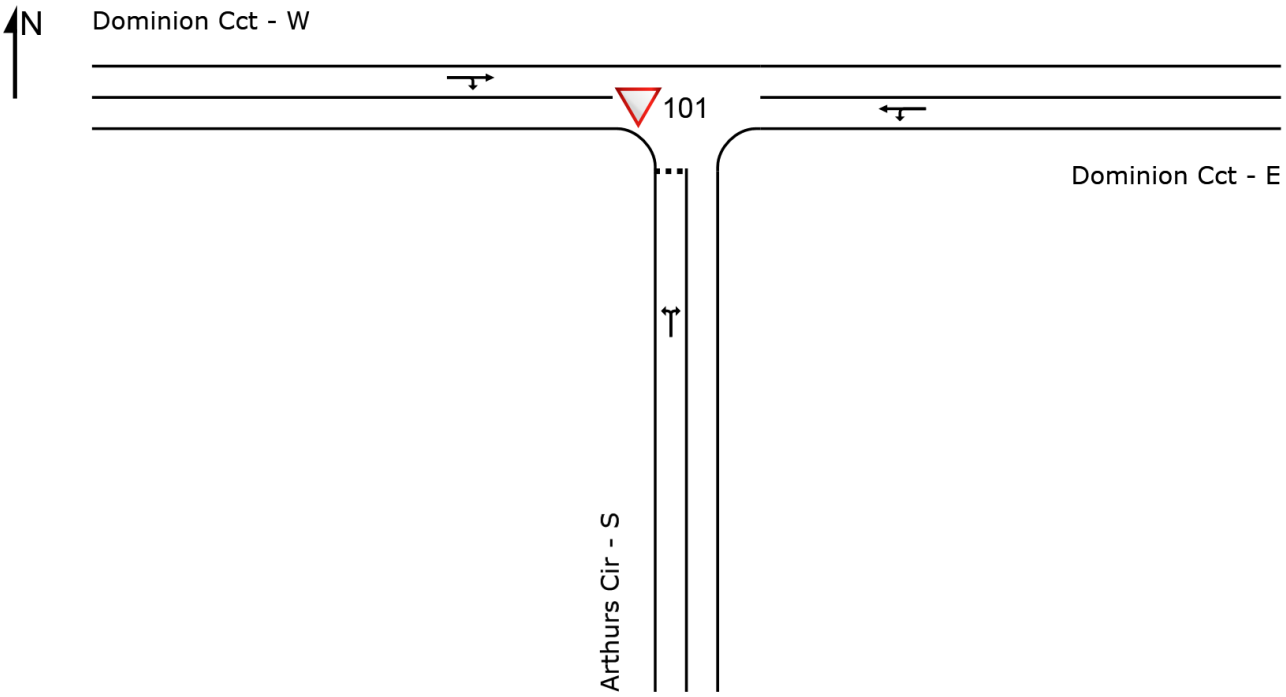
# SITE LAYOUT

## Site: 101 [Dominion Cct / Arthurs Cir - 2021 - AM (Site Folder: 2021)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:05:54 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [Dominion Cct / Arthurs Cir - 2021 - AM (Site Folder: 2021)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Arthurs Cir - S | | | | | | | | | | | | | | |
| 1 | L2 | 103 | 2.0 | 108 | 2.0 | 0.068 | 4.1 | LOS A | 0.3 | 2.1 | 0.14 | 0.53 | 0.14 | 43.0 |
| 3 | R2 | 17 | 2.0 | 18 | 2.0 | 0.068 | 4.1 | LOS A | 0.3 | 2.1 | 0.14 | 0.53 | 0.14 | 41.7 |
| Approach | | 120 | 2.0 | 126 | 2.0 | 0.068 | 4.1 | LOS A | 0.3 | 2.1 | 0.14 | 0.53 | 0.14 | 42.8 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 7 | 2.0 | 7 | 2.0 | 0.040 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.06 | 0.00 | 50.5 |
| 5 | T1 | 65 | 2.0 | 68 | 2.0 | 0.040 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.06 | 0.00 | 58.7 |
| Approach | | 72 | 2.0 | 76 | 2.0 | 0.040 | 0.5 | NA | 0.0 | 0.0 | 0.00 | 0.06 | 0.00 | 58.1 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 11 | T1 | 88 | 2.0 | 93 | 2.0 | 0.081 | 0.1 | LOS A | 0.3 | 2.4 | 0.15 | 0.25 | 0.15 | 53.6 |
| 12 | R2 | 68 | 2.0 | 72 | 2.0 | 0.081 | 5.6 | LOS A | 0.3 | 2.4 | 0.15 | 0.25 | 0.15 | 44.0 |
| Approach | | 156 | 2.0 | 164 | 2.0 | 0.081 | 2.5 | NA | 0.3 | 2.4 | 0.15 | 0.25 | 0.15 | 50.0 |
| All Vehicles | | 348 | 2.0 | 366 | 2.0 | 0.081 | 2.7 | NA | 0.3 | 2.4 | 0.11 | 0.30 | 0.11 | 49.4 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# LANE SUMMARY

## Site: 101 [Dominion Cct / Arthurs Cir - 2021 - AM (Site Folder: 2021)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Arthurs Cir - S | | | | | | | | | | | | | |
| Lane 1 | 126 | 2.0 | 1871 | 0.068 | 100 | 4.1 | LOS A | 0.3 | 2.1 | Full | 50 | 0.0 | 0.0 |
| Approach | 126 | 2.0 | | 0.068 | | 4.1 | LOS A | 0.3 | 2.1 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 76 | 2.0 | 1915 | 0.040 | 100 | 0.5 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 76 | 2.0 | | 0.040 | | 0.5 | NA | 0.0 | 0.0 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 164 | 2.0 | 2022 | 0.081 | 100 | 2.5 | LOS A | 0.3 | 2.4 | Full | 200 | 0.0 | 0.0 |
| Approach | 164 | 2.0 | | 0.081 | | 2.5 | NA | 0.3 | 2.4 | | | | |
| Intersection | 366 | 2.0 | | 0.081 | | 2.7 | NA | 0.3 | 2.4 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [Dominion Cct / Arthurs Cir - 2021 - PM (Site Folder: 2021)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Arthurs Cir - S | | | | | | | | | | | | | | |
| 1 | L2 | 41 | 2.0 | 43 | 2.0 | 0.024 | 4.0 | LOS A | 0.1 | 0.8 | 0.14 | 0.52 | 0.14 | 43.0 |
| 3 | R2 | 3 | 2.0 | 3 | 2.0 | 0.024 | 4.0 | LOS A | 0.1 | 0.8 | 0.14 | 0.52 | 0.14 | 41.7 |
| Approach | | 44 | 2.0 | 46 | 2.0 | 0.024 | 4.0 | LOS A | 0.1 | 0.8 | 0.14 | 0.52 | 0.14 | 42.9 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 6 | 2.0 | 6 | 2.0 | 0.035 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.06 | 0.00 | 50.5 |
| 5 | T1 | 57 | 2.0 | 60 | 2.0 | 0.035 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.06 | 0.00 | 58.7 |
| Approach | | 63 | 2.0 | 66 | 2.0 | 0.035 | 0.5 | NA | 0.0 | 0.0 | 0.00 | 0.06 | 0.00 | 58.1 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 11 | T1 | 54 | 2.0 | 57 | 2.0 | 0.045 | 0.1 | LOS A | 0.2 | 1.1 | 0.12 | 0.21 | 0.12 | 54.5 |
| 12 | R2 | 32 | 2.0 | 34 | 2.0 | 0.045 | 5.6 | LOS A | 0.2 | 1.1 | 0.12 | 0.21 | 0.12 | 44.9 |
| Approach | | 86 | 2.0 | 91 | 2.0 | 0.045 | 2.1 | NA | 0.2 | 1.1 | 0.12 | 0.21 | 0.12 | 51.5 |
| All Vehicles | | 193 | 2.0 | 203 | 2.0 | 0.045 | 2.0 | NA | 0.2 | 1.1 | 0.08 | 0.23 | 0.08 | 51.9 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# LANE SUMMARY

## Site: 101 [Dominion Cct / Arthurs Cir - 2021 - PM (Site Folder: 2021)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Arthurs Cir - S | | | | | | | | | | | | | |
| Lane 1 | 46 | 2.0 | 1950 | 0.024 | 100 | 4.0 | LOS A | 0.1 | 0.8 | Full | 50 | 0.0 | 0.0 |
| Approach | 46 | 2.0 | | 0.024 | | 4.0 | LOS A | 0.1 | 0.8 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 66 | 2.0 | 1916 | 0.035 | 100 | 0.5 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 66 | 2.0 | | 0.035 | | 0.5 | NA | 0.0 | 0.0 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 91 | 2.0 | 2010 | 0.045 | 100 | 2.1 | LOS A | 0.2 | 1.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 91 | 2.0 | | 0.045 | | 2.1 | NA | 0.2 | 1.1 | | | | |
| Intersection | 203 | 2.0 | | 0.045 | | 2.0 | NA | 0.2 | 1.1 | | | | |

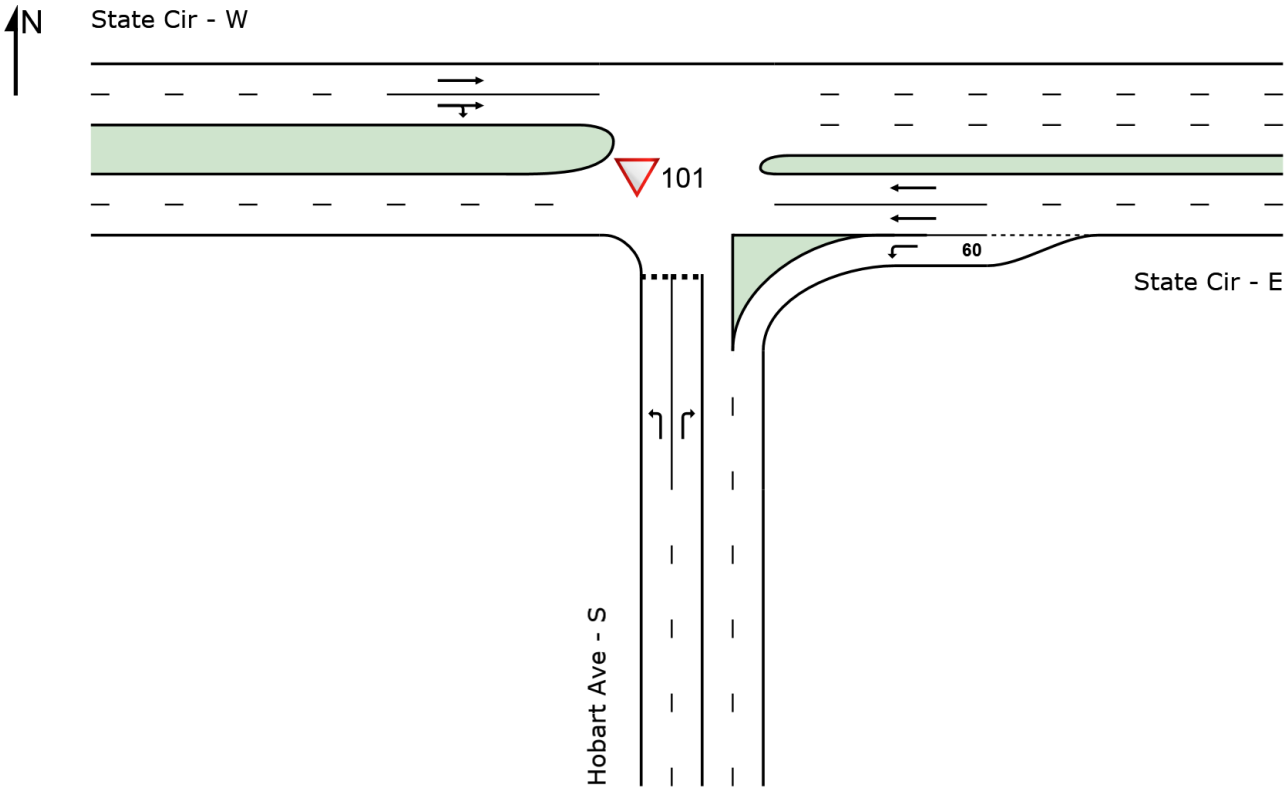
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [State Cir / Hobart Ave - 2021 - AM (Site Folder: 2021)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:06:05 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [State Cir / Hobart Ave - 2021 - AM (Site Folder: 2021)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Hobart Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 295 | 2.0 | 311 | 2.0 | 0.249 | 6.8 | LOS A | 1.1 | 8.1 | 0.41 | 0.64 | 0.41 | 43.9 |
| 3 | R2 | 60 | 2.0 | 63 | 2.0 | 0.062 | 8.9 | LOS A | 0.2 | 1.6 | 0.73 | 0.88 | 0.73 | 42.2 |
| Approach | | 355 | 2.0 | 374 | 2.0 | 0.249 | 7.1 | LOS A | 1.1 | 8.1 | 0.46 | 0.68 | 0.46 | 43.6 |
| East: State Cir - E | | | | | | | | | | | | | | |
| 4 | L2 | 214 | 2.0 | 225 | 2.0 | 0.123 | 6.7 | LOS A | 0.0 | 0.0 | 0.00 | 0.57 | 0.00 | 51.5 |
| 5 | T1 | 534 | 5.0 | 562 | 5.0 | 0.149 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 69.9 |
| Approach | | 748 | 4.1 | 787 | 4.1 | 0.149 | 1.9 | NA | 0.0 | 0.0 | 0.00 | 0.16 | 0.00 | 63.3 |
| West: State Cir - W | | | | | | | | | | | | | | |
| 11 | T1 | 1034 | 5.0 | 1088 | 5.0 | 0.430 | 1.1 | LOS A | 3.7 | 26.4 | 0.15 | 0.11 | 0.21 | 64.2 |
| 12 | R2 | 214 | 2.0 | 225 | 2.0 | 0.430 | 11.5 | LOS A | 3.7 | 26.4 | 0.60 | 0.42 | 0.83 | 47.2 |
| Approach | | 1248 | 4.5 | 1314 | 4.5 | 0.430 | 2.9 | NA | 3.7 | 26.4 | 0.23 | 0.16 | 0.32 | 60.4 |
| All Vehicles | | 2351 | 4.0 | 2475 | 4.0 | 0.430 | 3.2 | NA | 3.7 | 26.4 | 0.19 | 0.24 | 0.24 | 57.9 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# LANE SUMMARY

## Site: 101 [State Cir / Hobart Ave - 2021 - AM (Site Folder: 2021)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Hobart Ave - S | | | | | | | | | | | | | |
| Lane 1 | 311 | 2.0 | 1248 | 0.249 | 100 | 6.8 | LOS A | 1.1 | 8.1 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 63 | 2.0 | 1021 | 0.062 | 100 | 8.9 | LOS A | 0.2 | 1.6 | Full | 200 | 0.0 | 0.0 |
| Approach | 374 | 2.0 | | 0.249 | | 7.1 | LOS A | 1.1 | 8.1 | | | | |
| East: State Cir - E | | | | | | | | | | | | | |
| Lane 1 | 225 | 2.0 | 1831 | 0.123 | 100 | 6.7 | LOS A | 0.0 | 0.0 | Short | 60 | 0.0 | NA |
| Lane 2 | 281 | 5.0 | 1889 | 0.149 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 3 | 281 | 5.0 | 1889 | 0.149 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 787 | 4.1 | | 0.149 | | 1.9 | NA | 0.0 | 0.0 | | | | |
| West: State Cir - W | | | | | | | | | | | | | |
| Lane 1 | 813 | 5.0 | 1889 | 0.430 | 100 | 0.1 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 501 | 3.7 | 1164 | 0.430 | 100 | 7.5 | LOS A | 3.7 | 26.4 | Full | 200 | 0.0 | 0.0 |
| Approach | 1314 | 4.5 | | 0.430 | | 2.9 | NA | 3.7 | 26.4 | | | | |
| Intersection | 2475 | 4.0 | | 0.430 | | 3.2 | NA | 3.7 | 26.4 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [State Cir / Hobart Ave - 2021 - PM (Site Folder: 2021)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Hobart Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 183 | 2.0 | 193 | 2.0 | 0.170 | 7.1 | LOS A | 0.7 | 5.1 | 0.44 | 0.67 | 0.44 | 43.7 |
| 3 | R2 | 37 | 2.0 | 39 | 2.0 | 0.023 | 7.1 | LOS A | 0.1 | 0.7 | 0.58 | 0.69 | 0.58 | 43.3 |
| Approach | | 220 | 2.0 | 232 | 2.0 | 0.170 | 7.1 | LOS A | 0.7 | 5.1 | 0.47 | 0.67 | 0.47 | 43.6 |
| East: State Cir - E | | | | | | | | | | | | | | |
| 4 | L2 | 173 | 2.0 | 182 | 2.0 | 0.099 | 6.7 | LOS A | 0.0 | 0.0 | 0.00 | 0.57 | 0.00 | 51.5 |
| 5 | T1 | 703 | 5.0 | 740 | 5.0 | 0.196 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 69.9 |
| Approach | | 876 | 4.4 | 922 | 4.4 | 0.196 | 1.3 | NA | 0.0 | 0.0 | 0.00 | 0.11 | 0.00 | 65.2 |
| West: State Cir - W | | | | | | | | | | | | | | |
| 11 | T1 | 519 | 5.0 | 546 | 5.0 | 0.184 | 0.9 | LOS A | 0.9 | 6.8 | 0.14 | 0.06 | 0.14 | 65.2 |
| 12 | R2 | 49 | 2.0 | 52 | 2.0 | 0.184 | 11.7 | LOS A | 0.9 | 6.8 | 0.38 | 0.16 | 0.38 | 52.4 |
| Approach | | 568 | 4.7 | 598 | 4.7 | 0.184 | 1.8 | NA | 0.9 | 6.8 | 0.16 | 0.07 | 0.16 | 63.8 |
| All Vehicles | | 1664 | 4.2 | 1752 | 4.2 | 0.196 | 2.3 | NA | 0.9 | 6.8 | 0.12 | 0.17 | 0.12 | 60.8 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Processed: Thursday, August 26, 2021 5:57:16 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# LANE SUMMARY

## Site: 101 [State Cir / Hobart Ave - 2021 - PM (Site Folder: 2021)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Hobart Ave - S | | | | | | | | | | | | | |
| Lane 1 | 193 | 2.0 | 1135 | 0.170 | 100 | 7.1 | LOS A | 0.7 | 5.1 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 39 | 2.0 | 1697 | 0.023 | 100 | 7.1 | LOS A | 0.1 | 0.7 | Full | 200 | 0.0 | 0.0 |
| Approach | 232 | 2.0 | | 0.170 | | 7.1 | LOS A | 0.7 | 5.1 | | | | |
| East: State Cir - E | | | | | | | | | | | | | |
| Lane 1 | 182 | 2.0 | 1831 | 0.099 | 100 | 6.7 | LOS A | 0.0 | 0.0 | Short | 60 | 0.0 | NA |
| Lane 2 | 370 | 5.0 | 1889 | 0.196 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 3 | 370 | 5.0 | 1889 | 0.196 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 922 | 4.4 | | 0.196 | | 1.3 | NA | 0.0 | 0.0 | | | | |
| West: State Cir - W | | | | | | | | | | | | | |
| Lane 1 | 348 | 5.0 | 1889 | 0.184 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 250 | 4.4 | 1353 | 0.184 | 100 | 4.3 | LOS A | 0.9 | 6.8 | Full | 200 | 0.0 | 0.0 |
| Approach | 598 | 4.7 | | 0.184 | | 1.8 | NA | 0.9 | 6.8 | | | | |
| Intersection | 1752 | 4.2 | | 0.196 | | 2.3 | NA | 0.9 | 6.8 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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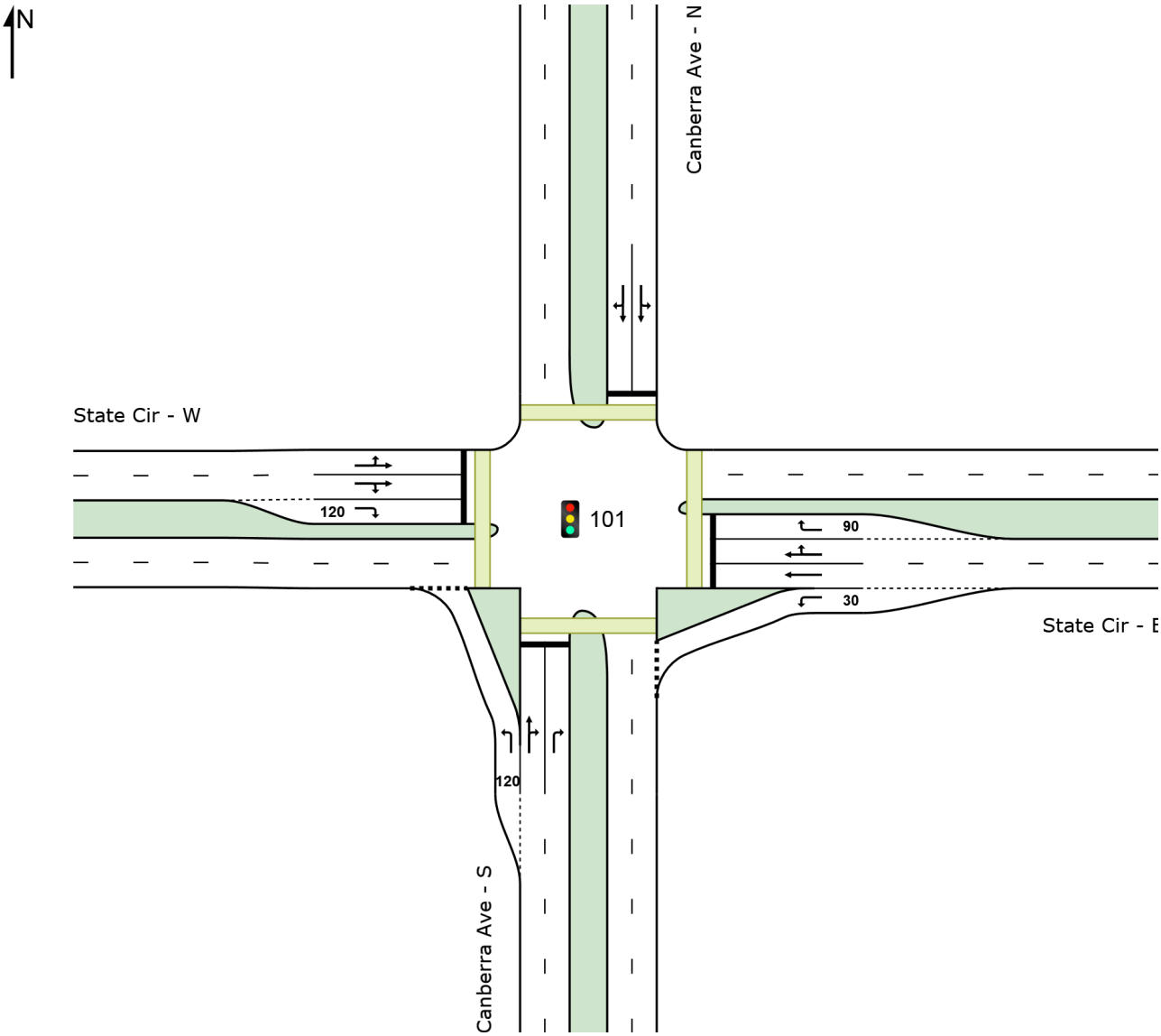
# Appendix E SIDRA Outputs – Future (Non-Development)

# SITE LAYOUT

## Site: 101 [Canberra Ave / State Cir - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Monday, August 30, 2021 11:10:07 AM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9 - New.sip9

# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Delay)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 1 | 2.0 | 1 | 2.0 | 0.001 | 13.7 | LOS A | 0.0 | 0.1 | 0.35 | 0.57 | 0.35 | 43.1 |
| 2 | T1 | 726 | 2.0 | 764 | 2.0 | * 1.353 | 383.6 | LOS F | 146.5 | 732.5 | 1.00 | 2.21 | 2.73 | 5.1 |
| 3 | R2 | 621 | 2.0 | 654 | 2.0 | 1.217 | 273.8 | LOS F | 104.9 | 524.3 | 1.00 | 1.48 | 2.28 | 6.9 |
| Approach | | 1348 | 2.0 | 1419 | 2.0 | 1.353 | 332.7 | LOS F | 146.5 | 732.5 | 1.00 | 1.87 | 2.52 | 5.8 |
| East: State Cir - E | | | | | | | | | | | | | | |
| 4 | L2 | 472 | 2.0 | 497 | 2.0 | 0.526 | 12.5 | LOS A | 12.0 | 60.2 | 0.39 | 0.71 | 0.39 | 47.9 |
| 5 | T1 | 541 | 5.0 | 569 | 5.0 | * 1.373 | 404.7 | LOS F | 82.8 | 414.0 | 1.00 | 1.74 | 2.85 | 4.9 |
| 6 | R2 | 530 | 2.0 | 558 | 2.0 | 1.373 | 409.7 | LOS F | 82.8 | 414.0 | 1.00 | 1.60 | 2.83 | 4.8 |
| Approach | | 1543 | 3.1 | 1624 | 3.1 | 1.373 | 286.4 | LOS F | 82.8 | 414.0 | 0.81 | 1.37 | 2.09 | 6.7 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 218 | 2.0 | 229 | 2.0 | 1.373 | 407.5 | LOS F | 114.3 | 571.4 | 1.00 | 2.06 | 2.80 | 4.9 |
| 8 | T1 | 565 | 2.0 | 595 | 2.0 | * 1.373 | 402.0 | LOS F | 114.3 | 571.4 | 1.00 | 2.02 | 2.80 | 4.9 |
| 9 | R2 | 327 | 2.0 | 344 | 2.0 | 1.373 | 407.7 | LOS F | 113.2 | 565.8 | 1.00 | 1.95 | 2.81 | 4.8 |
| Approach | | 1110 | 2.0 | 1168 | 2.0 | 1.373 | 404.8 | LOS F | 114.3 | 571.4 | 1.00 | 2.00 | 2.80 | 4.9 |
| West: State Cir - W | | | | | | | | | | | | | | |
| 10 | L2 | 13 | 2.0 | 14 | 2.0 | 1.355 | 392.9 | LOS F | 114.0 | 569.9 | 1.00 | 1.94 | 2.75 | 5.1 |
| 11 | T1 | 1121 | 5.0 | 1180 | 5.0 | * 1.355 | 386.5 | LOS F | 114.1 | 570.3 | 1.00 | 1.94 | 2.75 | 5.1 |
| 12 | R2 | 136 | 2.0 | 143 | 2.0 | 0.335 | 57.8 | LOS E | 8.7 | 43.5 | 0.88 | 0.79 | 0.88 | 24.1 |
| Approach | | 1270 | 4.6 | 1337 | 4.6 | 1.355 | 351.4 | LOS F | 114.1 | 570.3 | 0.99 | 1.82 | 2.55 | 5.6 |
| All Vehicles | | 5271 | 2.9 | 5548 | 2.9 | 1.373 | 338.8 | LOS F | 146.5 | 732.5 | 0.94 | 1.74 | 2.46 | 5.8 |

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

* Critical Movement (Signal Timing)

# LANE SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Delay)

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 1 | 2.0 | 1082 | 0.001 | 100 | 13.7 | LOS A | 0.0 | 0.1 | Short | 120 | 0.0 | NA |
| Lane 2 | 764 | 2.0 | 565 | 1.353 | 100 | 383.6 | LOS F | 146.5 | 732.5 | Full | 300 | 0.0 | 88.8 |
| Lane 3 | 654 | 2.0 | 537 | 1.217 | 90[5] | 273.8 | LOS F | 104.9 | 524.3 | Full | 300 | 0.0 | 56.5 |
| Approach | 1419 | 2.0 | | 1.353 | | 332.7 | LOS F | 146.5 | 732.5 | | | | |
| East: State Cir - E | | | | | | | | | | | | | |
| Lane 1 | 497 | 2.0 | 945[1] | 0.526 | 100 | 12.5 | LOS A | 12.0 | 60.2 | Short | 30 | 0.0 | NA |
| Lane 2 | 281 | 5.0 | 204[1] | 1.373 | 100 | 406.2 | LOS F | 54.5 | 272.6 | Full | 300 | 0.0 | 0.0 |
| Lane 3 | 428 | 4.0 | 312 | 1.373 | 100 | 405.2 | LOS F | 82.8 | 414.0 | Full | 300 | 0.0 | 34.4 |
| Lane 4 | 419 | 2.0 | 305 | 1.373 | 100 | 409.7 | LOS F | 81.1 | 405.7 | Short | 90 | 0.0 | NA |
| Approach | 1624 | 3.1 | | 1.373 | | 286.4 | LOS F | 82.8 | 414.0 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 587 | 2.0 | 428 | 1.373 | 100 | 404.1 | LOS F | 114.3 | 571.4 | Full | 300 | 0.0 | 64.6 |
| Lane 2 | 581 | 2.0 | 423 | 1.373 | 100 | 405.4 | LOS F | 113.2 | 565.8 | Full | 300 | 0.0 | 63.7 |
| Approach | 1168 | 2.0 | | 1.373 | | 404.8 | LOS F | 114.3 | 571.4 | | | | |
| West: State Cir - W | | | | | | | | | | | | | |
| Lane 1 | 597 | 4.9 | 440 | 1.355 | 100 | 386.7 | LOS F | 114.0 | 569.9 | Full | 300 | 0.0 | 64.4 |
| Lane 2 | 597 | 5.0 | 441 | 1.355 | 100 | 386.5 | LOS F | 114.1 | 570.3 | Full | 300 | 0.0 | 64.5 |
| Lane 3 | 143 | 2.0 | 427 | 0.335 | 25[5] | 57.8 | LOS E | 8.7 | 43.5 | Short | 120 | 0.0 | NA |
| Approach | 1337 | 4.6 | | 1.355 | | 351.4 | LOS F | 114.1 | 570.3 | | | | |
| Intersection | 5548 | 2.9 | | 1.373 | | 338.8 | LOS F | 146.5 | 732.5 | | | | |

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

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
5 Lane under-utilisation found by the program

# PHASING SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Delay)

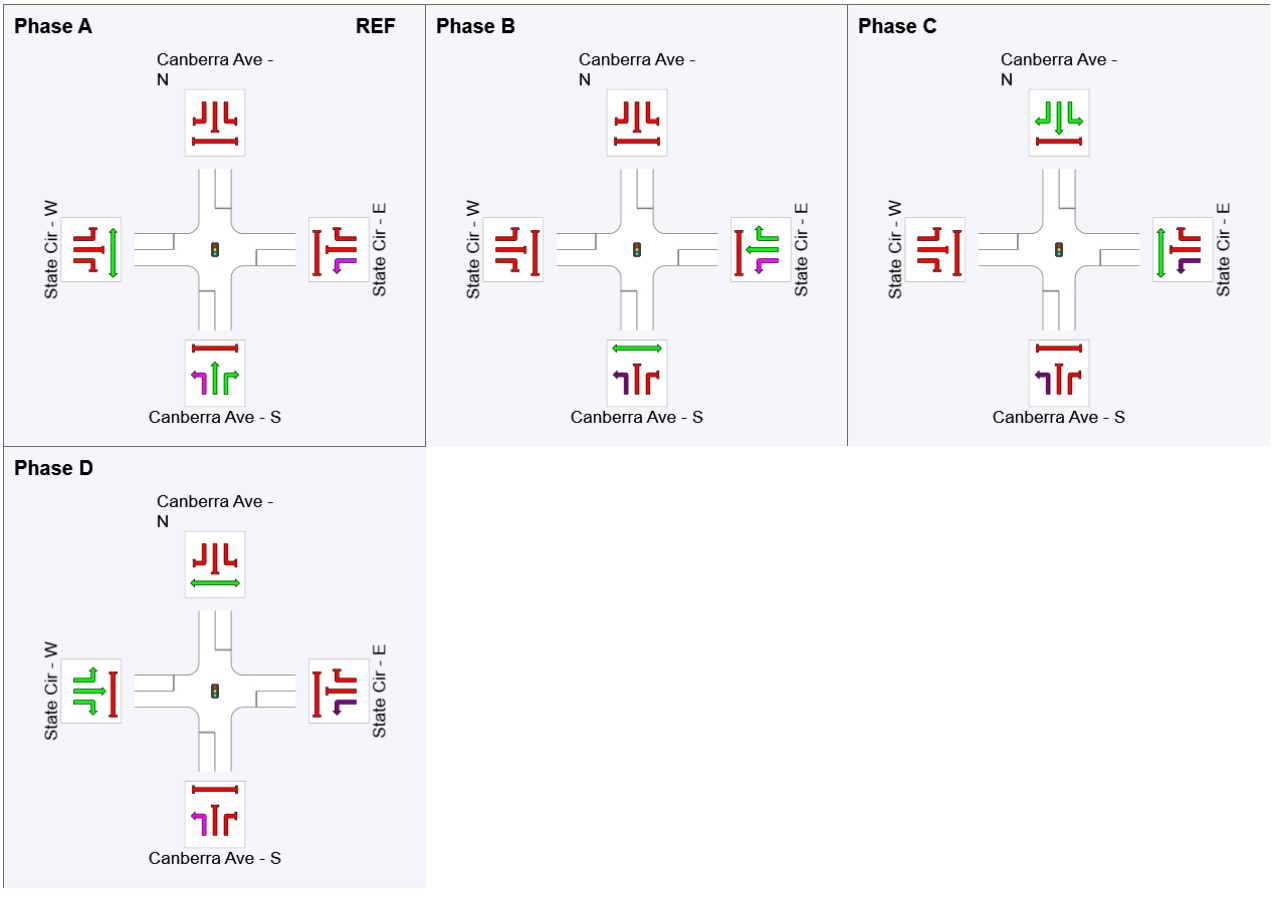
**Timings based on settings in the Site Phasing & Timing dialog**
**Phase Times determined by the program**
**Phase Sequence: Canberra Ave / State Cir**
**Reference Phase: Phase A**
**Input Phase Sequence: A, B, C, D**
**Output Phase Sequence: A, B, C, D**

### Phase Timing Summary

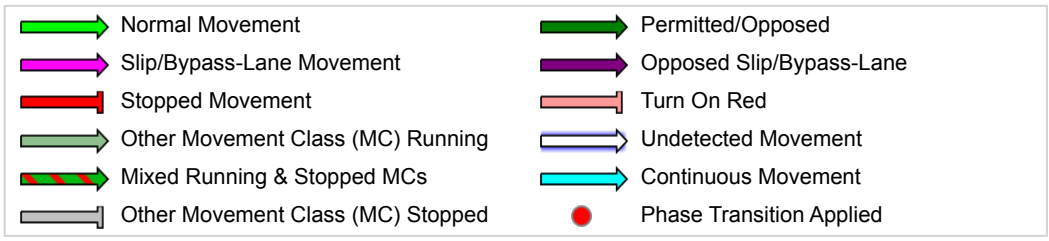
| Phase | A | B | C | D |
|---|---|---|---|---|
| Phase Change Time (sec) | 0 | 47 | 75 | 112 |
| Green Time (sec) | 44 | 25 | 34 | 35 |
| Phase Time (sec) | 47 | 28 | 37 | 38 |
| Phase Split | 31% | 19% | 25% | 25% |

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

### Output Phase Sequence




REF: Reference Phase
VAR: Variable Phase

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# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2031 Non Dev - PM (Site Folder: 2031-Non-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Delay)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 1 | 2.0 | 1 | 2.0 | 0.001 | 24.5 | LOS B | 0.0 | 0.2 | 0.52 | 0.58 | 0.52 | 35.7 |
| 2 | T1 | 801 | 2.0 | 843 | 2.0 | * 1.341 | 372.0 | LOS F | 159.9 | 799.4 | 1.00 | 2.24 | 2.68 | 5.3 |
| 3 | R2 | 520 | 2.0 | 547 | 2.0 | 0.915 | 74.0 | LOS F | 44.9 | 224.7 | 1.00 | 0.98 | 1.19 | 19.9 |
| Approach | | 1322 | 2.0 | 1392 | 2.0 | 1.341 | 254.5 | LOS F | 159.9 | 799.4 | 1.00 | 1.74 | 2.09 | 7.5 |
| East: State Cir - E | | | | | | | | | | | | | | |
| 4 | L2 | 496 | 2.0 | 522 | 2.0 | 0.651 | 22.3 | LOS B | 21.3 | 106.7 | 0.64 | 0.79 | 0.64 | 39.7 |
| 5 | T1 | 151 | 5.0 | 159 | 5.0 | 1.031 | 135.1 | LOS F | 16.8 | 84.2 | 1.00 | 1.11 | 1.77 | 13.2 |
| 6 | R2 | 438 | 2.0 | 461 | 2.0 | * 1.259 | 314.2 | LOS F | 38.5 | 192.4 | 1.00 | 1.38 | 2.52 | 6.1 |
| Approach | | 1085 | 2.4 | 1142 | 2.4 | 1.259 | 155.8 | LOS F | 38.5 | 192.4 | 0.84 | 1.07 | 1.56 | 11.4 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 327 | 2.0 | 344 | 2.0 | 1.335 | 370.9 | LOS F | 184.9 | 924.7 | 1.00 | 2.03 | 2.65 | 5.3 |
| 8 | T1 | 634 | 2.0 | 667 | 2.0 | * 1.335 | 365.4 | LOS F | 184.9 | 924.7 | 1.00 | 2.01 | 2.65 | 5.4 |
| 9 | R2 | 866 | 2.0 | 912 | 2.0 | 1.335 | 371.4 | LOS F | 179.6 | 898.2 | 1.00 | 1.66 | 2.66 | 5.3 |
| Approach | | 1827 | 2.0 | 1923 | 2.0 | 1.335 | 369.2 | LOS F | 184.9 | 924.7 | 1.00 | 1.85 | 2.66 | 5.3 |
| West: State Cir - W | | | | | | | | | | | | | | |
| 10 | L2 | 1 | 2.0 | 1 | 2.0 | 1.299 | 347.0 | LOS F | 46.1 | 230.4 | 1.00 | 1.55 | 2.64 | 5.7 |
| 11 | T1 | 496 | 5.0 | 522 | 5.0 | * 1.299 | 340.6 | LOS F | 46.1 | 230.5 | 1.00 | 1.55 | 2.64 | 5.7 |
| 12 | R2 | 149 | 2.0 | 157 | 2.0 | 0.803 | 83.2 | LOS F | 12.0 | 60.2 | 1.00 | 0.88 | 1.17 | 18.9 |
| Approach | | 646 | 4.3 | 680 | 4.3 | 1.299 | 281.2 | LOS F | 46.1 | 230.5 | 1.00 | 1.39 | 2.30 | 6.8 |
| All Vehicles | | 4880 | 2.4 | 5137 | 2.4 | 1.341 | 279.0 | LOS F | 184.9 | 924.7 | 0.96 | 1.58 | 2.21 | 6.9 |

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

* Critical Movement (Signal Timing)

# LANE SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2031 Non Dev - PM (Site Folder: 2031-Non-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Delay)

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 1 | 2.0 | 861 | 0.001 | 100 | 24.5 | LOS B | 0.0 | 0.2 | Short | 120 | 0.0 | NA |
| Lane 2 | 843 | 2.0 | 629[1] | 1.341 | 100 | 372.0 | LOS F | 159.9 | 799.4 | Full | 300 | 0.0 | 97.6 |
| Lane 3 | 547 | 2.0 | 598 | 0.915 | 68[5] | 74.0 | LOS F | 44.9 | 224.7 | Full | 300 | 0.0 | 0.0 |
| Approach | 1392 | 2.0 | | 1.341 | | 254.5 | LOS F | 159.9 | 799.4 | | | | |
| East: State Cir - E | | | | | | | | | | | | | |
| Lane 1 | 522 | 2.0 | 802[1] | 0.651 | 100 | 22.3 | LOS B | 21.3 | 106.7 | Short | 30 | 0.0 | NA |
| Lane 2 | 159 | 5.0 | 154[1] | 1.031 | 82[5] | 135.1 | LOS F | 16.8 | 84.2 | Full | 300 | 0.0 | 0.0 |
| Lane 3 | 231 | 2.0 | 183 | 1.259 | 100 | 314.2 | LOS F | 38.5 | 192.4 | Full | 300 | 0.0 | 0.0 |
| Lane 4 | 231 | 2.0 | 183 | 1.259 | 100 | 314.2 | LOS F | 38.5 | 192.4 | Short | 90 | 0.0 | NA |
| Approach | 1142 | 2.4 | | 1.259 | | 155.8 | LOS F | 38.5 | 192.4 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 976 | 2.0 | 731 | 1.335 | 100 | 367.3 | LOS F | 184.9 | 924.7 | Full | 300 | 0.0 | 100.0 |
| Lane 2 | 947 | 2.0 | 709 | 1.335 | 100 | 371.2 | LOS F | 179.6 | 898.2 | Full | 300 | 0.0 | 100.0 |
| Approach | 1923 | 2.0 | | 1.335 | | 369.2 | LOS F | 184.9 | 924.7 | | | | |
| West: State Cir - W | | | | | | | | | | | | | |
| Lane 1 | 262 | 5.0 | 201 | 1.299 | 100 | 340.6 | LOS F | 46.1 | 230.4 | Full | 300 | 0.0 | 0.0 |
| Lane 2 | 262 | 5.0 | 201 | 1.299 | 100 | 340.6 | LOS F | 46.1 | 230.5 | Full | 300 | 0.0 | 0.0 |
| Lane 3 | 157 | 2.0 | 195 | 0.803 | 62[5] | 83.2 | LOS F | 12.0 | 60.2 | Short | 120 | 0.0 | NA |
| Approach | 680 | 4.3 | | 1.299 | | 281.2 | LOS F | 46.1 | 230.5 | | | | |
| Intersection | 5137 | 2.4 | | 1.341 | | 279.0 | LOS F | 184.9 | 924.7 | | | | |

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

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
5 Lane under-utilisation found by the program

# PHASING SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2031 Non Dev - PM (Site Folder: 2031-Non-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Delay)

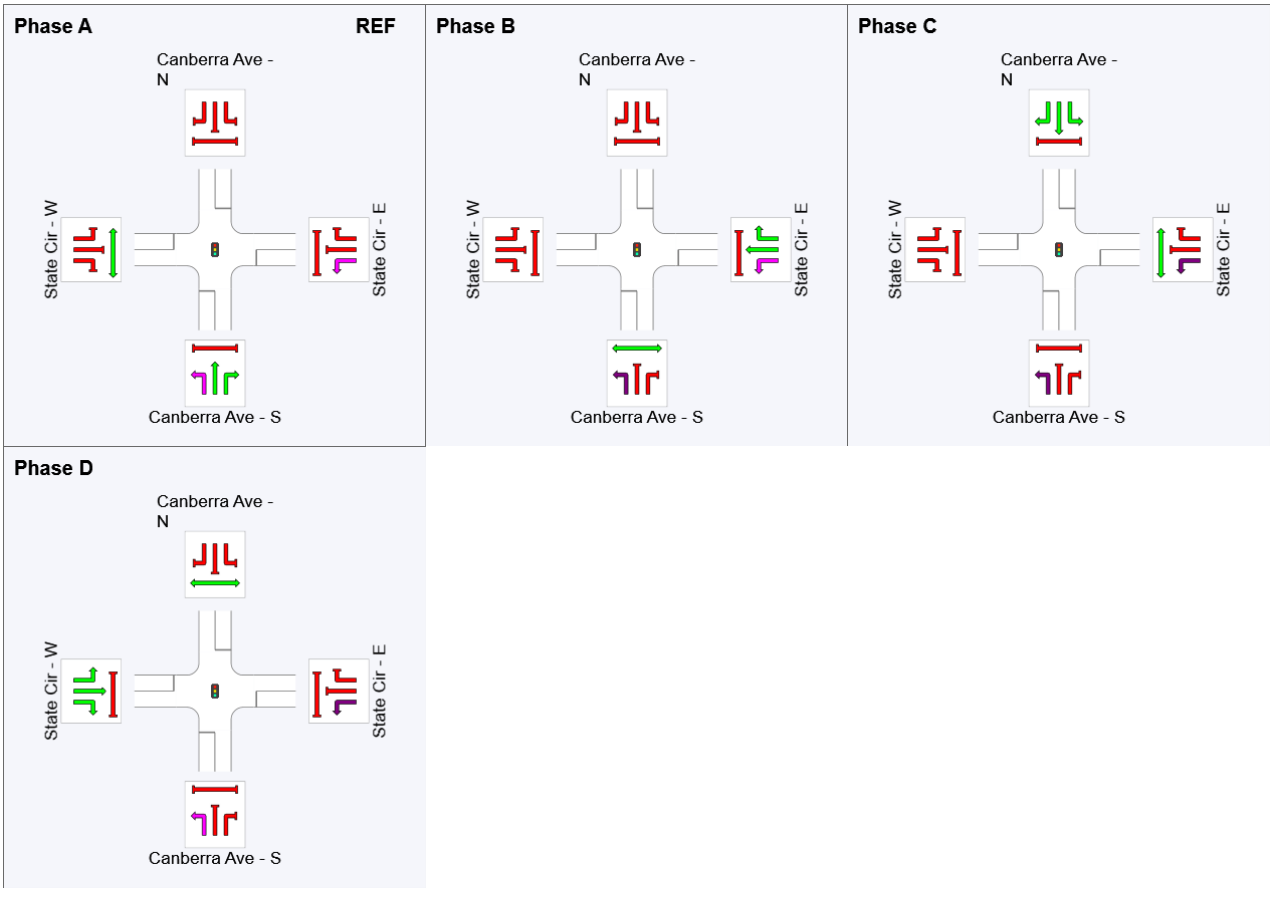
**Timings based on settings in the Site Phasing & Timing dialog**
**Phase Times determined by the program**
**Phase Sequence: Canberra Ave / State Cir**
**Reference Phase: Phase A**
**Input Phase Sequence: A, B, C, D**
**Output Phase Sequence: A, B, C, D**

### Phase Timing Summary

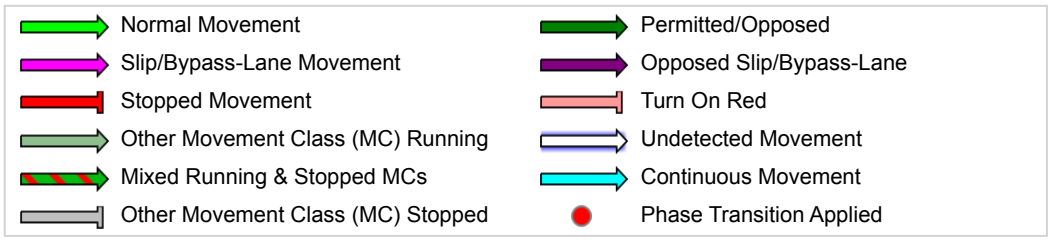
| Phase | A | B | C | D |
|---|---|---|---|---|
| Phase Change Time (sec) | 0 | 52 | 70 | 131 |
| Green Time (sec) | 49 | 15 | 58 | 16 |
| Phase Time (sec) | 52 | 18 | 61 | 19 |
| Phase Split | 35% | 12% | 41% | 13% |

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

### Output Phase Sequence




REF: Reference Phase
VAR: Variable Phase

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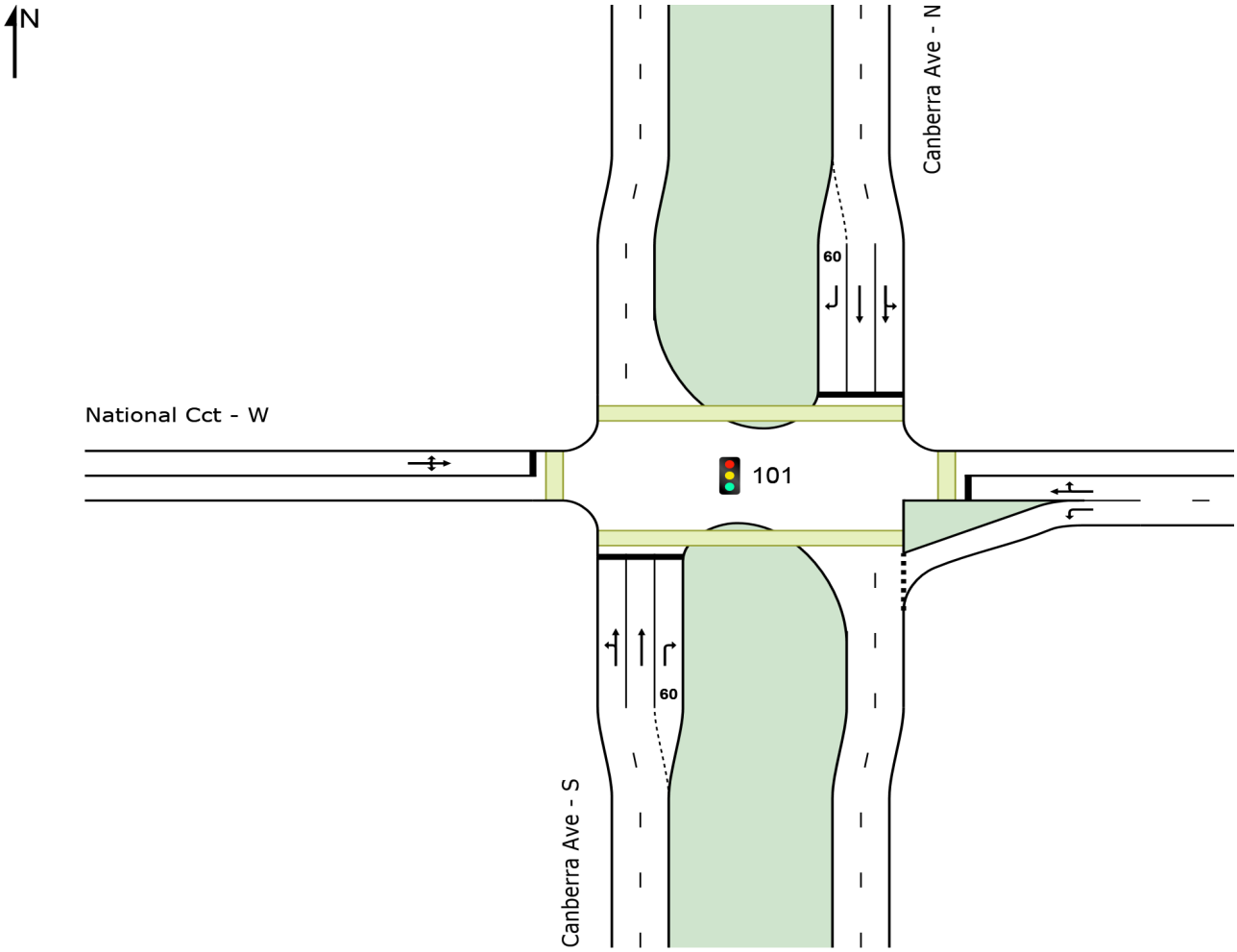
# SITE LAYOUT

## Site: 101 [Canberra Ave / National Cct - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Monday, August 30, 2021 11:10:41 AM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9 - New.sip9

# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 32 | 2.0 | 34 | 2.0 | 0.844 | 37.0 | LOS C | 34.7 | 173.7 | 0.96 | 0.94 | 1.05 | 25.5 |
| 2 | T1 | 1213 | 2.0 | 1277 | 2.0 | 0.844 | 31.1 | LOS C | 34.7 | 173.7 | 0.91 | 0.89 | 1.02 | 26.6 |
| 3 | R2 | 432 | 2.0 | 455 | 2.0 | * 1.080 | 144.9 | LOS F | 43.6 | 217.8 | 1.00 | 1.34 | 2.15 | 8.6 |
| Approach | | 1677 | 2.0 | 1765 | 2.0 | 1.080 | 60.5 | LOS E | 43.6 | 217.8 | 0.93 | 1.01 | 1.31 | 17.2 |
| East: National Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 128 | 2.0 | 135 | 2.0 | 0.138 | 13.8 | LOS A | 2.6 | 13.1 | 0.49 | 0.68 | 0.49 | 37.8 |
| 5 | T1 | 73 | 5.0 | 77 | 5.0 | * 0.856 | 55.4 | LOS D | 10.4 | 52.1 | 1.00 | 0.96 | 1.34 | 18.0 |
| 6 | R2 | 108 | 2.0 | 114 | 2.0 | 0.856 | 60.9 | LOS E | 10.4 | 52.1 | 1.00 | 0.96 | 1.34 | 17.6 |
| Approach | | 309 | 2.7 | 325 | 2.7 | 0.856 | 40.1 | LOS C | 10.4 | 52.1 | 0.79 | 0.85 | 0.99 | 22.8 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 118 | 2.0 | 124 | 2.0 | 1.077 | 141.3 | LOS F | 54.9 | 274.7 | 1.00 | 1.56 | 2.09 | 8.9 |
| 8 | T1 | 963 | 2.0 | 1014 | 2.0 | * 1.077 | 135.8 | LOS F | 54.9 | 274.7 | 1.00 | 1.56 | 2.09 | 9.1 |
| 9 | R2 | 86 | 2.0 | 91 | 2.0 | 0.824 | 63.6 | LOS E | 5.0 | 24.8 | 1.00 | 0.89 | 1.39 | 16.4 |
| Approach | | 1167 | 2.0 | 1228 | 2.0 | 1.077 | 131.1 | LOS F | 54.9 | 274.7 | 1.00 | 1.51 | 2.04 | 9.4 |
| West: National Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 21 | 2.0 | 22 | 2.0 | 1.109 | 167.8 | LOS F | 27.3 | 136.7 | 1.00 | 1.46 | 2.40 | 7.7 |
| 11 | T1 | 168 | 5.0 | 177 | 5.0 | * 1.109 | 162.2 | LOS F | 27.3 | 136.7 | 1.00 | 1.46 | 2.40 | 7.8 |
| 12 | R2 | 67 | 2.0 | 71 | 2.0 | 1.109 | 167.8 | LOS F | 27.3 | 136.7 | 1.00 | 1.46 | 2.40 | 7.7 |
| Approach | | 256 | 4.0 | 269 | 4.0 | 1.109 | 164.2 | LOS F | 27.3 | 136.7 | 1.00 | 1.46 | 2.40 | 7.7 |
| All Vehicles | | 3409 | 2.2 | 3588 | 2.2 | 1.109 | 90.6 | LOS F | 54.9 | 274.7 | 0.95 | 1.20 | 1.61 | 12.7 |

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

* Critical Movement (Signal Timing)

# LANE SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 730 | 2.0 | 864 | 0.844 | 100 | 31.7 | LOS C | 34.7 | 173.7 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 581 | 2.0 | 688[1] | 0.844 | 100 | 30.7 | LOS C | 25.8 | 128.9 | Full | 200 | 0.0 | 12.7[8] |
| Lane 3 | 455 | 2.0 | 421 | 1.080 | 100 | 144.9 | LOS F | 43.6 | 217.8 | Short | 60 | 0.0 | NA |
| Approach | 1765 | 2.0 | | 1.080 | | 60.5 | LOS E | 43.6 | 217.8 | | | | |
| East: National Cct - E | | | | | | | | | | | | | |
| Lane 1 | 135 | 2.0 | 976 | 0.138 | 100 | 13.8 | LOS A | 2.6 | 13.1 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 191 | 3.2 | 222 | 0.856 | 100 | 58.7 | LOS E | 10.4 | 52.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 325 | 2.7 | | 0.856 | | 40.1 | LOS C | 10.4 | 52.1 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 574 | 2.0 | 533 | 1.077 | 100 | 136.9 | LOS F | 54.9 | 274.7 | Full | 200 | 0.0 | 34.0 |
| Lane 2 | 564 | 2.0 | 524[1] | 1.077 | 100 | 135.9 | LOS F | 54.0 | 270.0 | Full | 200 | 0.0 | 32.4 |
| Lane 3 | 91 | 2.0 | 110 | 0.824 | 100 | 63.6 | LOS E | 5.0 | 24.8 | Short | 60 | 0.0 | NA |
| Approach | 1228 | 2.0 | | 1.077 | | 131.1 | LOS F | 54.9 | 274.7 | | | | |
| West: National Cct - W | | | | | | | | | | | | | |
| Lane 1 | 269 | 4.0 | 243 | 1.109 | 100 | 164.2 | LOS F | 27.3 | 136.7 | Full | 200 | 0.0 | 0.0 |
| Approach | 269 | 4.0 | | 1.109 | | 164.2 | LOS F | 27.3 | 136.7 | | | | |
| Intersection | 3588 | 2.2 | | 1.109 | | 90.6 | LOS F | 54.9 | 274.7 | | | | |

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

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
8 Probability of Blockage has been set on the basis of a queue that overflows from a short lane.

# PHASING SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Timings based on settings in the Site Phasing & Timing dialog**
**Phase Times determined by the program**
**Phase Sequence: Canberra Ave / National Cct**
**Reference Phase: Phase A**
**Input Phase Sequence: A, B, C, D, D1*, D2***
**Output Phase Sequence: A, B, C, D, D1***
(* Variable Phase)

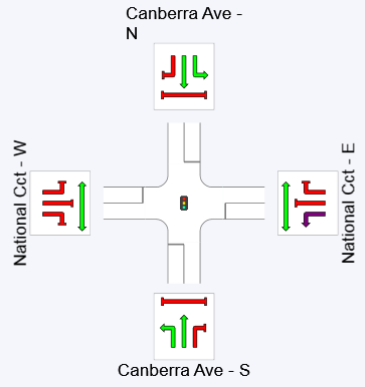
### Phase Timing Summary

| Phase | A | B | C | D | D1 |
|---|---|---|---|---|---|
| Phase Change Time (sec) | 0 | 34 | 52 | 71 | 83 |
| Green Time (sec) | 28 | 12 | 13 | 6 | 11 |
| Phase Time (sec) | 34 | 18 | 19 | 12 | 17 |
| Phase Split | 34% | 18% | 19% | 12% | 17% |

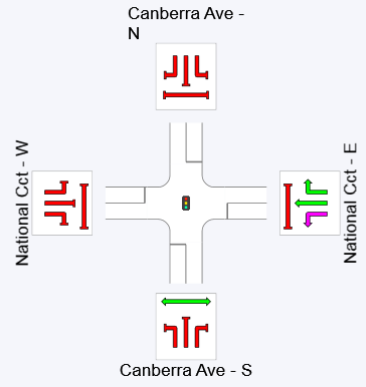
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

### Output Phase Sequence

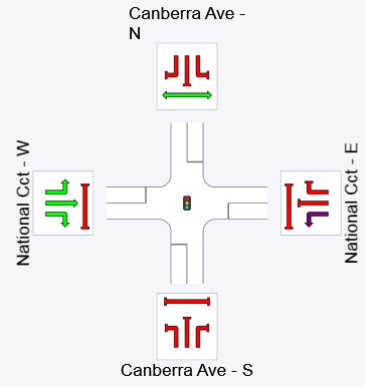
**Phase A** REF



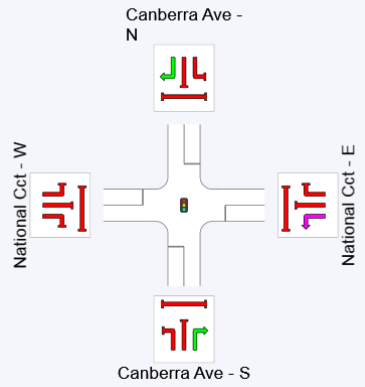

**Phase B**



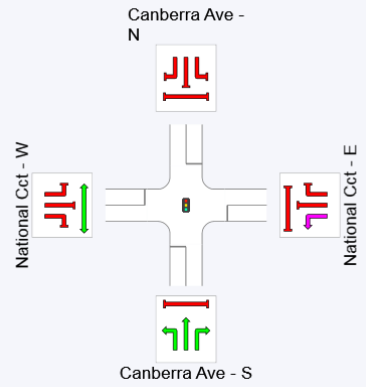

**Phase C**



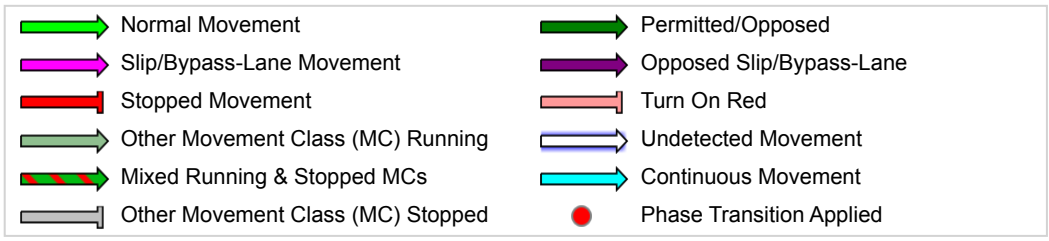

**Phase D**




**Phase D1** VAR




REF: Reference Phase
VAR: Variable Phase

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# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2031 Non Dev - PM (Site Folder: 2031-Non-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 110 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 9 | 2.0 | 9 | 2.0 | 0.750 | 32.1 | LOS C | 28.9 | 144.7 | 0.89 | 0.81 | 0.89 | 27.9 |
| 2 | T1 | 1163 | 2.0 | 1224 | 2.0 | 0.750 | 25.8 | LOS B | 28.9 | 144.7 | 0.87 | 0.78 | 0.87 | 29.4 |
| 3 | R2 | 144 | 2.0 | 152 | 2.0 | * 0.828 | 65.4 | LOS E | 8.9 | 44.5 | 1.00 | 0.92 | 1.29 | 16.2 |
| Approach | | 1316 | 2.0 | 1385 | 2.0 | 0.828 | 30.2 | LOS C | 28.9 | 144.7 | 0.88 | 0.79 | 0.91 | 27.0 |
| East: National Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 299 | 2.0 | 315 | 2.0 | 0.417 | 18.6 | LOS B | 9.1 | 45.4 | 0.64 | 0.76 | 0.64 | 33.8 |
| 5 | T1 | 56 | 5.0 | 59 | 5.0 | * 0.653 | 52.5 | LOS D | 7.7 | 38.6 | 1.00 | 0.82 | 1.05 | 18.6 |
| 6 | R2 | 80 | 2.0 | 84 | 2.0 | 0.653 | 58.0 | LOS E | 7.7 | 38.6 | 1.00 | 0.82 | 1.05 | 18.2 |
| Approach | | 435 | 2.4 | 458 | 2.4 | 0.653 | 30.2 | LOS C | 9.1 | 45.4 | 0.75 | 0.78 | 0.77 | 26.8 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 31 | 2.0 | 33 | 2.0 | 0.843 | 42.1 | LOS C | 34.8 | 174.0 | 0.97 | 0.94 | 1.06 | 23.4 |
| 8 | T1 | 1213 | 2.0 | 1277 | 2.0 | * 0.843 | 36.4 | LOS C | 34.8 | 174.0 | 0.97 | 0.93 | 1.05 | 24.2 |
| 9 | R2 | 30 | 2.0 | 32 | 2.0 | 0.316 | 63.2 | LOS E | 1.7 | 8.7 | 1.00 | 0.72 | 1.00 | 16.5 |
| Approach | | 1274 | 2.0 | 1341 | 2.0 | 0.843 | 37.2 | LOS C | 34.8 | 174.0 | 0.97 | 0.93 | 1.05 | 24.0 |
| West: National Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 74 | 2.0 | 78 | 2.0 | 0.838 | 61.7 | LOS E | 13.9 | 69.5 | 1.00 | 0.95 | 1.24 | 17.2 |
| 11 | T1 | 58 | 5.0 | 61 | 5.0 | * 0.838 | 56.1 | LOS D | 13.9 | 69.5 | 1.00 | 0.95 | 1.24 | 17.6 |
| 12 | R2 | 95 | 2.0 | 100 | 2.0 | 0.838 | 61.7 | LOS E | 13.9 | 69.5 | 1.00 | 0.95 | 1.24 | 17.2 |
| Approach | | 227 | 2.8 | 239 | 2.8 | 0.838 | 60.3 | LOS E | 13.9 | 69.5 | 1.00 | 0.95 | 1.24 | 17.3 |
| All Vehicles | | 3252 | 2.1 | 3423 | 2.1 | 0.843 | 35.0 | LOS C | 34.8 | 174.0 | 0.91 | 0.86 | 0.97 | 24.8 |

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

* Critical Movement (Signal Timing)

# LANE SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2031 Non Dev - PM (Site Folder: 2031-Non-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 110 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 656 | 2.0 | 874 | 0.750 | 100 | 26.6 | LOS B | 28.9 | 144.7 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 578 | 2.0 | 771[1] | 0.750 | 100 | 25.0 | LOS B | 24.0 | 120.0 | Full | 200 | 0.0 | 0.0 |
| Lane 3 | 152 | 2.0 | 183 | 0.828 | 100 | 65.4 | LOS E | 8.9 | 44.5 | Short | 60 | 0.0 | NA |
| Approach | 1385 | 2.0 | | 0.828 | | 30.2 | LOS C | 28.9 | 144.7 | | | | |
| East: National Cct - E | | | | | | | | | | | | | |
| Lane 1 | 315 | 2.0 | 755 | 0.417 | 100 | 18.6 | LOS B | 9.1 | 45.4 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 143 | 3.2 | 219 | 0.653 | 100 | 55.7 | LOS D | 7.7 | 38.6 | Full | 200 | 0.0 | 0.0 |
| Approach | 458 | 2.4 | | 0.653 | | 30.2 | LOS C | 9.1 | 45.4 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 662 | 2.0 | 786 | 0.843 | 100 | 36.8 | LOS C | 34.8 | 174.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 647 | 2.0 | 768[1] | 0.843 | 100 | 36.3 | LOS C | 33.7 | 168.7 | Full | 200 | 0.0 | 0.0 |
| Lane 3 | 32 | 2.0 | 100 | 0.316 | 100 | 63.2 | LOS E | 1.7 | 8.7 | Short | 60 | 0.0 | NA |
| Approach | 1341 | 2.0 | | 0.843 | | 37.2 | LOS C | 34.8 | 174.0 | | | | |
| West: National Cct - W | | | | | | | | | | | | | |
| Lane 1 | 239 | 2.8 | 285 | 0.838 | 100 | 60.3 | LOS E | 13.9 | 69.5 | Full | 200 | 0.0 | 0.0 |
| Approach | 239 | 2.8 | | 0.838 | | 60.3 | LOS E | 13.9 | 69.5 | | | | |
| Intersection | 3423 | 2.1 | | 0.843 | | 35.0 | LOS C | 34.8 | 174.0 | | | | |

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

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

# PHASING SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2031 Non Dev - PM (Site Folder: 2031-Non-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 110 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Timings based on settings in the Site Phasing & Timing dialog**
**Phase Times determined by the program**
**Phase Sequence: Canberra Ave / National Cct**
**Reference Phase: Phase A**
**Input Phase Sequence: A, B, C, D, D1*, D2***
**Output Phase Sequence: A, B, C, D, D1***
(* Variable Phase)

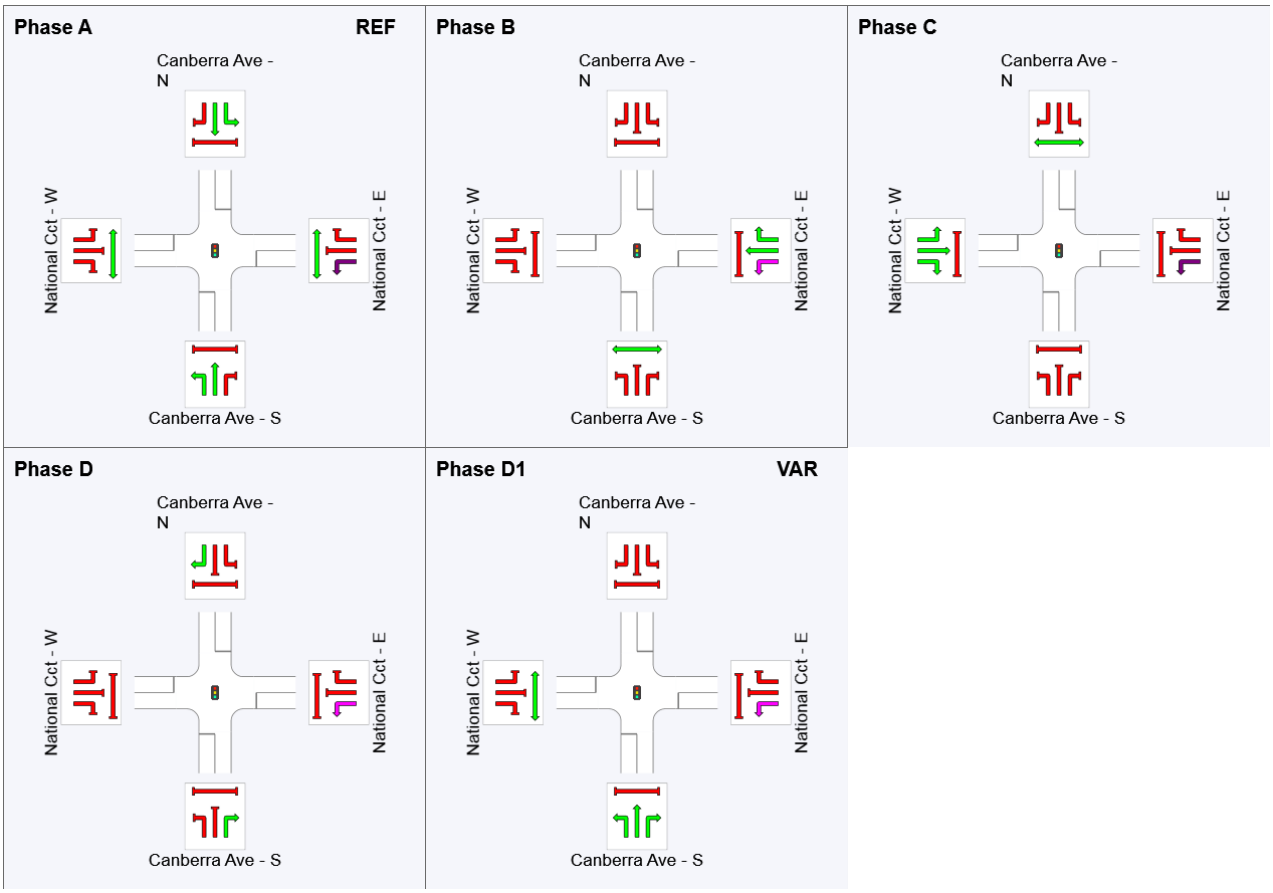
### Phase Timing Summary

| Phase | A | B | C | D | D1 |
|---|---|---|---|---|---|
| Phase Change Time (sec) | 0 | 51 | 70 | 93 | 105 |
| Green Time (sec) | 45 | 13 | 17 | 6 | *** |
| Phase Time (sec) | 51 | 19 | 23 | 12 | 5 |
| Phase Split | 46% | 17% | 21% | 11% | 5% |

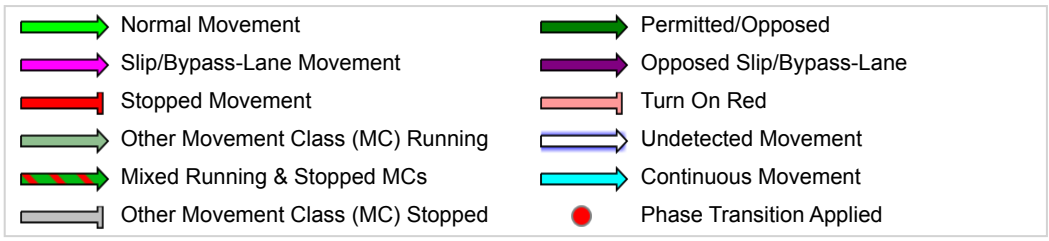
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

*** No green time has been calculated for this phase because the next phase starts during its intergreen time. This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified. If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.

### Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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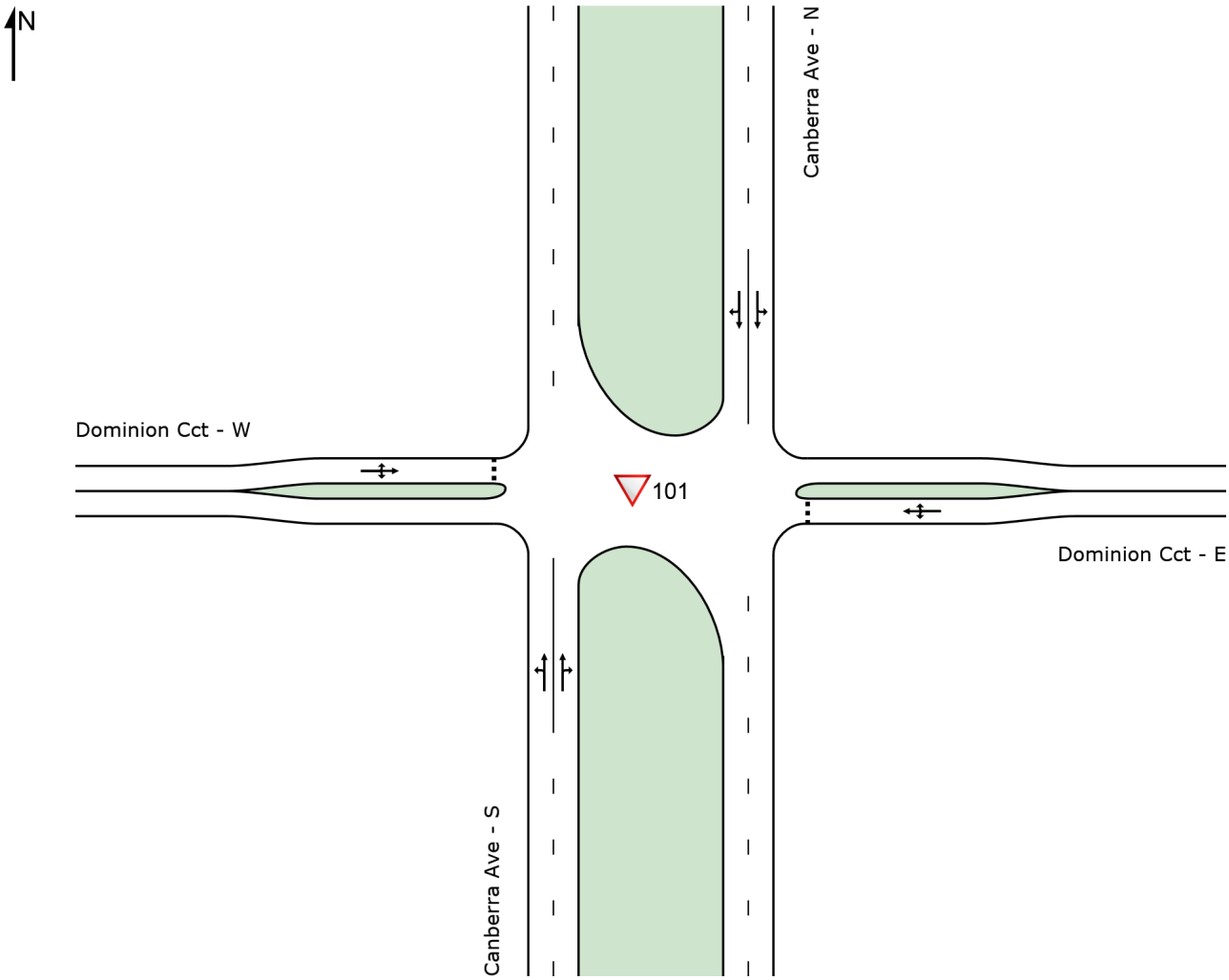
# SITE LAYOUT

## Site: 101 [Canberra Ave / Dominion Cct - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:26:58 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / Dominion Cct - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 66 | 2.0 | 69 | 2.0 | 0.571 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.04 | 0.00 | 54.5 |
| 2 | T1 | 1625 | 2.0 | 1711 | 2.0 | 0.571 | 3.2 | LOS A | 11.1 | 79.1 | 0.40 | 0.06 | 0.53 | 51.4 |
| 3 | R2 | 59 | 2.0 | 62 | 2.0 | 0.571 | 28.4 | LOS B | 11.1 | 79.1 | 1.00 | 0.09 | 1.32 | 40.5 |
| Approach | | 1750 | 2.0 | 1842 | 2.0 | 0.571 | 4.2 | NA | 11.1 | 79.1 | 0.41 | 0.06 | 0.53 | 51.1 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 122 | 2.0 | 128 | 2.0 | 0.389 | 10.3 | LOS A | 1.9 | 13.2 | 0.79 | 0.87 | 1.03 | 33.1 |
| 5 | T1 | 20 | 2.0 | 21 | 2.0 | 0.389 | 38.7 | LOS C | 1.9 | 13.2 | 0.79 | 0.87 | 1.03 | 33.6 |
| 6 | R2 | 31 | 2.0 | 33 | 2.0 | 0.389 | 36.9 | LOS C | 1.9 | 13.2 | 0.79 | 0.87 | 1.03 | 32.9 |
| Approach | | 173 | 2.0 | 182 | 2.0 | 0.389 | 18.3 | LOS B | 1.9 | 13.2 | 0.79 | 0.87 | 1.03 | 33.1 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 46 | 2.0 | 48 | 2.0 | 0.335 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.04 | 0.00 | 54.6 |
| 8 | T1 | 1123 | 2.0 | 1182 | 2.0 | 0.335 | 1.9 | LOS A | 1.7 | 12.3 | 0.03 | 0.02 | 0.04 | 55.0 |
| 9 | R2 | 2 | 2.0 | 2 | 2.0 | 0.335 | 84.5 | LOS F | 1.7 | 12.3 | 0.07 | 0.00 | 0.09 | 47.8 |
| Approach | | 1171 | 2.0 | 1233 | 2.0 | 0.335 | 2.2 | NA | 1.7 | 12.3 | 0.03 | 0.02 | 0.04 | 55.0 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 22 | 2.0 | 23 | 2.0 | 0.354 | 14.3 | LOS A | 1.3 | 9.5 | 0.94 | 1.02 | 1.09 | 25.2 |
| 11 | T1 | 27 | 2.0 | 28 | 2.0 | 0.354 | 37.9 | LOS C | 1.3 | 9.5 | 0.94 | 1.02 | 1.09 | 25.4 |
| 12 | R2 | 20 | 2.0 | 21 | 2.0 | 0.354 | 45.6 | LOS D | 1.3 | 9.5 | 0.94 | 1.02 | 1.09 | 25.0 |
| Approach | | 69 | 2.0 | 73 | 2.0 | 0.354 | 32.6 | LOS C | 1.3 | 9.5 | 0.94 | 1.02 | 1.09 | 25.2 |
| All Vehicles | | 3163 | 2.0 | 3329 | 2.0 | 0.571 | 4.8 | NA | 11.1 | 79.1 | 0.30 | 0.11 | 0.39 | 49.8 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [Canberra Ave / Dominion Cct - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 1096 | 2.0 | 1919 | 0.571 | 100 | 0.5 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 746 | 2.0 | 1306 | 0.571 | 100 | 9.6 | LOS A | 11.1 | 79.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 1842 | 2.0 | | 0.571 | | 4.2 | NA | 11.1 | 79.1 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 182 | 2.0 | 468 | 0.389 | 100 | 18.3 | LOS B | 1.9 | 13.2 | Full | 200 | 0.0 | 0.0 |
| Approach | 182 | 2.0 | | 0.389 | | 18.3 | LOS B | 1.9 | 13.2 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 643 | 2.0 | 1918 | 0.335 | 100 | 0.5 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 590 | 2.0 | 1759 | 0.335 | 100 | 4.0 | LOS A | 1.7 | 12.3 | Full | 200 | 0.0 | 0.0 |
| Approach | 1233 | 2.0 | | 0.335 | | 2.2 | NA | 1.7 | 12.3 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 73 | 2.0 | 205 | 0.354 | 100 | 32.6 | LOS C | 1.3 | 9.5 | Full | 200 | 0.0 | 0.0 |
| Approach | 73 | 2.0 | | 0.354 | | 32.6 | LOS C | 1.3 | 9.5 | | | | |
| Intersection | 3329 | 2.0 | | 0.571 | | 4.8 | NA | 11.1 | 79.1 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / Dominion Cct - 2031 Non Dev - PM (Site Folder: 2031-Non-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 37 | 2.0 | 39 | 2.0 | 0.444 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 54.9 |
| 2 | T1 | 1264 | 2.0 | 1331 | 2.0 | 0.444 | 6.4 | LOS A | 16.7 | 119.1 | 0.39 | 0.03 | 0.46 | 46.5 |
| 3 | R2 | 17 | 2.0 | 18 | 2.0 | 0.444 | 61.1 | LOS E | 16.7 | 119.1 | 1.00 | 0.03 | 1.17 | 32.9 |
| Approach | | 1318 | 2.0 | 1387 | 2.0 | 0.444 | 7.1 | NA | 16.7 | 119.1 | 0.39 | 0.03 | 0.45 | 46.4 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 46 | 2.0 | 48 | 2.0 | 0.273 | 9.0 | LOS A | 1.1 | 7.6 | 0.87 | 0.93 | 0.96 | 32.4 |
| 5 | T1 | 16 | 2.0 | 17 | 2.0 | 0.273 | 29.2 | LOS C | 1.1 | 7.6 | 0.87 | 0.93 | 0.96 | 32.8 |
| 6 | R2 | 29 | 2.0 | 31 | 2.0 | 0.273 | 30.3 | LOS C | 1.1 | 7.6 | 0.87 | 0.93 | 0.96 | 32.2 |
| Approach | | 91 | 2.0 | 96 | 2.0 | 0.273 | 19.3 | LOS B | 1.1 | 7.6 | 0.87 | 0.93 | 0.96 | 32.4 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 20 | 2.0 | 21 | 2.0 | 0.472 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 55.1 |
| 8 | T1 | 1619 | 2.0 | 1704 | 2.0 | 0.472 | 1.1 | LOS A | 1.8 | 12.5 | 0.05 | 0.01 | 0.08 | 56.8 |
| 9 | R2 | 9 | 2.0 | 9 | 2.0 | 0.472 | 39.7 | LOS C | 1.8 | 12.5 | 0.11 | 0.01 | 0.16 | 50.0 |
| Approach | | 1648 | 2.0 | 1735 | 2.0 | 0.472 | 1.4 | NA | 1.8 | 12.5 | 0.05 | 0.01 | 0.08 | 56.7 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 23 | 2.0 | 24 | 2.0 | 0.288 | 10.0 | LOS A | 1.1 | 7.7 | 0.91 | 0.95 | 1.02 | 29.0 |
| 11 | T1 | 13 | 2.0 | 14 | 2.0 | 0.288 | 30.1 | LOS C | 1.1 | 7.7 | 0.91 | 0.95 | 1.02 | 29.3 |
| 12 | R2 | 36 | 2.0 | 38 | 2.0 | 0.288 | 32.1 | LOS C | 1.1 | 7.7 | 0.91 | 0.95 | 1.02 | 28.8 |
| Approach | | 72 | 2.0 | 76 | 2.0 | 0.288 | 24.7 | LOS B | 1.1 | 7.7 | 0.91 | 0.95 | 1.02 | 29.0 |
| All Vehicles | | 3129 | 2.0 | 3294 | 2.0 | 0.472 | 4.9 | NA | 16.7 | 119.1 | 0.24 | 0.07 | 0.28 | 49.8 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [Canberra Ave / Dominion Cct - 2031 Non Dev - PM (Site Folder: 2031-Non-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 853 | 2.0 | 1920 | 0.444 | 100 | 0.3 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 534 | 2.0 | 1203 | 0.444 | 100 | 18.0 | LOS B | 16.7 | 119.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 1387 | 2.0 | | 0.444 | | 7.1 | NA | 16.7 | 119.1 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 96 | 2.0 | 351 | 0.273 | 100 | 19.3 | LOS B | 1.1 | 7.6 | Full | 200 | 0.0 | 0.0 |
| Approach | 96 | 2.0 | | 0.273 | | 19.3 | LOS B | 1.1 | 7.6 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 907 | 2.0 | 1923 | 0.472 | 100 | 0.2 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 827 | 2.0 | 1753 | 0.472 | 100 | 2.7 | LOS A | 1.8 | 12.5 | Full | 200 | 0.0 | 0.0 |
| Approach | 1735 | 2.0 | | 0.472 | | 1.4 | NA | 1.8 | 12.5 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 76 | 2.0 | 263 | 0.288 | 100 | 24.7 | LOS B | 1.1 | 7.7 | Full | 200 | 0.0 | 0.0 |
| Approach | 76 | 2.0 | | 0.288 | | 24.7 | LOS B | 1.1 | 7.7 | | | | |
| Intersection | 3294 | 2.0 | | 0.472 | | 4.9 | NA | 16.7 | 119.1 | | | | |

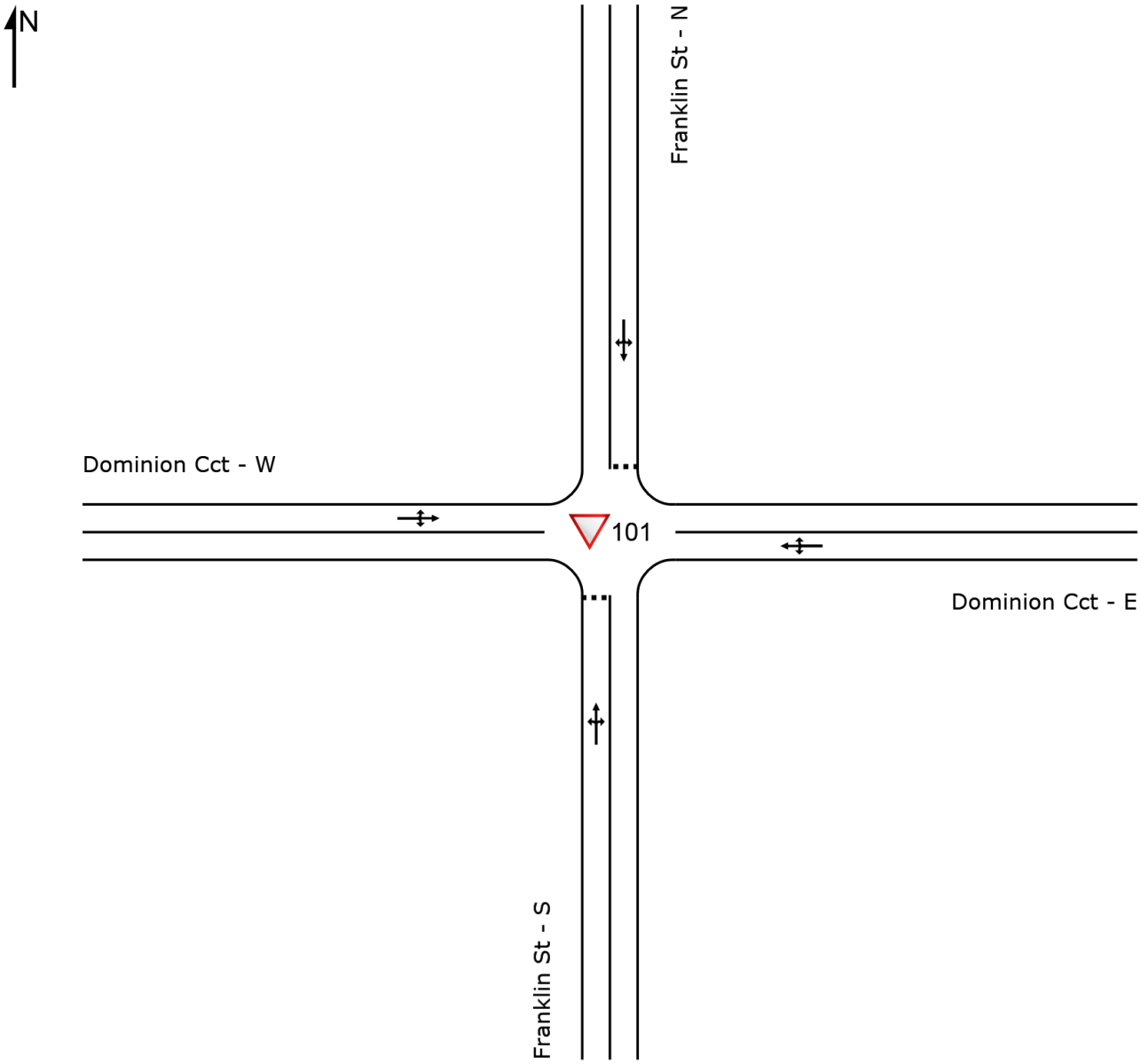
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [Dominion Cct / Franklin St - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [Dominion Cct / Franklin St - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | | |
| 1 | L2 | 16 | 2.0 | 17 | 2.0 | 0.087 | 5.7 | LOS A | 0.3 | 1.8 | 0.17 | 0.55 | 0.17 | 46.6 |
| 2 | T1 | 87 | 2.0 | 92 | 2.0 | 0.087 | 4.5 | LOS A | 0.3 | 1.8 | 0.17 | 0.55 | 0.17 | 47.0 |
| 3 | R2 | 16 | 2.0 | 17 | 2.0 | 0.087 | 6.0 | LOS A | 0.3 | 1.8 | 0.17 | 0.55 | 0.17 | 45.6 |
| Approach | | 119 | 2.0 | 125 | 2.0 | 0.087 | 4.9 | LOS A | 0.3 | 1.8 | 0.17 | 0.55 | 0.17 | 46.7 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 45 | 2.0 | 47 | 2.0 | 0.057 | 5.6 | LOS A | 0.0 | 0.3 | 0.02 | 0.28 | 0.02 | 50.4 |
| 5 | T1 | 53 | 2.0 | 56 | 2.0 | 0.057 | 0.0 | LOS A | 0.0 | 0.3 | 0.02 | 0.28 | 0.02 | 53.9 |
| 6 | R2 | 5 | 2.0 | 5 | 2.0 | 0.057 | 5.6 | LOS A | 0.0 | 0.3 | 0.02 | 0.28 | 0.02 | 49.2 |
| Approach | | 103 | 2.0 | 108 | 2.0 | 0.057 | 2.7 | NA | 0.0 | 0.3 | 0.02 | 0.28 | 0.02 | 52.1 |
| North: Franklin St - N | | | | | | | | | | | | | | |
| 7 | L2 | 9 | 2.0 | 9 | 2.0 | 0.036 | 5.7 | LOS A | 0.1 | 0.7 | 0.14 | 0.55 | 0.14 | 46.5 |
| 8 | T1 | 29 | 2.0 | 31 | 2.0 | 0.036 | 4.5 | LOS A | 0.1 | 0.7 | 0.14 | 0.55 | 0.14 | 46.8 |
| 9 | R2 | 10 | 2.0 | 11 | 2.0 | 0.036 | 6.1 | LOS A | 0.1 | 0.7 | 0.14 | 0.55 | 0.14 | 45.5 |
| Approach | | 48 | 2.0 | 51 | 2.0 | 0.036 | 5.1 | LOS A | 0.1 | 0.7 | 0.14 | 0.55 | 0.14 | 46.5 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 22 | 2.0 | 23 | 2.0 | 0.062 | 5.8 | LOS A | 0.3 | 1.9 | 0.19 | 0.34 | 0.19 | 48.1 |
| 11 | T1 | 44 | 2.0 | 46 | 2.0 | 0.062 | 0.2 | LOS A | 0.3 | 1.9 | 0.19 | 0.34 | 0.19 | 51.3 |
| 12 | R2 | 51 | 2.0 | 54 | 2.0 | 0.062 | 5.7 | LOS A | 0.3 | 1.9 | 0.19 | 0.34 | 0.19 | 47.1 |
| Approach | | 117 | 2.0 | 123 | 2.0 | 0.062 | 3.6 | NA | 0.3 | 1.9 | 0.19 | 0.34 | 0.19 | 48.8 |
| All Vehicles | | 387 | 2.0 | 407 | 2.0 | 0.087 | 4.0 | NA | 0.3 | 1.9 | 0.13 | 0.41 | 0.13 | 48.7 |

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.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [Dominion Cct / Franklin St - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | |
| Lane 1 | 125 | 2.0 | 1444 | 0.087 | 100 | 4.9 | LOS A | 0.3 | 1.8 | Full | 200 | 0.0 | 0.0 |
| Approach | 125 | 2.0 | | 0.087 | | 4.9 | LOS A | 0.3 | 1.8 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 108 | 2.0 | 1893 | 0.057 | 100 | 2.7 | LOS A | 0.0 | 0.3 | Full | 200 | 0.0 | 0.0 |
| Approach | 108 | 2.0 | | 0.057 | | 2.7 | NA | 0.0 | 0.3 | | | | |
| North: Franklin St - N | | | | | | | | | | | | | |
| Lane 1 | 51 | 2.0 | 1418 | 0.036 | 100 | 5.1 | LOS A | 0.1 | 0.7 | Full | 200 | 0.0 | 0.0 |
| Approach | 51 | 2.0 | | 0.036 | | 5.1 | LOS A | 0.1 | 0.7 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 123 | 2.0 | 1993 | 0.062 | 100 | 3.6 | LOS A | 0.3 | 1.9 | Full | 200 | 0.0 | 0.0 |
| Approach | 123 | 2.0 | | 0.062 | | 3.6 | NA | 0.3 | 1.9 | | | | |
| Intersection | 407 | 2.0 | | 0.087 | | 4.0 | NA | 0.3 | 1.9 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [Dominion Cct / Franklin St - 2031 Non Dev - PM (Site Folder: 2031-Non-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | | |
| 1 | L2 | 13 | 2.0 | 14 | 2.0 | 0.031 | 5.7 | LOS A | 0.1 | 0.7 | 0.11 | 0.55 | 0.11 | 46.2 |
| 2 | T1 | 14 | 2.0 | 15 | 2.0 | 0.031 | 4.4 | LOS A | 0.1 | 0.7 | 0.11 | 0.55 | 0.11 | 46.5 |
| 3 | R2 | 16 | 2.0 | 17 | 2.0 | 0.031 | 5.9 | LOS A | 0.1 | 0.7 | 0.11 | 0.55 | 0.11 | 45.2 |
| Approach | | 43 | 2.0 | 45 | 2.0 | 0.031 | 5.3 | LOS A | 0.1 | 0.7 | 0.11 | 0.55 | 0.11 | 45.9 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 14 | 2.0 | 15 | 2.0 | 0.037 | 5.6 | LOS A | 0.1 | 0.7 | 0.09 | 0.24 | 0.09 | 50.4 |
| 5 | T1 | 39 | 2.0 | 41 | 2.0 | 0.037 | 0.1 | LOS A | 0.1 | 0.7 | 0.09 | 0.24 | 0.09 | 54.0 |
| 6 | R2 | 16 | 2.0 | 17 | 2.0 | 0.037 | 5.6 | LOS A | 0.1 | 0.7 | 0.09 | 0.24 | 0.09 | 49.2 |
| Approach | | 69 | 2.0 | 73 | 2.0 | 0.037 | 2.5 | NA | 0.1 | 0.7 | 0.09 | 0.24 | 0.09 | 52.1 |
| North: Franklin St - N | | | | | | | | | | | | | | |
| 7 | L2 | 6 | 2.0 | 6 | 2.0 | 0.049 | 5.7 | LOS A | 0.1 | 1.0 | 0.15 | 0.54 | 0.15 | 46.5 |
| 8 | T1 | 38 | 2.0 | 40 | 2.0 | 0.049 | 4.4 | LOS A | 0.1 | 1.0 | 0.15 | 0.54 | 0.15 | 46.8 |
| 9 | R2 | 22 | 2.0 | 23 | 2.0 | 0.049 | 5.8 | LOS A | 0.1 | 1.0 | 0.15 | 0.54 | 0.15 | 45.5 |
| Approach | | 66 | 2.0 | 69 | 2.0 | 0.049 | 5.0 | LOS A | 0.1 | 1.0 | 0.15 | 0.54 | 0.15 | 46.3 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 12 | 2.0 | 13 | 2.0 | 0.039 | 5.6 | LOS A | 0.1 | 0.6 | 0.06 | 0.19 | 0.06 | 51.6 |
| 11 | T1 | 48 | 2.0 | 51 | 2.0 | 0.039 | 0.0 | LOS A | 0.1 | 0.6 | 0.06 | 0.19 | 0.06 | 55.3 |
| 12 | R2 | 12 | 2.0 | 13 | 2.0 | 0.039 | 5.6 | LOS A | 0.1 | 0.6 | 0.06 | 0.19 | 0.06 | 50.3 |
| Approach | | 72 | 2.0 | 76 | 2.0 | 0.039 | 1.9 | NA | 0.1 | 0.6 | 0.06 | 0.19 | 0.06 | 53.8 |
| All Vehicles | | 250 | 2.0 | 263 | 2.0 | 0.049 | 3.5 | NA | 0.1 | 1.0 | 0.10 | 0.36 | 0.10 | 49.7 |

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.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [Dominion Cct / Franklin St - 2031 Non Dev - PM (Site Folder: 2031-Non-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | |
| Lane 1 | 45 | 2.0 | 1468 | 0.031 | 100 | 5.3 | LOS A | 0.1 | 0.7 | Full | 200 | 0.0 | 0.0 |
| Approach | 45 | 2.0 | | 0.031 | | 5.3 | LOS A | 0.1 | 0.7 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 73 | 2.0 | 1959 | 0.037 | 100 | 2.5 | LOS A | 0.1 | 0.7 | Full | 200 | 0.0 | 0.0 |
| Approach | 73 | 2.0 | | 0.037 | | 2.5 | NA | 0.1 | 0.7 | | | | |
| North: Franklin St - N | | | | | | | | | | | | | |
| Lane 1 | 69 | 2.0 | 1411 | 0.049 | 100 | 5.0 | LOS A | 0.1 | 1.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 69 | 2.0 | | 0.049 | | 5.0 | LOS A | 0.1 | 1.0 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 76 | 2.0 | 1947 | 0.039 | 100 | 1.9 | LOS A | 0.1 | 0.6 | Full | 200 | 0.0 | 0.0 |
| Approach | 76 | 2.0 | | 0.039 | | 1.9 | NA | 0.1 | 0.6 | | | | |
| Intersection | 263 | 2.0 | | 0.049 | | 3.5 | NA | 0.1 | 1.0 | | | | |

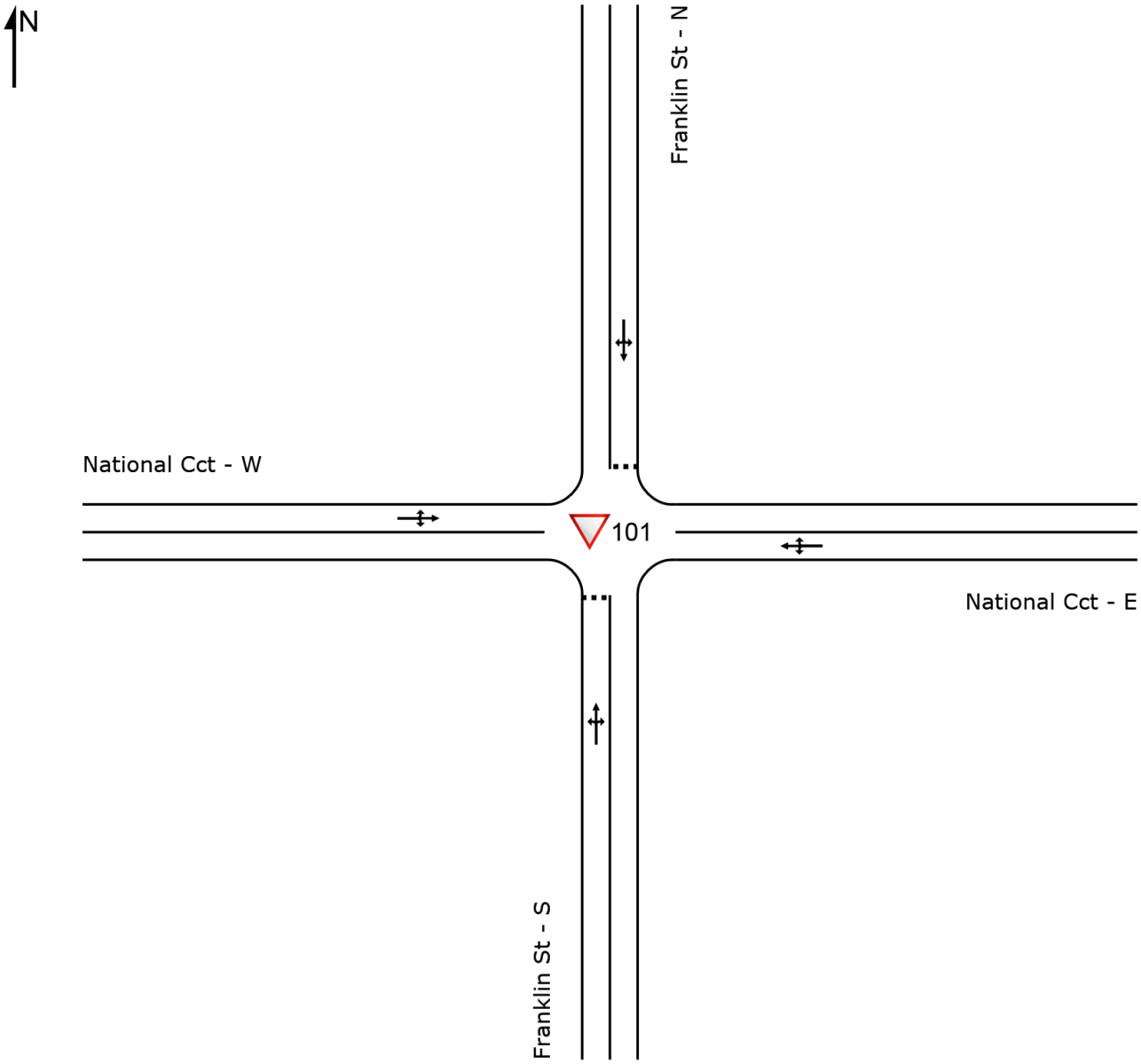
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [National Cct / Franklin St - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:27:29 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [National Cct / Franklin St - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | | |
| 1 | L2 | 24 | 2.0 | 25 | 2.0 | 0.077 | 5.8 | LOS A | 0.2 | 1.7 | 0.21 | 0.60 | 0.21 | 45.1 |
| 2 | T1 | 12 | 2.0 | 13 | 2.0 | 0.077 | 5.1 | LOS A | 0.2 | 1.7 | 0.21 | 0.60 | 0.21 | 45.4 |
| 3 | R2 | 49 | 2.0 | 52 | 2.0 | 0.077 | 6.7 | LOS A | 0.2 | 1.7 | 0.21 | 0.60 | 0.21 | 44.2 |
| Approach | | 85 | 2.0 | 89 | 2.0 | 0.077 | 6.2 | LOS A | 0.2 | 1.7 | 0.21 | 0.60 | 0.21 | 44.6 |
| East: National Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 85 | 2.0 | 89 | 2.0 | 0.107 | 5.7 | LOS A | 0.2 | 1.2 | 0.11 | 0.29 | 0.11 | 49.3 |
| 5 | T1 | 87 | 2.0 | 92 | 2.0 | 0.107 | 0.1 | LOS A | 0.2 | 1.2 | 0.11 | 0.29 | 0.11 | 52.6 |
| 6 | R2 | 19 | 2.0 | 20 | 2.0 | 0.107 | 6.2 | LOS A | 0.2 | 1.2 | 0.11 | 0.29 | 0.11 | 48.2 |
| Approach | | 191 | 2.0 | 201 | 2.0 | 0.107 | 3.2 | NA | 0.2 | 1.2 | 0.11 | 0.29 | 0.11 | 50.6 |
| North: Franklin St - N | | | | | | | | | | | | | | |
| 7 | L2 | 1 | 2.0 | 1 | 2.0 | 0.003 | 6.0 | LOS A | 0.0 | 0.1 | 0.29 | 0.55 | 0.29 | 45.2 |
| 8 | T1 | 1 | 2.0 | 1 | 2.0 | 0.003 | 5.1 | LOS A | 0.0 | 0.1 | 0.29 | 0.55 | 0.29 | 45.5 |
| 9 | R2 | 1 | 2.0 | 1 | 2.0 | 0.003 | 6.6 | LOS A | 0.0 | 0.1 | 0.29 | 0.55 | 0.29 | 44.3 |
| Approach | | 3 | 2.0 | 3 | 2.0 | 0.003 | 5.9 | LOS A | 0.0 | 0.1 | 0.29 | 0.55 | 0.29 | 45.0 |
| West: National Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 27 | 2.0 | 28 | 2.0 | 0.162 | 6.0 | LOS A | 0.4 | 3.2 | 0.16 | 0.17 | 0.16 | 51.2 |
| 11 | T1 | 207 | 5.0 | 218 | 5.0 | 0.162 | 0.2 | LOS A | 0.4 | 3.2 | 0.16 | 0.17 | 0.16 | 54.8 |
| 12 | R2 | 59 | 2.0 | 62 | 2.0 | 0.162 | 6.0 | LOS A | 0.4 | 3.2 | 0.16 | 0.17 | 0.16 | 50.0 |
| Approach | | 293 | 4.1 | 308 | 4.1 | 0.162 | 1.9 | NA | 0.4 | 3.2 | 0.16 | 0.17 | 0.16 | 53.4 |
| All Vehicles | | 572 | 3.1 | 602 | 3.1 | 0.162 | 3.0 | NA | 0.4 | 3.2 | 0.15 | 0.28 | 0.15 | 50.9 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [National Cct / Franklin St - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | |
| Lane 1 | 89 | 2.0 | 1169 | 0.077 | 100 | 6.2 | LOS A | 0.2 | 1.7 | Full | 200 | 0.0 | 0.0 |
| Approach | 89 | 2.0 | | 0.077 | | 6.2 | LOS A | 0.2 | 1.7 | | | | |
| East: National Cct - E | | | | | | | | | | | | | |
| Lane 1 | 201 | 2.0 | 1877 | 0.107 | 100 | 3.2 | LOS A | 0.2 | 1.2 | Full | 200 | 0.0 | 0.0 |
| Approach | 201 | 2.0 | | 0.107 | | 3.2 | NA | 0.2 | 1.2 | | | | |
| North: Franklin St - N | | | | | | | | | | | | | |
| Lane 1 | 3 | 2.0 | 1226 | 0.003 | 100 | 5.9 | LOS A | 0.0 | 0.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 3 | 2.0 | | 0.003 | | 5.9 | LOS A | 0.0 | 0.1 | | | | |
| West: National Cct - W | | | | | | | | | | | | | |
| Lane 1 | 308 | 4.1 | 1904 | 0.162 | 100 | 1.9 | LOS A | 0.4 | 3.2 | Full | 200 | 0.0 | 0.0 |
| Approach | 308 | 4.1 | | 0.162 | | 1.9 | NA | 0.4 | 3.2 | | | | |
| Intersection | 602 | 3.1 | | 0.162 | | 3.0 | NA | 0.4 | 3.2 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

## Site: 101 [National Cct / Franklin St - 2031 Non Dev - PM (Site Folder: 2031-Non-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | | |
| 1 | L2 | 55 | 2.0 | 58 | 2.0 | 0.093 | 5.7 | LOS A | 0.3 | 2.2 | 0.16 | 0.58 | 0.16 | 45.3 |
| 2 | T1 | 1 | 2.0 | 1 | 2.0 | 0.093 | 4.6 | LOS A | 0.3 | 2.2 | 0.16 | 0.58 | 0.16 | 45.6 |
| 3 | R2 | 65 | 2.0 | 68 | 2.0 | 0.093 | 6.2 | LOS A | 0.3 | 2.2 | 0.16 | 0.58 | 0.16 | 44.4 |
| Approach | | 121 | 2.0 | 127 | 2.0 | 0.093 | 6.0 | LOS A | 0.3 | 2.2 | 0.16 | 0.58 | 0.16 | 44.8 |
| East: National Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 23 | 2.0 | 24 | 2.0 | 0.054 | 5.6 | LOS A | 0.0 | 0.1 | 0.01 | 0.15 | 0.01 | 52.8 |
| 5 | T1 | 73 | 2.0 | 77 | 2.0 | 0.054 | 0.0 | LOS A | 0.0 | 0.1 | 0.01 | 0.15 | 0.01 | 56.8 |
| 6 | R2 | 1 | 2.0 | 1 | 2.0 | 0.054 | 5.8 | LOS A | 0.0 | 0.1 | 0.01 | 0.15 | 0.01 | 51.6 |
| Approach | | 97 | 2.0 | 102 | 2.0 | 0.054 | 1.4 | NA | 0.0 | 0.1 | 0.01 | 0.15 | 0.01 | 55.7 |
| North: Franklin St - N | | | | | | | | | | | | | | |
| 7 | L2 | 32 | 2.0 | 34 | 2.0 | 0.036 | 5.9 | LOS A | 0.1 | 0.9 | 0.22 | 0.56 | 0.22 | 45.1 |
| 8 | T1 | 5 | 2.0 | 5 | 2.0 | 0.036 | 4.6 | LOS A | 0.1 | 0.9 | 0.22 | 0.56 | 0.22 | 45.4 |
| 9 | R2 | 15 | 2.0 | 16 | 2.0 | 0.036 | 6.2 | LOS A | 0.1 | 0.9 | 0.22 | 0.56 | 0.22 | 44.2 |
| Approach | | 52 | 2.0 | 55 | 2.0 | 0.036 | 5.8 | LOS A | 0.1 | 0.9 | 0.22 | 0.56 | 0.22 | 44.9 |
| West: National Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 1 | 2.0 | 1 | 2.0 | 0.081 | 5.8 | LOS A | 0.1 | 0.6 | 0.04 | 0.06 | 0.04 | 54.1 |
| 11 | T1 | 133 | 5.0 | 140 | 5.0 | 0.081 | 0.0 | LOS A | 0.1 | 0.6 | 0.04 | 0.06 | 0.04 | 58.3 |
| 12 | R2 | 13 | 2.0 | 14 | 2.0 | 0.081 | 5.7 | LOS A | 0.1 | 0.6 | 0.04 | 0.06 | 0.04 | 52.8 |
| Approach | | 147 | 4.7 | 155 | 4.7 | 0.081 | 0.6 | NA | 0.1 | 0.6 | 0.04 | 0.06 | 0.04 | 57.7 |
| All Vehicles | | 417 | 3.0 | 439 | 3.0 | 0.093 | 3.0 | NA | 0.3 | 2.2 | 0.09 | 0.29 | 0.09 | 51.2 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [National Cct / Franklin St - 2031 Non Dev - PM (Site Folder: 2031-Non-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | |
| Lane 1 | 127 | 2.0 | 1376 | 0.093 | 100 | 6.0 | LOS A | 0.3 | 2.2 | Full | 200 | 0.0 | 0.0 |
| Approach | 127 | 2.0 | | 0.093 | | 6.0 | LOS A | 0.3 | 2.2 | | | | |
| East: National Cct - E | | | | | | | | | | | | | |
| Lane 1 | 102 | 2.0 | 1903 | 0.054 | 100 | 1.4 | LOS A | 0.0 | 0.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 102 | 2.0 | | 0.054 | | 1.4 | NA | 0.0 | 0.1 | | | | |
| North: Franklin St - N | | | | | | | | | | | | | |
| Lane 1 | 55 | 2.0 | 1510 | 0.036 | 100 | 5.8 | LOS A | 0.1 | 0.9 | Full | 200 | 0.0 | 0.0 |
| Approach | 55 | 2.0 | | 0.036 | | 5.8 | LOS A | 0.1 | 0.9 | | | | |
| West: National Cct - W | | | | | | | | | | | | | |
| Lane 1 | 155 | 4.7 | 1907 | 0.081 | 100 | 0.6 | LOS A | 0.1 | 0.6 | Full | 200 | 0.0 | 0.0 |
| Approach | 155 | 4.7 | | 0.081 | | 0.6 | NA | 0.1 | 0.6 | | | | |
| Intersection | 439 | 3.0 | | 0.093 | | 3.0 | NA | 0.3 | 2.2 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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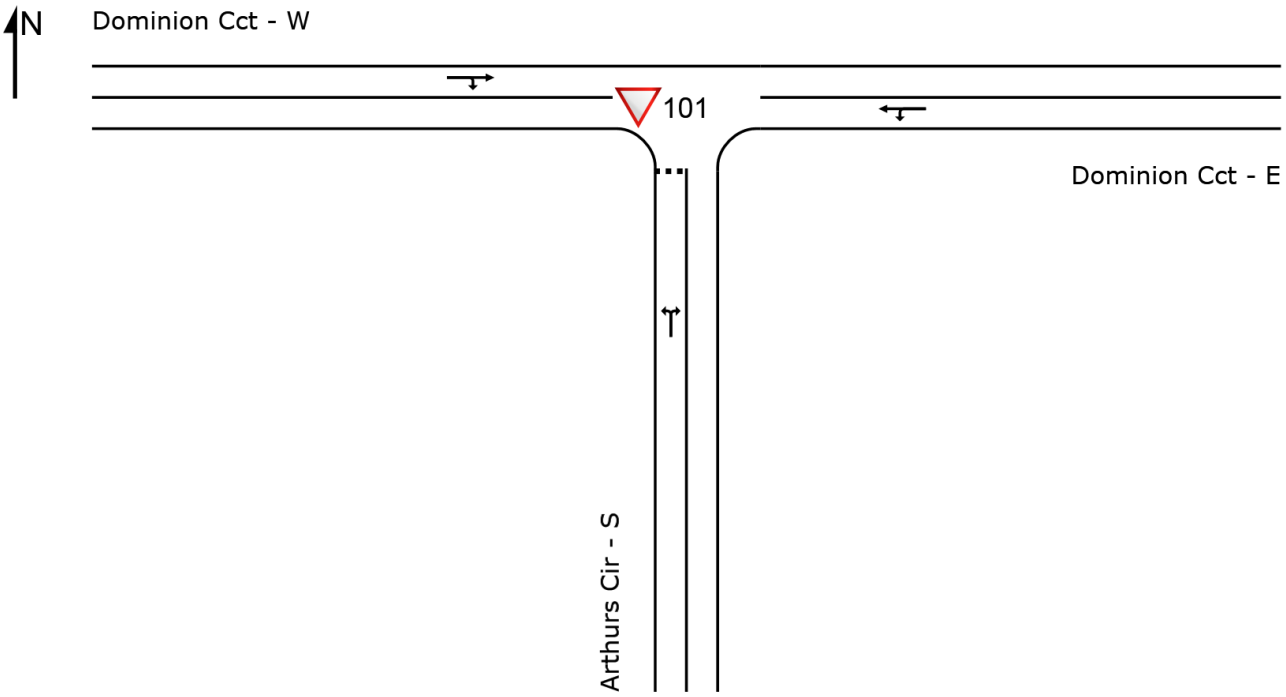
# SITE LAYOUT

## Site: 101 [Dominion Cct / Arthurs Cir - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:27:46 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [Dominion Cct / Arthurs Cir - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Arthurs Cir - S | | | | | | | | | | | | | | |
| 1 | L2 | 120 | 2.0 | 126 | 2.0 | 0.080 | 4.1 | LOS A | 0.3 | 2.5 | 0.16 | 0.53 | 0.16 | 42.9 |
| 3 | R2 | 20 | 2.0 | 21 | 2.0 | 0.080 | 4.2 | LOS A | 0.3 | 2.5 | 0.16 | 0.53 | 0.16 | 41.6 |
| Approach | | 140 | 2.0 | 147 | 2.0 | 0.080 | 4.1 | LOS A | 0.3 | 2.5 | 0.16 | 0.53 | 0.16 | 42.7 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 8 | 2.0 | 8 | 2.0 | 0.046 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.06 | 0.00 | 50.5 |
| 5 | T1 | 75 | 2.0 | 79 | 2.0 | 0.046 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.06 | 0.00 | 58.7 |
| Approach | | 83 | 2.0 | 87 | 2.0 | 0.046 | 0.5 | NA | 0.0 | 0.0 | 0.00 | 0.06 | 0.00 | 58.1 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 11 | T1 | 102 | 2.0 | 107 | 2.0 | 0.095 | 0.1 | LOS A | 0.4 | 2.8 | 0.16 | 0.25 | 0.16 | 53.4 |
| 12 | R2 | 79 | 2.0 | 83 | 2.0 | 0.095 | 5.7 | LOS A | 0.4 | 2.8 | 0.16 | 0.25 | 0.16 | 43.8 |
| Approach | | 181 | 2.0 | 191 | 2.0 | 0.095 | 2.6 | NA | 0.4 | 2.8 | 0.16 | 0.25 | 0.16 | 49.8 |
| All Vehicles | | 404 | 2.0 | 425 | 2.0 | 0.095 | 2.7 | NA | 0.4 | 2.8 | 0.13 | 0.31 | 0.13 | 49.3 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# LANE SUMMARY

## Site: 101 [Dominion Cct / Arthurs Cir - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Arthurs Cir - S | | | | | | | | | | | | | |
| Lane 1 | 147 | 2.0 | 1850 | 0.080 | 100 | 4.1 | LOS A | 0.3 | 2.5 | Full | 50 | 0.0 | 0.0 |
| Approach | 147 | 2.0 | | 0.080 | | 4.1 | LOS A | 0.3 | 2.5 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 87 | 2.0 | 1916 | 0.046 | 100 | 0.5 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 87 | 2.0 | | 0.046 | | 0.5 | NA | 0.0 | 0.0 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 191 | 2.0 | 2015 | 0.095 | 100 | 2.6 | LOS A | 0.4 | 2.8 | Full | 200 | 0.0 | 0.0 |
| Approach | 191 | 2.0 | | 0.095 | | 2.6 | NA | 0.4 | 2.8 | | | | |
| Intersection | 425 | 2.0 | | 0.095 | | 2.7 | NA | 0.4 | 2.8 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [Dominion Cct / Arthurs Cir - 2031 Non Dev - PM (Site Folder: 2031-Non-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Arthurs Cir - S | | | | | | | | | | | | | | |
| 1 | L2 | 48 | 2.0 | 51 | 2.0 | 0.028 | 4.1 | LOS A | 0.1 | 0.9 | 0.15 | 0.51 | 0.15 | 43.0 |
| 3 | R2 | 3 | 2.0 | 3 | 2.0 | 0.028 | 4.0 | LOS A | 0.1 | 0.9 | 0.15 | 0.51 | 0.15 | 41.7 |
| Approach | | 51 | 2.0 | 54 | 2.0 | 0.028 | 4.1 | LOS A | 0.1 | 0.9 | 0.15 | 0.51 | 0.15 | 42.9 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 7 | 2.0 | 7 | 2.0 | 0.040 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.06 | 0.00 | 50.5 |
| 5 | T1 | 66 | 2.0 | 69 | 2.0 | 0.040 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.06 | 0.00 | 58.7 |
| Approach | | 73 | 2.0 | 77 | 2.0 | 0.040 | 0.5 | NA | 0.0 | 0.0 | 0.00 | 0.06 | 0.00 | 58.1 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 11 | T1 | 63 | 2.0 | 66 | 2.0 | 0.053 | 0.1 | LOS A | 0.2 | 1.3 | 0.13 | 0.21 | 0.13 | 54.4 |
| 12 | R2 | 37 | 2.0 | 39 | 2.0 | 0.053 | 5.6 | LOS A | 0.2 | 1.3 | 0.13 | 0.21 | 0.13 | 44.9 |
| Approach | | 100 | 2.0 | 105 | 2.0 | 0.053 | 2.1 | NA | 0.2 | 1.3 | 0.13 | 0.21 | 0.13 | 51.4 |
| All Vehicles | | 224 | 2.0 | 236 | 2.0 | 0.053 | 2.1 | NA | 0.2 | 1.3 | 0.09 | 0.23 | 0.09 | 51.8 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# LANE SUMMARY

## Site: 101 [Dominion Cct / Arthurs Cir - 2031 Non Dev - PM (Site Folder: 2031-Non-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Arthurs Cir - S | | | | | | | | | | | | | |
| Lane 1 | 54 | 2.0 | 1942 | 0.028 | 100 | 4.1 | LOS A | 0.1 | 0.9 | Full | 50 | 0.0 | 0.0 |
| Approach | 54 | 2.0 | | 0.028 | | 4.1 | LOS A | 0.1 | 0.9 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 77 | 2.0 | 1916 | 0.040 | 100 | 0.5 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 77 | 2.0 | | 0.040 | | 0.5 | NA | 0.0 | 0.0 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 105 | 2.0 | 2004 | 0.053 | 100 | 2.1 | LOS A | 0.2 | 1.3 | Full | 200 | 0.0 | 0.0 |
| Approach | 105 | 2.0 | | 0.053 | | 2.1 | NA | 0.2 | 1.3 | | | | |
| Intersection | 236 | 2.0 | | 0.053 | | 2.1 | NA | 0.2 | 1.3 | | | | |

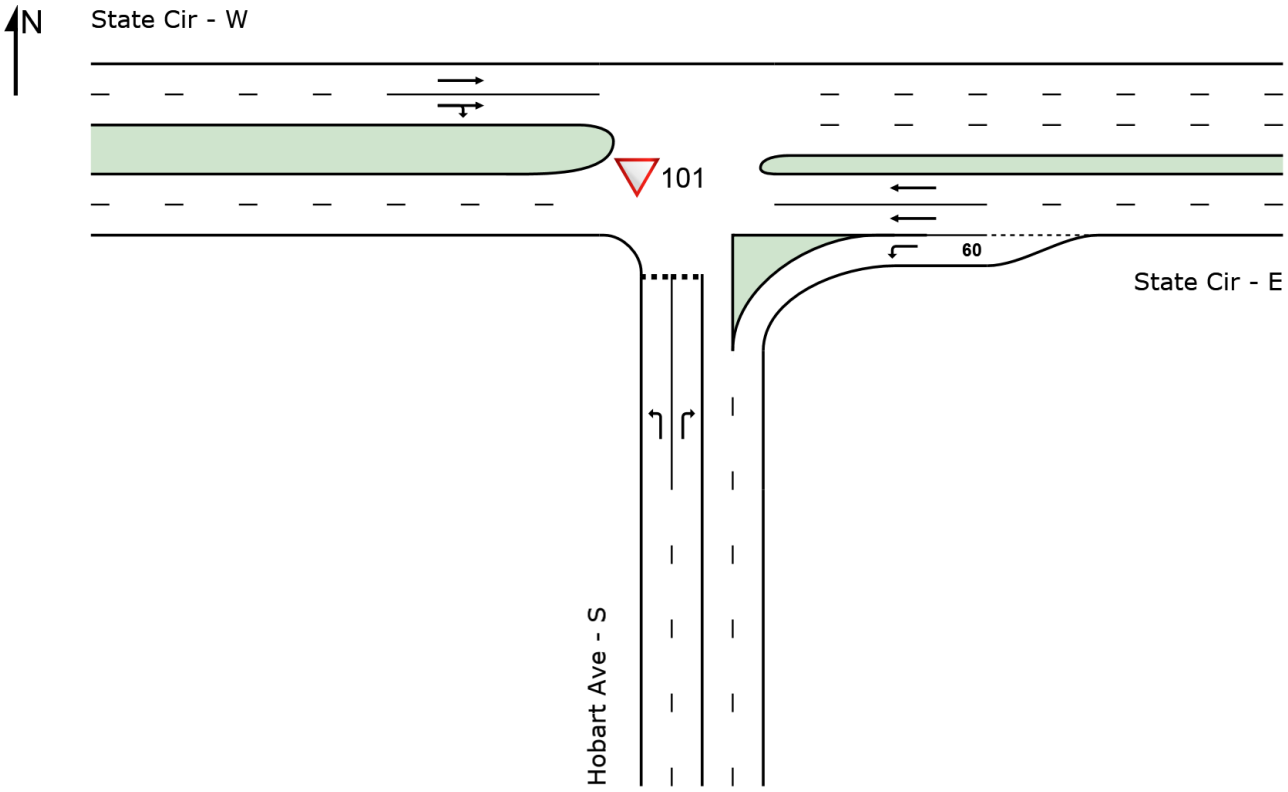
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [State Cir / Hobart Ave - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:27:58 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [State Cir / Hobart Ave - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Hobart Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 342 | 2.0 | 360 | 2.0 | 0.302 | 7.1 | LOS A | 1.4 | 10.1 | 0.46 | 0.67 | 0.46 | 43.6 |
| 3 | R2 | 70 | 2.0 | 74 | 2.0 | 0.104 | 10.8 | LOS A | 0.4 | 2.6 | 0.82 | 0.92 | 0.82 | 40.2 |
| Approach | | 412 | 2.0 | 434 | 2.0 | 0.302 | 7.7 | LOS A | 1.4 | 10.1 | 0.52 | 0.71 | 0.52 | 43.0 |
| East: State Cir - E | | | | | | | | | | | | | | |
| 4 | L2 | 248 | 2.0 | 261 | 2.0 | 0.143 | 6.7 | LOS A | 0.0 | 0.0 | 0.00 | 0.57 | 0.00 | 51.5 |
| 5 | T1 | 620 | 5.0 | 653 | 5.0 | 0.173 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 69.9 |
| Approach | | 868 | 4.1 | 914 | 4.1 | 0.173 | 1.9 | NA | 0.0 | 0.0 | 0.00 | 0.16 | 0.00 | 63.3 |
| West: State Cir - W | | | | | | | | | | | | | | |
| 11 | T1 | 1200 | 5.0 | 1263 | 5.0 | 0.521 | 1.4 | LOS A | 5.1 | 36.7 | 0.16 | 0.11 | 0.25 | 63.4 |
| 12 | R2 | 248 | 2.0 | 261 | 2.0 | 0.521 | 13.5 | LOS A | 5.1 | 36.7 | 0.71 | 0.50 | 1.12 | 44.0 |
| Approach | | 1448 | 4.5 | 1524 | 4.5 | 0.521 | 3.5 | NA | 5.1 | 36.7 | 0.25 | 0.18 | 0.40 | 59.0 |
| All Vehicles | | 2728 | 4.0 | 2872 | 4.0 | 0.521 | 3.6 | NA | 5.1 | 36.7 | 0.21 | 0.25 | 0.29 | 57.0 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# LANE SUMMARY

## Site: 101 [State Cir / Hobart Ave - 2031 Non Dev - AM (Site Folder: 2031-Non-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Hobart Ave - S | | | | | | | | | | | | | |
| Lane 1 | 360 | 2.0 | 1191 | 0.302 | 100 | 7.1 | LOS A | 1.4 | 10.1 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 74 | 2.0 | 707 | 0.104 | 100 | 10.8 | LOS A | 0.4 | 2.6 | Full | 200 | 0.0 | 0.0 |
| Approach | 434 | 2.0 | | 0.302 | | 7.7 | LOS A | 1.4 | 10.1 | | | | |
| East: State Cir - E | | | | | | | | | | | | | |
| Lane 1 | 261 | 2.0 | 1831 | 0.143 | 100 | 6.7 | LOS A | 0.0 | 0.0 | Short | 60 | 0.0 | NA |
| Lane 2 | 326 | 5.0 | 1889 | 0.173 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 3 | 326 | 5.0 | 1889 | 0.173 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 914 | 4.1 | | 0.173 | | 1.9 | NA | 0.0 | 0.0 | | | | |
| West: State Cir - W | | | | | | | | | | | | | |
| Lane 1 | 985 | 5.0 | 1889 | 0.521 | 100 | 0.1 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 539 | 3.5 | 1034 | 0.521 | 100 | 9.7 | LOS A | 5.1 | 36.7 | Full | 200 | 0.0 | 0.0 |
| Approach | 1524 | 4.5 | | 0.521 | | 3.5 | NA | 5.1 | 36.7 | | | | |
| Intersection | 2872 | 4.0 | | 0.521 | | 3.6 | NA | 5.1 | 36.7 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [State Cir / Hobart Ave - 2031 Non Dev - PM (Site Folder: 2031-Non-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Hobart Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 212 | 2.0 | 223 | 2.0 | 0.210 | 7.5 | LOS A | 0.9 | 6.3 | 0.49 | 0.71 | 0.49 | 43.5 |
| 3 | R2 | 43 | 2.0 | 45 | 2.0 | 0.031 | 7.6 | LOS A | 0.1 | 0.9 | 0.61 | 0.74 | 0.61 | 43.1 |
| Approach | | 255 | 2.0 | 268 | 2.0 | 0.210 | 7.5 | LOS A | 0.9 | 6.3 | 0.51 | 0.71 | 0.51 | 43.4 |
| East: State Cir - E | | | | | | | | | | | | | | |
| 4 | L2 | 201 | 2.0 | 212 | 2.0 | 0.116 | 6.7 | LOS A | 0.0 | 0.0 | 0.00 | 0.57 | 0.00 | 51.5 |
| 5 | T1 | 816 | 5.0 | 859 | 5.0 | 0.227 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 69.9 |
| Approach | | 1017 | 4.4 | 1071 | 4.4 | 0.227 | 1.3 | NA | 0.0 | 0.0 | 0.00 | 0.11 | 0.00 | 65.1 |
| West: State Cir - W | | | | | | | | | | | | | | |
| 11 | T1 | 602 | 5.0 | 634 | 5.0 | 0.223 | 1.3 | LOS A | 1.4 | 10.0 | 0.16 | 0.06 | 0.17 | 64.1 |
| 12 | R2 | 57 | 2.0 | 60 | 2.0 | 0.223 | 13.5 | LOS A | 1.4 | 10.0 | 0.47 | 0.18 | 0.50 | 49.7 |
| Approach | | 659 | 4.7 | 694 | 4.7 | 0.223 | 2.3 | NA | 1.4 | 10.0 | 0.18 | 0.07 | 0.20 | 62.5 |
| All Vehicles | | 1931 | 4.2 | 2033 | 4.2 | 0.227 | 2.5 | NA | 1.4 | 10.0 | 0.13 | 0.18 | 0.13 | 60.3 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# LANE SUMMARY

## Site: 101 [State Cir / Hobart Ave - 2031 Non Dev - PM (Site Folder: 2031-Non-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Hobart Ave - S | | | | | | | | | | | | | |
| Lane 1 | 223 | 2.0 | 1061 | 0.210 | 100 | 7.5 | LOS A | 0.9 | 6.3 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 45 | 2.0 | 1460 | 0.031 | 100 | 7.6 | LOS A | 0.1 | 0.9 | Full | 200 | 0.0 | 0.0 |
| Approach | 268 | 2.0 | | 0.210 | | 7.5 | LOS A | 0.9 | 6.3 | | | | |
| East: State Cir - E | | | | | | | | | | | | | |
| Lane 1 | 212 | 2.0 | 1831 | 0.116 | 100 | 6.7 | LOS A | 0.0 | 0.0 | Short | 60 | 0.0 | NA |
| Lane 2 | 429 | 5.0 | 1889 | 0.227 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 3 | 429 | 5.0 | 1889 | 0.227 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 1071 | 4.4 | | 0.227 | | 1.3 | NA | 0.0 | 0.0 | | | | |
| West: State Cir - W | | | | | | | | | | | | | |
| Lane 1 | 421 | 5.0 | 1889 | 0.223 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 272 | 4.3 | 1221 | 0.223 | 100 | 5.9 | LOS A | 1.4 | 10.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 694 | 4.7 | | 0.223 | | 2.3 | NA | 1.4 | 10.0 | | | | |
| Intersection | 2033 | 4.2 | | 0.227 | | 2.5 | NA | 1.4 | 10.0 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

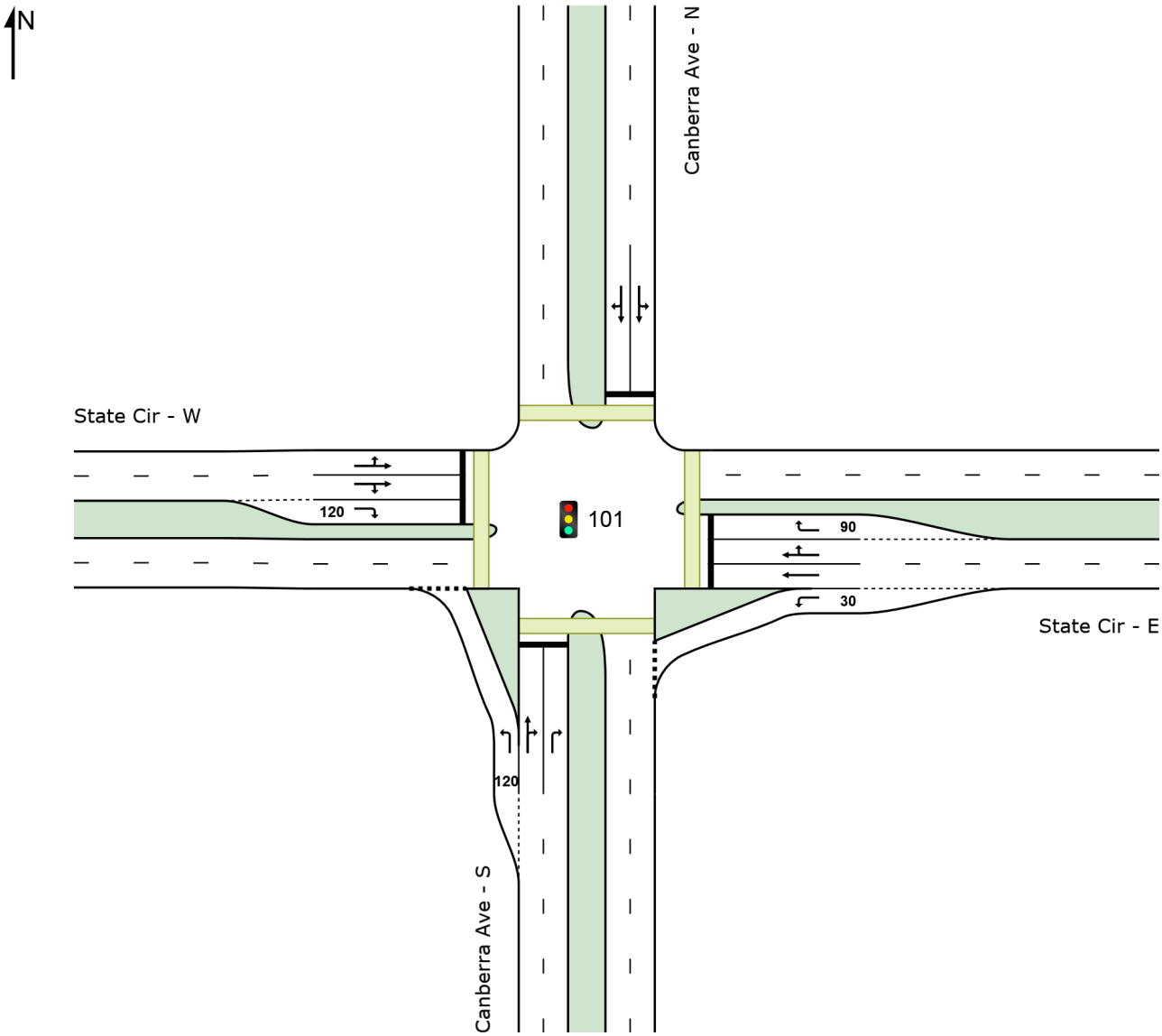
# Appendix F SIDRA Outputs – Future (Post-Development)

# SITE LAYOUT

## Site: 101 [Canberra Ave / State Cir - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:30:44 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Delay)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 15 | 2.0 | 16 | 2.0 | 0.015 | 13.9 | LOS A | 0.4 | 2.6 | 0.38 | 0.62 | 0.38 | 42.9 |
| 2 | T1 | 726 | 2.0 | 764 | 2.0 | * 1.495 | 507.8 | LOS F | 167.2 | 1190.3 | 1.00 | 2.60 | 3.13 | 4.0 |
| 3 | R2 | 627 | 2.0 | 660 | 2.0 | 1.352 | 389.0 | LOS F | 126.2 | 898.3 | 1.00 | 1.68 | 2.73 | 5.1 |
| Approach | | 1368 | 2.0 | 1440 | 2.0 | 1.495 | 448.0 | LOS F | 167.2 | 1190.3 | 0.99 | 2.15 | 2.92 | 4.5 |
| East: State Cir - E | | | | | | | | | | | | | | |
| 4 | L2 | 474 | 2.0 | 499 | 2.0 | 0.541 | 13.0 | LOS A | 12.5 | 88.7 | 0.43 | 0.72 | 0.43 | 47.4 |
| 5 | T1 | 541 | 5.0 | 569 | 5.0 | * 1.491 | 506.8 | LOS F | 96.3 | 698.2 | 1.00 | 2.03 | 3.17 | 4.0 |
| 6 | R2 | 530 | 2.0 | 558 | 2.0 | 1.491 | 511.6 | LOS F | 96.3 | 698.2 | 1.00 | 1.75 | 3.15 | 3.9 |
| Approach | | 1545 | 3.1 | 1626 | 3.1 | 1.491 | 357.0 | LOS F | 96.3 | 698.2 | 0.83 | 1.53 | 2.32 | 5.5 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 218 | 2.0 | 229 | 2.0 | 1.505 | 522.9 | LOS F | 128.9 | 917.7 | 1.00 | 2.30 | 3.17 | 3.8 |
| 8 | T1 | 565 | 2.0 | 595 | 2.0 | * 1.505 | 517.4 | LOS F | 128.9 | 917.7 | 1.00 | 2.24 | 3.17 | 3.9 |
| 9 | R2 | 327 | 2.0 | 344 | 2.0 | 1.505 | 523.1 | LOS F | 127.6 | 908.7 | 1.00 | 2.16 | 3.17 | 3.8 |
| Approach | | 1110 | 2.0 | 1168 | 2.0 | 1.505 | 520.2 | LOS F | 128.9 | 917.7 | 1.00 | 2.23 | 3.17 | 3.9 |
| West: State Cir - W | | | | | | | | | | | | | | |
| 10 | L2 | 13 | 2.0 | 14 | 2.0 | 1.530 | 544.9 | LOS F | 133.5 | 973.7 | 1.00 | 2.38 | 3.23 | 3.7 |
| 11 | T1 | 1121 | 5.0 | 1180 | 5.0 | * 1.530 | 538.5 | LOS F | 133.5 | 974.9 | 1.00 | 2.38 | 3.23 | 3.8 |
| 12 | R2 | 140 | 2.0 | 147 | 2.0 | 0.389 | 61.8 | LOS E | 9.3 | 66.4 | 0.91 | 0.80 | 0.91 | 23.1 |
| Approach | | 1274 | 4.6 | 1341 | 4.6 | 1.530 | 486.2 | LOS F | 133.5 | 974.9 | 0.99 | 2.20 | 2.97 | 4.1 |
| All Vehicles | | 5297 | 2.9 | 5576 | 2.9 | 1.530 | 445.7 | LOS F | 167.2 | 1190.3 | 0.95 | 2.00 | 2.81 | 4.5 |

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

* Critical Movement (Signal Timing)

# LANE SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Delay)

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 16 | 2.0 | 1050 | 0.015 | 100 | 13.9 | LOS A | 0.4 | 2.6 | Short | 120 | 0.0 | NA |
| Lane 2 | 764 | 2.0 | 511[1] | 1.495 | 100 | 507.8 | LOS F | 167.2 | 1190.3 | Full | 300 | 0.0 | 100.0 |
| Lane 3 | 660 | 2.0 | 488 | 1.352 | 90[5] | 389.0 | LOS F | 126.2 | 898.3 | Full | 300 | 0.0 | 100.0 |
| Approach | 1440 | 2.0 | | 1.495 | | 448.0 | LOS F | 167.2 | 1190.3 | | | | |
| East: State Cir - E | | | | | | | | | | | | | |
| Lane 1 | 499 | 2.0 | 923[1] | 0.541 | 100 | 13.0 | LOS A | 12.5 | 88.7 | Short | 30 | 0.0 | NA |
| Lane 2 | 245 | 5.0 | 164[1] | 1.491 | 100 | 509.1 | LOS F | 53.2 | 388.2 | Full | 300 | 0.0 | 28.4 |
| Lane 3 | 445 | 4.2 | 299[1] | 1.491 | 100 | 506.8 | LOS F | 96.3 | 698.2 | Full | 300 | 0.0 | 84.1 |
| Lane 4 | 437 | 2.0 | 293 | 1.491 | 100 | 511.6 | LOS F | 94.5 | 672.6 | Short | 90 | 0.0 | NA |
| Approach | 1626 | 3.1 | | 1.491 | | 357.0 | LOS F | 96.3 | 698.2 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 587 | 2.0 | 390 | 1.505 | 100 | 519.6 | LOS F | 128.9 | 917.7 | Full | 300 | 0.0 | 100.0 |
| Lane 2 | 581 | 2.0 | 386 | 1.505 | 100 | 520.8 | LOS F | 127.6 | 908.7 | Full | 300 | 0.0 | 100.0 |
| Approach | 1168 | 2.0 | | 1.505 | | 520.2 | LOS F | 128.9 | 917.7 | | | | |
| West: State Cir - W | | | | | | | | | | | | | |
| Lane 1 | 597 | 4.9 | 390 | 1.530 | 100 | 538.6 | LOS F | 133.5 | 973.7 | Full | 300 | 0.0 | 100.0 |
| Lane 2 | 597 | 5.0 | 390 | 1.530 | 100 | 538.5 | LOS F | 133.5 | 974.9 | Full | 300 | 0.0 | 100.0 |
| Lane 3 | 147 | 2.0 | 378 | 0.389 | 25[5] | 61.8 | LOS E | 9.3 | 66.4 | Short | 120 | 0.0 | NA |
| Approach | 1341 | 4.6 | | 1.530 | | 486.2 | LOS F | 133.5 | 974.9 | | | | |
| Intersection | 5576 | 2.9 | | 1.530 | | 445.7 | LOS F | 167.2 | 1190.3 | | | | |

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

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
5 Lane under-utilisation found by the program

# PHASING SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Delay)

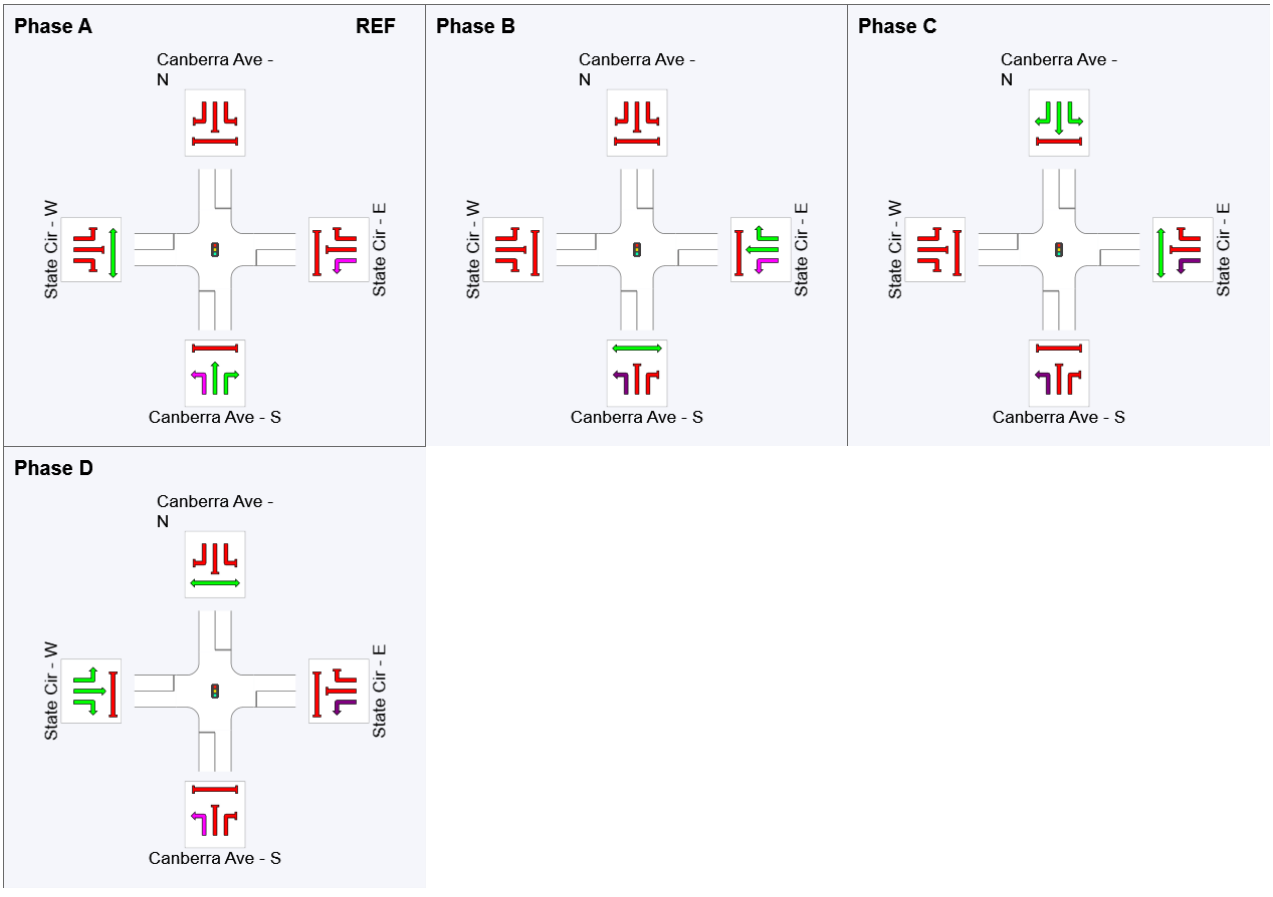
**Timings based on settings in the Site Phasing & Timing dialog**
**Phase Times determined by the program**
**Phase Sequence: Canberra Ave / State Cir**
**Reference Phase: Phase A**
**Input Phase Sequence: A, B, C, D**
**Output Phase Sequence: A, B, C, D**

### Phase Timing Summary

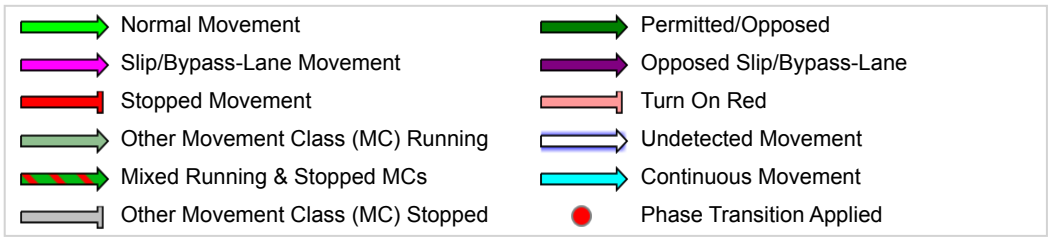
| Phase | A | B | C | D |
|---|---|---|---|---|
| Phase Change Time (sec) | 0 | 46 | 76 | 113 |
| Green Time (sec) | 40 | 24 | 31 | 31 |
| Phase Time (sec) | 46 | 30 | 37 | 37 |
| Phase Split | 31% | 20% | 25% | 25% |

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

### Output Phase Sequence




REF: Reference Phase
VAR: Variable Phase

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Organisation: INDESCO | Licence: NETWORK / 1PC | Processed: Thursday, August 26, 2021 6:29:15 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Delay)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 7 | 2.0 | 7 | 2.0 | 0.008 | 23.2 | LOS B | 0.2 | 1.8 | 0.52 | 0.62 | 0.52 | 36.4 |
| 2 | T1 | 801 | 2.0 | 843 | 2.0 | * 1.464 | 479.7 | LOS F | 180.2 | 1282.8 | 1.00 | 2.53 | 3.04 | 4.2 |
| 3 | R2 | 523 | 2.0 | 551 | 2.0 | 1.002 | 113.8 | LOS F | 56.5 | 402.3 | 1.00 | 1.10 | 1.46 | 14.7 |
| Approach | | 1331 | 2.0 | 1401 | 2.0 | 1.464 | 333.6 | LOS F | 180.2 | 1282.8 | 1.00 | 1.96 | 2.41 | 5.9 |
| East: State Cir - E | | | | | | | | | | | | | | |
| 4 | L2 | 500 | 2.0 | 526 | 2.0 | 0.686 | 22.9 | LOS B | 21.7 | 154.7 | 0.68 | 0.80 | 0.68 | 39.3 |
| 5 | T1 | 151 | 5.0 | 159 | 5.0 | 1.402 | 430.4 | LOS F | 31.6 | 230.3 | 1.00 | 1.60 | 3.00 | 4.6 |
| 6 | R2 | 438 | 2.0 | 461 | 2.0 | * 1.453 | 478.8 | LOS F | 48.0 | 342.0 | 1.00 | 1.58 | 3.09 | 4.1 |
| Approach | | 1089 | 2.4 | 1146 | 2.4 | 1.453 | 262.7 | LOS F | 48.0 | 342.0 | 0.85 | 1.22 | 1.97 | 7.2 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 327 | 2.0 | 344 | 2.0 | 1.461 | 481.9 | LOS F | 209.1 | 1488.5 | 1.00 | 2.27 | 3.03 | 4.2 |
| 8 | T1 | 634 | 2.0 | 667 | 2.0 | * 1.461 | 476.3 | LOS F | 209.1 | 1488.5 | 1.00 | 2.25 | 3.03 | 4.2 |
| 9 | R2 | 866 | 2.0 | 912 | 2.0 | 1.461 | 482.3 | LOS F | 203.0 | 1445.4 | 1.00 | 1.82 | 3.03 | 4.1 |
| Approach | | 1827 | 2.0 | 1923 | 2.0 | 1.461 | 480.2 | LOS F | 209.1 | 1488.5 | 1.00 | 2.05 | 3.03 | 4.2 |
| West: State Cir - W | | | | | | | | | | | | | | |
| 10 | L2 | 1 | 2.0 | 1 | 2.0 | 1.385 | 420.6 | LOS F | 51.0 | 372.3 | 1.00 | 1.77 | 2.90 | 4.7 |
| 11 | T1 | 496 | 5.0 | 522 | 5.0 | * 1.385 | 414.2 | LOS F | 51.0 | 372.4 | 1.00 | 1.77 | 2.90 | 4.8 |
| 12 | R2 | 160 | 2.0 | 168 | 2.0 | 0.920 | 96.1 | LOS F | 14.3 | 101.5 | 1.00 | 0.97 | 1.40 | 17.0 |
| Approach | | 657 | 4.3 | 692 | 4.3 | 1.385 | 336.7 | LOS F | 51.0 | 372.4 | 1.00 | 1.58 | 2.53 | 5.8 |
| All Vehicles | | 4904 | 2.4 | 5162 | 2.4 | 1.464 | 372.9 | LOS F | 209.1 | 1488.5 | 0.97 | 1.78 | 2.56 | 5.3 |

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

* Critical Movement (Signal Timing)

# LANE SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Delay)

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 7 | 2.0 | 867 | 0.008 | 100 | 23.2 | LOS B | 0.2 | 1.8 | Short | 120 | 0.0 | NA |
| Lane 2 | 843 | 2.0 | 576[1] | 1.464 | 100 | 479.7 | LOS F | 180.2 | 1282.8 | Full | 300 | 0.0 | 100.0 |
| Lane 3 | 551 | 2.0 | 549 | 1.002 | 68[5] | 113.8 | LOS F | 56.5 | 402.3 | Full | 300 | 0.0 | 31.7 |
| Approach | 1401 | 2.0 | | 1.464 | | 333.6 | LOS F | 180.2 | 1282.8 | | | | |
| East: State Cir - E | | | | | | | | | | | | | |
| Lane 1 | 526 | 2.0 | 767[1] | 0.686 | 100 | 22.9 | LOS B | 21.7 | 154.7 | Short | 30 | 0.0 | NA |
| Lane 2 | 159 | 5.0 | 113[1] | 1.402 | 97[5] | 430.4 | LOS F | 31.6 | 230.3 | Full | 300 | 0.0 | 0.0 |
| Lane 3 | 231 | 2.0 | 159 | 1.453 | 100 | 478.8 | LOS F | 48.0 | 342.0 | Full | 300 | 0.0 | 16.9[8] |
| Lane 4 | 231 | 2.0 | 159 | 1.453 | 100 | 478.8 | LOS F | 48.0 | 342.0 | Short | 90 | 0.0 | NA |
| Approach | 1146 | 2.4 | | 1.453 | | 262.7 | LOS F | 48.0 | 342.0 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 976 | 2.0 | 668 | 1.461 | 100 | 478.3 | LOS F | 209.1 | 1488.5 | Full | 300 | 0.0 | 100.0 |
| Lane 2 | 947 | 2.0 | 648 | 1.461 | 100 | 482.1 | LOS F | 203.0 | 1445.4 | Full | 300 | 0.0 | 100.0 |
| Approach | 1923 | 2.0 | | 1.461 | | 480.2 | LOS F | 209.1 | 1488.5 | | | | |
| West: State Cir - W | | | | | | | | | | | | | |
| Lane 1 | 262 | 5.0 | 189 | 1.385 | 100 | 414.2 | LOS F | 51.0 | 372.3 | Full | 300 | 0.0 | 24.6 |
| Lane 2 | 262 | 5.0 | 189 | 1.385 | 100 | 414.2 | LOS F | 51.0 | 372.4 | Full | 300 | 0.0 | 24.6 |
| Lane 3 | 168 | 2.0 | 183 | 0.920 | 66[5] | 96.1 | LOS F | 14.3 | 101.5 | Short | 120 | 0.0 | NA |
| Approach | 692 | 4.3 | | 1.385 | | 336.7 | LOS F | 51.0 | 372.4 | | | | |
| Intersection | 5162 | 2.4 | | 1.464 | | 372.9 | LOS F | 209.1 | 1488.5 | | | | |

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

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
5 Lane under-utilisation found by the program
8 Probability of Blockage has been set on the basis of a queue that overflows from a short lane.

# PHASING SUMMARY

## Site: 101 [Canberra Ave / State Cir - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Delay)

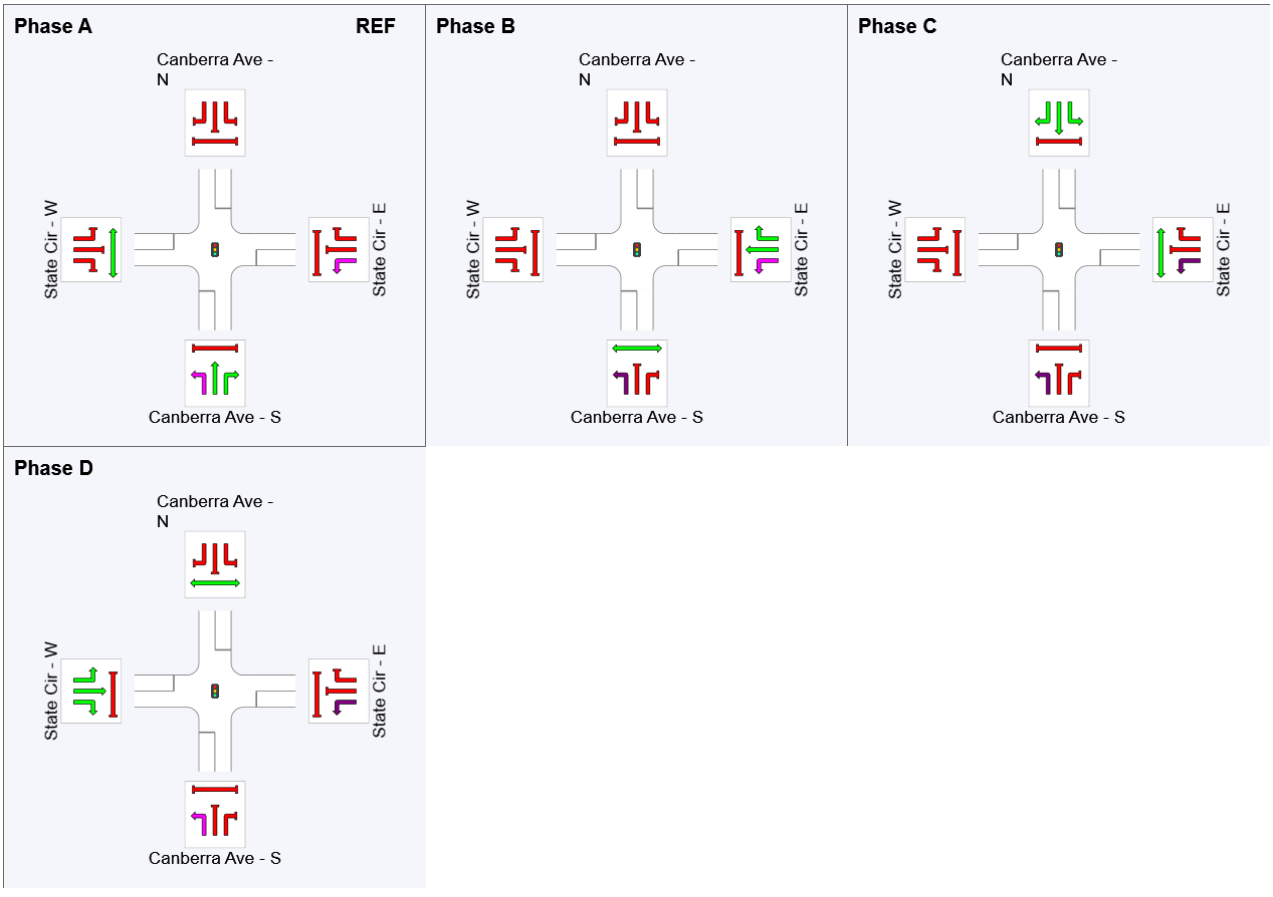
**Timings based on settings in the Site Phasing & Timing dialog**
**Phase Times determined by the program**
**Phase Sequence: Canberra Ave / State Cir**
**Reference Phase: Phase A**
**Input Phase Sequence: A, B, C, D**
**Output Phase Sequence: A, B, C, D**

### Phase Timing Summary

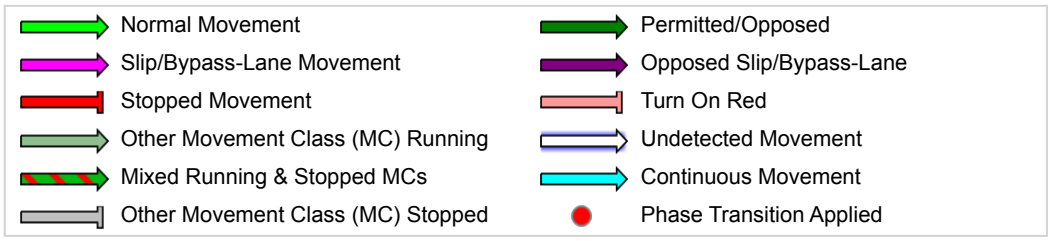
| Phase | A | B | C | D |
|---|---|---|---|---|
| Phase Change Time (sec) | 0 | 51 | 70 | 129 |
| Green Time (sec) | 45 | 13 | 53 | 15 |
| Phase Time (sec) | 51 | 19 | 59 | 21 |
| Phase Split | 34% | 13% | 39% | 14% |

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

### Output Phase Sequence




REF: Reference Phase
VAR: Variable Phase

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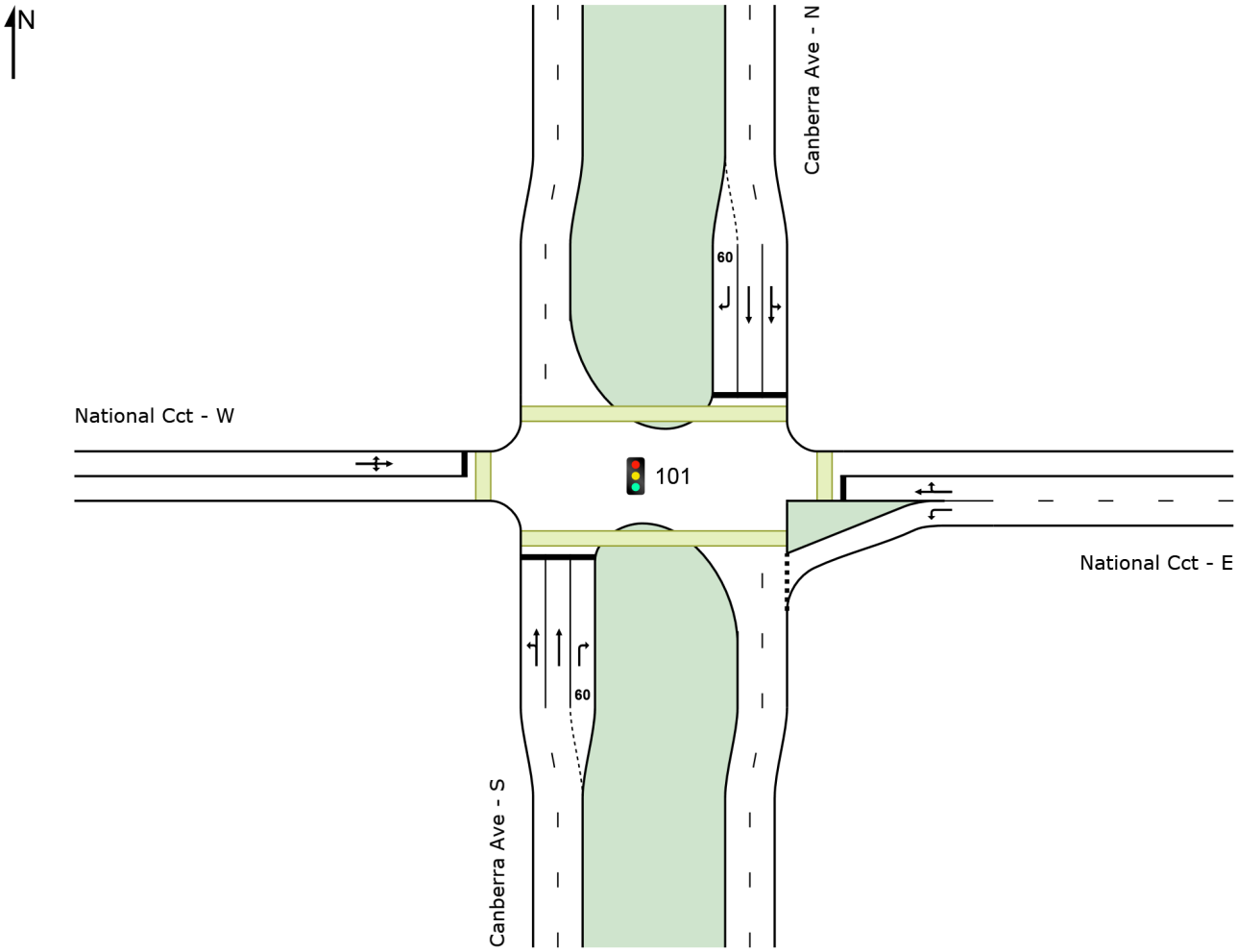
# SITE LAYOUT

## Site: 101 [Canberra Ave / National Cct - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:31:15 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 110 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 32 | 2.0 | 34 | 2.0 | 0.880 | 42.9 | LOS D | 43.4 | 309.2 | 0.98 | 0.99 | 1.10 | 23.1 |
| 2 | T1 | 1213 | 2.0 | 1277 | 2.0 | 0.880 | 37.5 | LOS C | 43.4 | 309.2 | 0.90 | 0.94 | 1.06 | 23.8 |
| 3 | R2 | 432 | 2.0 | 455 | 2.0 | * 1.215 | 260.1 | LOS F | 63.3 | 450.7 | 1.00 | 1.59 | 2.77 | 5.1 |
| Approach | | 1677 | 2.0 | 1765 | 2.0 | 1.215 | 94.9 | LOS F | 63.3 | 450.7 | 0.93 | 1.10 | 1.50 | 12.2 |
| East: National Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 128 | 2.0 | 135 | 2.0 | 0.132 | 13.4 | LOS A | 2.7 | 19.1 | 0.46 | 0.67 | 0.46 | 38.2 |
| 5 | T1 | 73 | 5.0 | 77 | 5.0 | * 0.870 | 61.4 | LOS E | 11.5 | 82.8 | 1.00 | 1.00 | 1.35 | 16.7 |
| 6 | R2 | 108 | 2.0 | 114 | 2.0 | 0.870 | 67.0 | LOS E | 11.5 | 82.8 | 1.00 | 1.00 | 1.35 | 16.4 |
| Approach | | 309 | 2.7 | 325 | 2.7 | 0.870 | 43.5 | LOS D | 11.5 | 82.8 | 0.78 | 0.86 | 0.98 | 21.7 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 118 | 2.0 | 124 | 2.0 | 1.169 | 218.2 | LOS F | 73.9 | 526.3 | 1.00 | 1.95 | 2.49 | 6.0 |
| 8 | T1 | 963 | 2.0 | 1014 | 2.0 | * 1.169 | 213.0 | LOS F | 73.9 | 526.3 | 1.00 | 1.95 | 2.49 | 6.1 |
| 9 | R2 | 91 | 2.0 | 96 | 2.0 | 0.822 | 68.3 | LOS E | 5.7 | 40.7 | 1.00 | 0.91 | 1.35 | 15.6 |
| Approach | | 1172 | 2.0 | 1234 | 2.0 | 1.169 | 202.3 | LOS F | 73.9 | 526.3 | 1.00 | 1.87 | 2.40 | 6.4 |
| West: National Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 42 | 2.0 | 44 | 2.0 | 1.146 | 201.9 | LOS F | 34.2 | 247.3 | 1.00 | 1.65 | 2.46 | 6.5 |
| 11 | T1 | 168 | 5.0 | 177 | 5.0 | * 1.146 | 196.3 | LOS F | 34.2 | 247.3 | 1.00 | 1.65 | 2.46 | 6.5 |
| 12 | R2 | 67 | 2.0 | 71 | 2.0 | 1.146 | 201.9 | LOS F | 34.2 | 247.3 | 1.00 | 1.65 | 2.46 | 6.5 |
| Approach | | 277 | 3.8 | 292 | 3.8 | 1.146 | 198.5 | LOS F | 34.2 | 247.3 | 1.00 | 1.65 | 2.46 | 6.5 |
| All Vehicles | | 3435 | 2.2 | 3616 | 2.2 | 1.215 | 135.3 | LOS F | 73.9 | 526.3 | 0.95 | 1.39 | 1.84 | 9.1 |

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

* Critical Movement (Signal Timing)

# LANE SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 110 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 783 | 2.0 | 891 | 0.880 | 100 | 37.6 | LOS C | 43.4 | 309.2 | Full | 200 | 0.0 | 44.9 |
| Lane 2 | 527 | 2.0 | 599[1] | 0.880 | 100 | 37.6 | LOS C | 26.4 | 188.3 | Full | 200 | 0.0 | 80.9[8] |
| Lane 3 | 455 | 2.0 | 374[1] | 1.215 | 100 | 260.1 | LOS F | 63.3 | 450.7 | Short | 60 | 0.0 | NA |
| Approach | 1765 | 2.0 | | 1.215 | | 94.9 | LOS F | 63.3 | 450.7 | | | | |
| East: National Cct - E | | | | | | | | | | | | | |
| Lane 1 | 135 | 2.0 | 1018 | 0.132 | 100 | 13.4 | LOS A | 2.7 | 19.1 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 191 | 3.2 | 219 | 0.870 | 100 | 64.8 | LOS E | 11.5 | 82.8 | Full | 200 | 0.0 | 0.0 |
| Approach | 325 | 2.7 | | 0.870 | | 43.5 | LOS D | 11.5 | 82.8 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 587 | 2.0 | 502 | 1.169 | 100 | 213.8 | LOS F | 73.9 | 526.3 | Full | 200 | 0.0 | 96.3 |
| Lane 2 | 551 | 2.0 | 472[1] | 1.169 | 100 | 213.3 | LOS F | 69.6 | 495.3 | Full | 200 | 0.0 | 90.2 |
| Lane 3 | 96 | 2.0 | 117 | 0.822 | 100 | 68.3 | LOS E | 5.7 | 40.7 | Short | 60 | 0.0 | NA |
| Approach | 1234 | 2.0 | | 1.169 | | 202.3 | LOS F | 73.9 | 526.3 | | | | |
| West: National Cct - W | | | | | | | | | | | | | |
| Lane 1 | 292 | 3.8 | 254 | 1.146 | 100 | 198.5 | LOS F | 34.2 | 247.3 | Full | 200 | 0.0 | 24.3 |
| Approach | 292 | 3.8 | | 1.146 | | 198.5 | LOS F | 34.2 | 247.3 | | | | |
| Intersection | 3616 | 2.2 | | 1.215 | | 135.3 | LOS F | 73.9 | 526.3 | | | | |

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

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
8 Probability of Blockage has been set on the basis of a queue that overflows from a short lane.

# PHASING SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 110 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Timings based on settings in the Site Phasing & Timing dialog**
**Phase Times determined by the program**
**Phase Sequence: Canberra Ave / National Cct**
**Reference Phase: Phase A**
**Input Phase Sequence: A, B, C, D, D1*, D2***
**Output Phase Sequence: A, B, C, D, D1***
(* Variable Phase)

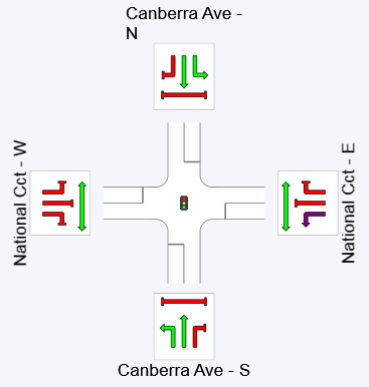
### Phase Timing Summary

| Phase | A | B | C | D | D1 |
|---|---|---|---|---|---|
| Phase Change Time (sec) | 0 | 35 | 54 | 75 | 88 |
| Green Time (sec) | 29 | 13 | 15 | 7 | 16 |
| Phase Time (sec) | 35 | 19 | 21 | 13 | 22 |
| Phase Split | 32% | 17% | 19% | 12% | 20% |

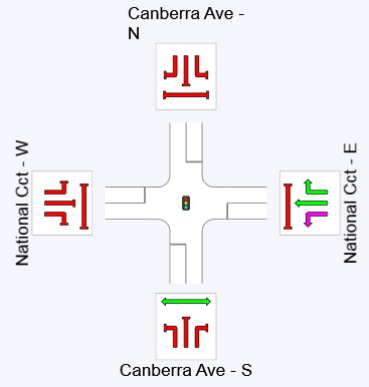
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

### Output Phase Sequence

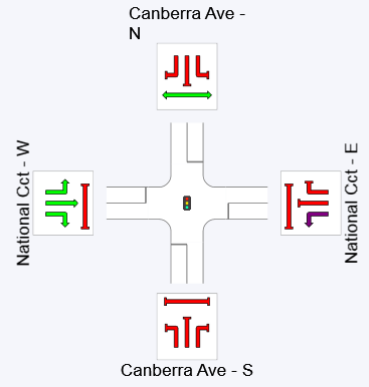
**Phase A** REF



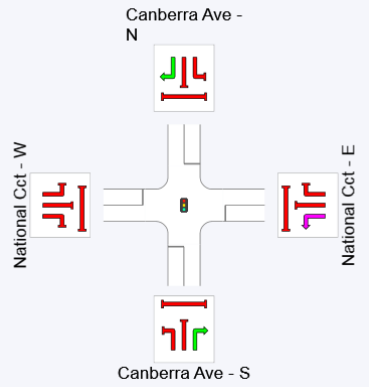

**Phase B**



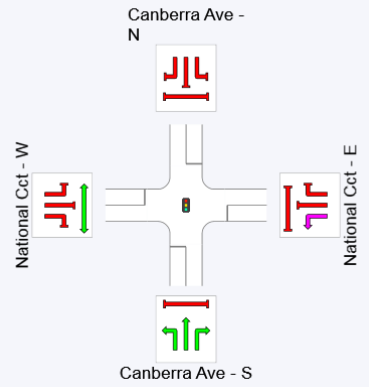

**Phase C**



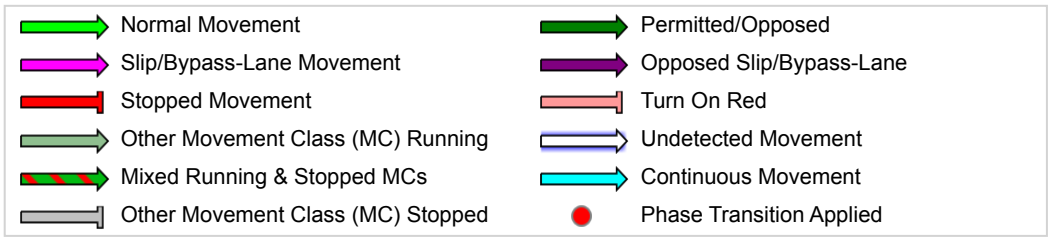

**Phase D**




**Phase D1** VAR




REF: Reference Phase
VAR: Variable Phase

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# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 110 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 9 | 2.0 | 9 | 2.0 | 0.763 | 32.4 | LOS C | 29.7 | 211.4 | 0.90 | 0.81 | 0.90 | 27.8 |
| 2 | T1 | 1163 | 2.0 | 1224 | 2.0 | 0.763 | 26.1 | LOS B | 29.7 | 211.4 | 0.87 | 0.78 | 0.87 | 29.2 |
| 3 | R2 | 144 | 2.0 | 152 | 2.0 | * 0.828 | 65.4 | LOS E | 8.9 | 63.4 | 1.00 | 0.92 | 1.29 | 16.2 |
| Approach | | 1316 | 2.0 | 1385 | 2.0 | 0.828 | 30.5 | LOS C | 29.7 | 211.4 | 0.88 | 0.80 | 0.92 | 26.8 |
| East: National Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 299 | 2.0 | 315 | 2.0 | 0.417 | 18.6 | LOS B | 9.1 | 64.7 | 0.64 | 0.76 | 0.64 | 33.8 |
| 5 | T1 | 56 | 5.0 | 59 | 5.0 | * 0.653 | 52.5 | LOS D | 7.7 | 55.5 | 1.00 | 0.83 | 1.05 | 18.6 |
| 6 | R2 | 80 | 2.0 | 84 | 2.0 | 0.653 | 58.0 | LOS E | 7.7 | 55.5 | 1.00 | 0.83 | 1.05 | 18.2 |
| Approach | | 435 | 2.4 | 458 | 2.4 | 0.653 | 30.2 | LOS C | 9.1 | 64.7 | 0.75 | 0.78 | 0.77 | 26.8 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 31 | 2.0 | 33 | 2.0 | 0.853 | 43.3 | LOS D | 35.9 | 255.9 | 0.98 | 0.96 | 1.08 | 23.0 |
| 8 | T1 | 1213 | 2.0 | 1277 | 2.0 | * 0.853 | 37.6 | LOS C | 35.9 | 255.9 | 0.97 | 0.95 | 1.07 | 23.8 |
| 9 | R2 | 46 | 2.0 | 48 | 2.0 | 0.485 | 64.1 | LOS E | 2.7 | 19.4 | 1.00 | 0.74 | 1.00 | 16.3 |
| Approach | | 1290 | 2.0 | 1358 | 2.0 | 0.853 | 38.6 | LOS C | 35.9 | 255.9 | 0.97 | 0.94 | 1.07 | 23.4 |
| West: National Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 85 | 2.0 | 89 | 2.0 | 0.879 | 65.6 | LOS E | 15.2 | 109.1 | 1.00 | 1.00 | 1.32 | 16.5 |
| 11 | T1 | 58 | 5.0 | 61 | 5.0 | * 0.879 | 60.0 | LOS E | 15.2 | 109.1 | 1.00 | 1.00 | 1.32 | 16.8 |
| 12 | R2 | 95 | 2.0 | 100 | 2.0 | 0.879 | 65.6 | LOS E | 15.2 | 109.1 | 1.00 | 1.00 | 1.32 | 16.5 |
| Approach | | 238 | 2.7 | 251 | 2.7 | 0.879 | 64.3 | LOS E | 15.2 | 109.1 | 1.00 | 1.00 | 1.32 | 16.5 |
| All Vehicles | | 3279 | 2.1 | 3452 | 2.1 | 0.879 | 36.1 | LOS C | 35.9 | 255.9 | 0.91 | 0.87 | 0.99 | 24.3 |

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

* Critical Movement (Signal Timing)

# LANE SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 110 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 667 | 2.0 | 874 | 0.763 | 100 | 26.9 | LOS B | 29.7 | 211.4 | Full | 200 | 0.0 | 10.0 |
| Lane 2 | 567 | 2.0 | 744[1] | 0.763 | 100 | 25.4 | LOS B | 23.7 | 168.7 | Full | 200 | 0.0 | 0.0 |
| Lane 3 | 152 | 2.0 | 183 | 0.828 | 100 | 65.4 | LOS E | 8.9 | 63.4 | Short | 60 | 0.0 | NA |
| Approach | 1385 | 2.0 | | 0.828 | | 30.5 | LOS C | 29.7 | 211.4 | | | | |
| East: National Cct - E | | | | | | | | | | | | | |
| Lane 1 | 315 | 2.0 | 754 | 0.417 | 100 | 18.6 | LOS B | 9.1 | 64.7 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 143 | 3.2 | 219 | 0.653 | 100 | 55.7 | LOS D | 7.7 | 55.5 | Full | 200 | 0.0 | 0.0 |
| Approach | 458 | 2.4 | | 0.653 | | 30.2 | LOS C | 9.1 | 64.7 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 670 | 2.0 | 786 | 0.853 | 100 | 38.0 | LOS C | 35.9 | 255.9 | Full | 200 | 0.0 | 27.4 |
| Lane 2 | 639 | 2.0 | 750[1] | 0.853 | 100 | 37.4 | LOS C | 33.7 | 240.2 | Full | 200 | 0.0 | 21.6 |
| Lane 3 | 48 | 2.0 | 100 | 0.485 | 100 | 64.1 | LOS E | 2.7 | 19.4 | Short | 60 | 0.0 | NA |
| Approach | 1358 | 2.0 | | 0.853 | | 38.6 | LOS C | 35.9 | 255.9 | | | | |
| West: National Cct - W | | | | | | | | | | | | | |
| Lane 1 | 251 | 2.7 | 285 | 0.879 | 100 | 64.3 | LOS E | 15.2 | 109.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 251 | 2.7 | | 0.879 | | 64.3 | LOS E | 15.2 | 109.1 | | | | |
| Intersection | 3452 | 2.1 | | 0.879 | | 36.1 | LOS C | 35.9 | 255.9 | | | | |

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

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

# PHASING SUMMARY

## Site: 101 [Canberra Ave / National Cct - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 110 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

**Timings based on settings in the Site Phasing & Timing dialog**
**Phase Times determined by the program**
**Phase Sequence: Canberra Ave / National Cct**
**Reference Phase: Phase A**
**Input Phase Sequence: A, B, C, D, D1*, D2***
**Output Phase Sequence: A, B, C, D, D1***
(* Variable Phase)

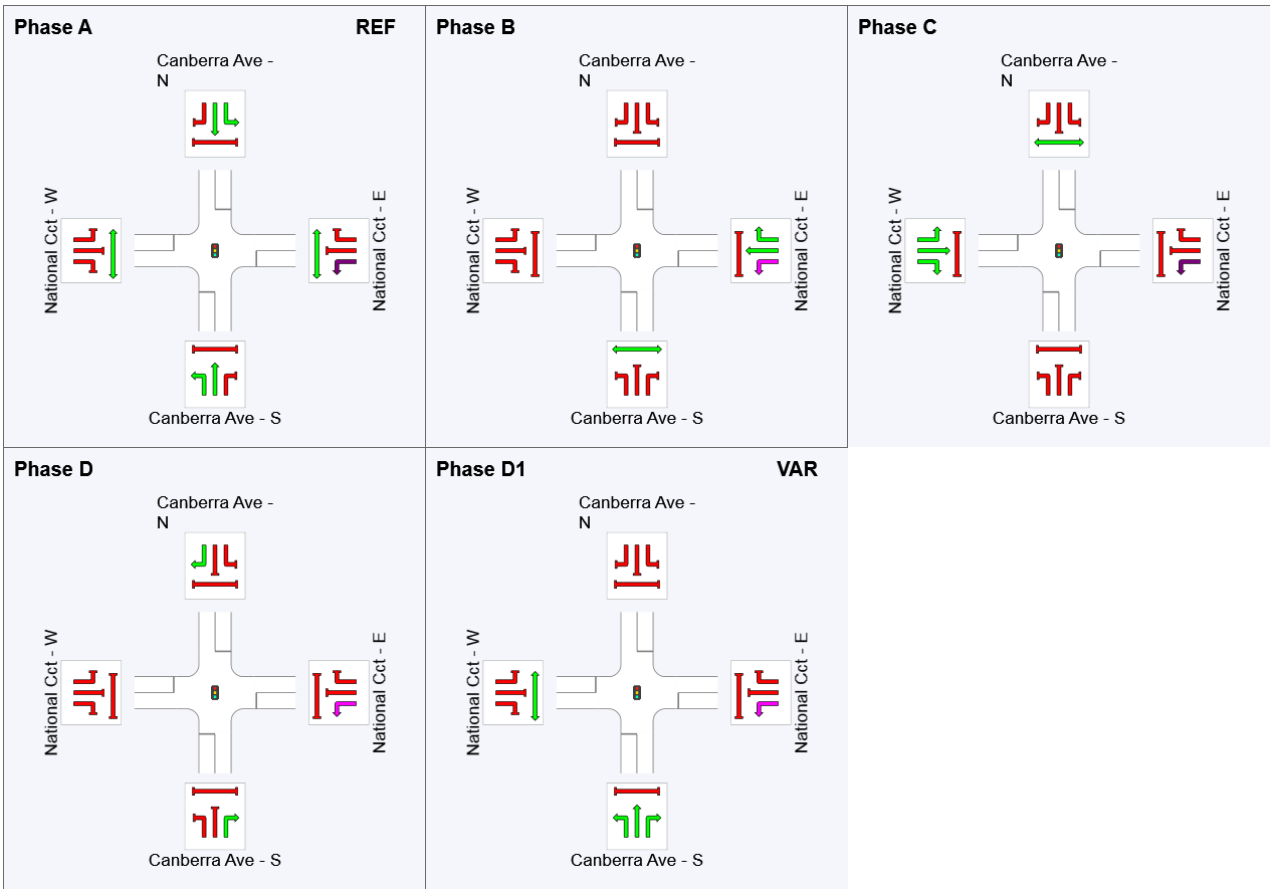
### Phase Timing Summary

| Phase | A | B | C | D | D1 |
|---|---|---|---|---|---|
| Phase Change Time (sec) | 0 | 51 | 70 | 93 | 105 |
| Green Time (sec) | 45 | 13 | 17 | 6 | *** |
| Phase Time (sec) | 51 | 19 | 23 | 12 | 5 |
| Phase Split | 46% | 17% | 21% | 11% | 5% |

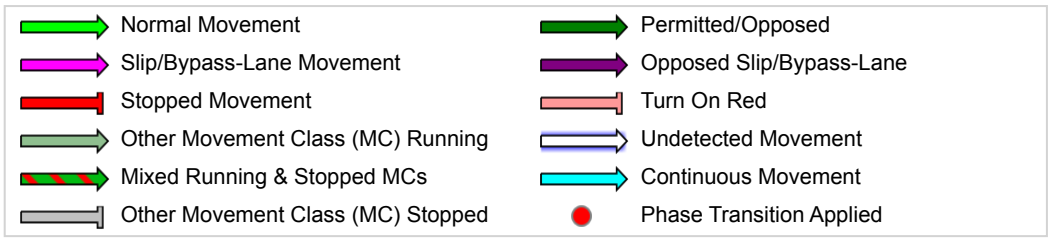
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

*** No green time has been calculated for this phase because the next phase starts during its intergreen time. This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified. If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.

### Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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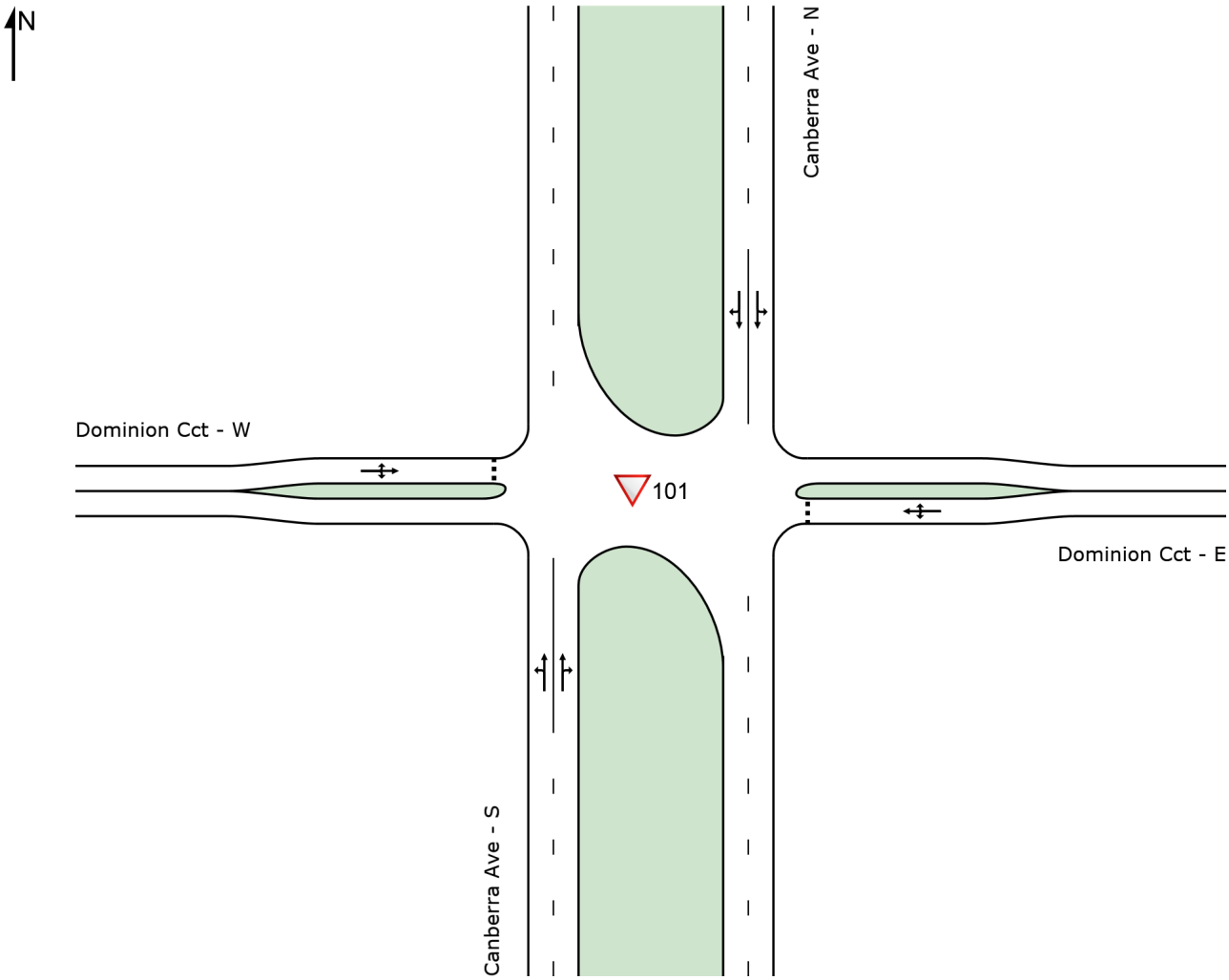
# SITE LAYOUT

## Site: 101 [Canberra Ave / Dominion Cct - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / Dominion Cct - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 69 | 2.0 | 73 | 2.0 | 0.572 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.04 | 0.00 | 54.5 |
| 2 | T1 | 1625 | 2.0 | 1711 | 2.0 | 0.572 | 3.2 | LOS A | 11.1 | 79.3 | 0.40 | 0.06 | 0.53 | 51.4 |
| 3 | R2 | 59 | 2.0 | 62 | 2.0 | 0.572 | 28.4 | LOS B | 11.1 | 79.3 | 1.00 | 0.09 | 1.32 | 40.5 |
| Approach | | 1753 | 2.0 | 1845 | 2.0 | 0.572 | 4.2 | NA | 11.1 | 79.3 | 0.41 | 0.06 | 0.53 | 51.0 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 122 | 2.0 | 128 | 2.0 | 0.415 | 11.2 | LOS A | 2.0 | 14.4 | 0.79 | 0.89 | 1.08 | 32.1 |
| 5 | T1 | 23 | 2.0 | 24 | 2.0 | 0.415 | 39.8 | LOS C | 2.0 | 14.4 | 0.79 | 0.89 | 1.08 | 32.5 |
| 6 | R2 | 31 | 2.0 | 33 | 2.0 | 0.415 | 38.4 | LOS C | 2.0 | 14.4 | 0.79 | 0.89 | 1.08 | 31.9 |
| Approach | | 176 | 2.0 | 185 | 2.0 | 0.415 | 19.8 | LOS B | 2.0 | 14.4 | 0.79 | 0.89 | 1.08 | 32.1 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 46 | 2.0 | 48 | 2.0 | 0.335 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.04 | 0.00 | 54.6 |
| 8 | T1 | 1123 | 2.0 | 1182 | 2.0 | 0.335 | 1.9 | LOS A | 1.8 | 12.5 | 0.03 | 0.02 | 0.04 | 54.9 |
| 9 | R2 | 2 | 2.0 | 2 | 2.0 | 0.335 | 85.1 | LOS F | 1.8 | 12.5 | 0.07 | 0.00 | 0.09 | 47.7 |
| Approach | | 1171 | 2.0 | 1233 | 2.0 | 0.335 | 2.2 | NA | 1.8 | 12.5 | 0.03 | 0.02 | 0.04 | 54.9 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 22 | 2.0 | 23 | 2.0 | 0.519 | 22.9 | LOS B | 2.1 | 14.8 | 0.96 | 1.06 | 1.25 | 21.1 |
| 11 | T1 | 38 | 2.0 | 40 | 2.0 | 0.519 | 46.9 | LOS D | 2.1 | 14.8 | 0.96 | 1.06 | 1.25 | 21.3 |
| 12 | R2 | 31 | 2.0 | 33 | 2.0 | 0.519 | 55.0 | LOS D | 2.1 | 14.8 | 0.96 | 1.06 | 1.25 | 21.1 |
| Approach | | 91 | 2.0 | 96 | 2.0 | 0.519 | 43.9 | LOS D | 2.1 | 14.8 | 0.96 | 1.06 | 1.25 | 21.2 |
| All Vehicles | | 3191 | 2.0 | 3359 | 2.0 | 0.572 | 5.4 | NA | 11.1 | 79.3 | 0.31 | 0.12 | 0.40 | 48.7 |

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.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [Canberra Ave / Dominion Cct - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 1098 | 2.0 | 1918 | 0.572 | 100 | 0.5 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 748 | 2.0 | 1307 | 0.572 | 100 | 9.6 | LOS A | 11.1 | 79.3 | Full | 200 | 0.0 | 0.0 |
| Approach | 1845 | 2.0 | | 0.572 | | 4.2 | NA | 11.1 | 79.3 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 185 | 2.0 | 447 | 0.415 | 100 | 19.8 | LOS B | 2.0 | 14.4 | Full | 200 | 0.0 | 0.0 |
| Approach | 185 | 2.0 | | 0.415 | | 19.8 | LOS B | 2.0 | 14.4 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 643 | 2.0 | 1918 | 0.335 | 100 | 0.5 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 590 | 2.0 | 1758 | 0.335 | 100 | 4.1 | LOS A | 1.8 | 12.5 | Full | 200 | 0.0 | 0.0 |
| Approach | 1233 | 2.0 | | 0.335 | | 2.2 | NA | 1.8 | 12.5 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 96 | 2.0 | 185 | 0.519 | 100 | 43.9 | LOS D | 2.1 | 14.8 | Full | 200 | 0.0 | 0.0 |
| Approach | 96 | 2.0 | | 0.519 | | 43.9 | LOS D | 2.1 | 14.8 | | | | |
| Intersection | 3359 | 2.0 | | 0.572 | | 5.4 | NA | 11.1 | 79.3 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / Dominion Cct - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 45 | 2.0 | 47 | 2.0 | 0.447 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 54.8 |
| 2 | T1 | 1264 | 2.0 | 1331 | 2.0 | 0.447 | 6.5 | LOS A | 16.9 | 120.1 | 0.39 | 0.03 | 0.46 | 46.3 |
| 3 | R2 | 17 | 2.0 | 18 | 2.0 | 0.447 | 61.3 | LOS E | 16.9 | 120.1 | 1.00 | 0.03 | 1.17 | 32.9 |
| Approach | | 1326 | 2.0 | 1396 | 2.0 | 0.447 | 7.2 | NA | 16.9 | 120.1 | 0.39 | 0.03 | 0.45 | 46.3 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 46 | 2.0 | 48 | 2.0 | 0.326 | 10.5 | LOS A | 1.3 | 9.3 | 0.89 | 0.96 | 1.04 | 30.6 |
| 5 | T1 | 25 | 2.0 | 26 | 2.0 | 0.326 | 31.1 | LOS C | 1.3 | 9.3 | 0.89 | 0.96 | 1.04 | 31.0 |
| 6 | R2 | 29 | 2.0 | 31 | 2.0 | 0.326 | 32.2 | LOS C | 1.3 | 9.3 | 0.89 | 0.96 | 1.04 | 30.4 |
| Approach | | 100 | 2.0 | 105 | 2.0 | 0.326 | 22.0 | LOS B | 1.3 | 9.3 | 0.89 | 0.96 | 1.04 | 30.7 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 20 | 2.0 | 21 | 2.0 | 0.472 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 55.1 |
| 8 | T1 | 1619 | 2.0 | 1704 | 2.0 | 0.472 | 1.2 | LOS A | 1.8 | 12.8 | 0.05 | 0.01 | 0.08 | 56.7 |
| 9 | R2 | 9 | 2.0 | 9 | 2.0 | 0.472 | 40.3 | LOS C | 1.8 | 12.8 | 0.11 | 0.01 | 0.16 | 49.8 |
| Approach | | 1648 | 2.0 | 1735 | 2.0 | 0.472 | 1.4 | NA | 1.8 | 12.8 | 0.05 | 0.01 | 0.08 | 56.6 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 23 | 2.0 | 24 | 2.0 | 0.355 | 12.3 | LOS A | 1.4 | 9.8 | 0.92 | 0.98 | 1.09 | 27.2 |
| 11 | T1 | 19 | 2.0 | 20 | 2.0 | 0.355 | 32.7 | LOS C | 1.4 | 9.8 | 0.92 | 0.98 | 1.09 | 27.5 |
| 12 | R2 | 41 | 2.0 | 43 | 2.0 | 0.355 | 35.0 | LOS C | 1.4 | 9.8 | 0.92 | 0.98 | 1.09 | 27.0 |
| Approach | | 83 | 2.0 | 87 | 2.0 | 0.355 | 28.2 | LOS B | 1.4 | 9.8 | 0.92 | 0.98 | 1.09 | 27.1 |
| All Vehicles | | 3157 | 2.0 | 3323 | 2.0 | 0.472 | 5.2 | NA | 16.9 | 120.1 | 0.24 | 0.08 | 0.29 | 49.3 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [Canberra Ave / Dominion Cct - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 857 | 2.0 | 1919 | 0.447 | 100 | 0.4 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 539 | 2.0 | 1206 | 0.447 | 100 | 18.0 | LOS B | 16.9 | 120.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 1396 | 2.0 | | 0.447 | | 7.2 | NA | 16.9 | 120.1 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 105 | 2.0 | 323 | 0.326 | 100 | 22.0 | LOS B | 1.3 | 9.3 | Full | 200 | 0.0 | 0.0 |
| Approach | 105 | 2.0 | | 0.326 | | 22.0 | LOS B | 1.3 | 9.3 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 908 | 2.0 | 1923 | 0.472 | 100 | 0.2 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 827 | 2.0 | 1750 | 0.472 | 100 | 2.8 | LOS A | 1.8 | 12.8 | Full | 200 | 0.0 | 0.0 |
| Approach | 1735 | 2.0 | | 0.472 | | 1.4 | NA | 1.8 | 12.8 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 87 | 2.0 | 246 | 0.355 | 100 | 28.2 | LOS B | 1.4 | 9.8 | Full | 200 | 0.0 | 0.0 |
| Approach | 87 | 2.0 | | 0.355 | | 28.2 | LOS B | 1.4 | 9.8 | | | | |
| Intersection | 3323 | 2.0 | | 0.472 | | 5.2 | NA | 16.9 | 120.1 | | | | |

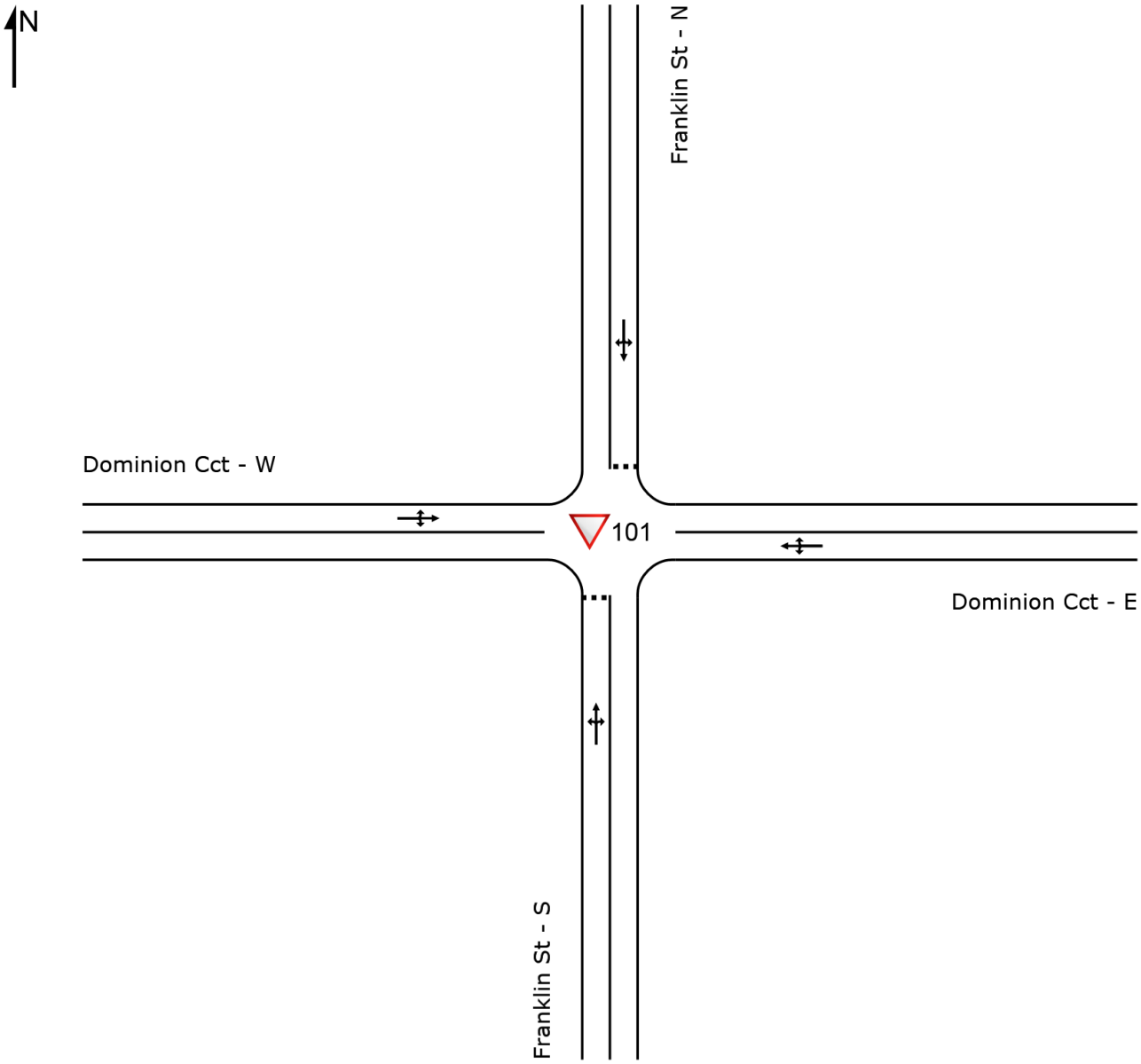
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [Dominion Cct / Franklin St - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:32:09 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [Dominion Cct / Franklin St - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | | |
| 1 | L2 | 16 | 2.0 | 17 | 2.0 | 0.087 | 5.7 | LOS A | 0.3 | 1.9 | 0.17 | 0.55 | 0.17 | 46.6 |
| 2 | T1 | 87 | 2.0 | 92 | 2.0 | 0.087 | 4.5 | LOS A | 0.3 | 1.9 | 0.17 | 0.55 | 0.17 | 46.9 |
| 3 | R2 | 16 | 2.0 | 17 | 2.0 | 0.087 | 6.1 | LOS A | 0.3 | 1.9 | 0.17 | 0.55 | 0.17 | 45.6 |
| Approach | | 119 | 2.0 | 125 | 2.0 | 0.087 | 4.9 | LOS A | 0.3 | 1.9 | 0.17 | 0.55 | 0.17 | 46.7 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 45 | 2.0 | 47 | 2.0 | 0.060 | 5.6 | LOS A | 0.1 | 0.5 | 0.05 | 0.29 | 0.05 | 50.0 |
| 5 | T1 | 53 | 2.0 | 56 | 2.0 | 0.060 | 0.0 | LOS A | 0.1 | 0.5 | 0.05 | 0.29 | 0.05 | 53.5 |
| 6 | R2 | 10 | 2.0 | 11 | 2.0 | 0.060 | 5.6 | LOS A | 0.1 | 0.5 | 0.05 | 0.29 | 0.05 | 48.9 |
| Approach | | 108 | 2.0 | 114 | 2.0 | 0.060 | 2.9 | NA | 0.1 | 0.5 | 0.05 | 0.29 | 0.05 | 51.5 |
| North: Franklin St - N | | | | | | | | | | | | | | |
| 7 | L2 | 32 | 2.0 | 34 | 2.0 | 0.060 | 5.7 | LOS A | 0.2 | 1.4 | 0.12 | 0.56 | 0.12 | 46.2 |
| 8 | T1 | 29 | 2.0 | 31 | 2.0 | 0.060 | 4.6 | LOS A | 0.2 | 1.4 | 0.12 | 0.56 | 0.12 | 46.5 |
| 9 | R2 | 23 | 2.0 | 24 | 2.0 | 0.060 | 6.2 | LOS A | 0.2 | 1.4 | 0.12 | 0.56 | 0.12 | 45.2 |
| Approach | | 84 | 2.0 | 88 | 2.0 | 0.060 | 5.4 | LOS A | 0.2 | 1.4 | 0.12 | 0.56 | 0.12 | 46.0 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 25 | 2.0 | 26 | 2.0 | 0.064 | 5.8 | LOS A | 0.3 | 2.0 | 0.19 | 0.34 | 0.19 | 48.0 |
| 11 | T1 | 44 | 2.0 | 46 | 2.0 | 0.064 | 0.2 | LOS A | 0.3 | 2.0 | 0.19 | 0.34 | 0.19 | 51.3 |
| 12 | R2 | 51 | 2.0 | 54 | 2.0 | 0.064 | 5.7 | LOS A | 0.3 | 2.0 | 0.19 | 0.34 | 0.19 | 47.0 |
| Approach | | 120 | 2.0 | 126 | 2.0 | 0.064 | 3.7 | NA | 0.3 | 2.0 | 0.19 | 0.34 | 0.19 | 48.7 |
| All Vehicles | | 431 | 2.0 | 454 | 2.0 | 0.087 | 4.2 | NA | 0.3 | 2.0 | 0.13 | 0.43 | 0.13 | 48.3 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [Dominion Cct / Franklin St - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | |
| Lane 1 | 125 | 2.0 | 1433 | 0.087 | 100 | 4.9 | LOS A | 0.3 | 1.9 | Full | 200 | 0.0 | 0.0 |
| Approach | 125 | 2.0 | | 0.087 | | 4.9 | LOS A | 0.3 | 1.9 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 114 | 2.0 | 1905 | 0.060 | 100 | 2.9 | LOS A | 0.1 | 0.5 | Full | 200 | 0.0 | 0.0 |
| Approach | 114 | 2.0 | | 0.060 | | 2.9 | NA | 0.1 | 0.5 | | | | |
| North: Franklin St - N | | | | | | | | | | | | | |
| Lane 1 | 88 | 2.0 | 1468 | 0.060 | 100 | 5.4 | LOS A | 0.2 | 1.4 | Full | 200 | 0.0 | 0.0 |
| Approach | 88 | 2.0 | | 0.060 | | 5.4 | LOS A | 0.2 | 1.4 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 126 | 2.0 | 1989 | 0.064 | 100 | 3.7 | LOS A | 0.3 | 2.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 126 | 2.0 | | 0.064 | | 3.7 | NA | 0.3 | 2.0 | | | | |
| Intersection | 454 | 2.0 | | 0.087 | | 4.2 | NA | 0.3 | 2.0 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

## Site: 101 [Dominion Cct / Franklin St - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | | |
| 1 | L2 | 13 | 2.0 | 14 | 2.0 | 0.031 | 5.7 | LOS A | 0.1 | 0.7 | 0.12 | 0.56 | 0.12 | 46.1 |
| 2 | T1 | 14 | 2.0 | 15 | 2.0 | 0.031 | 4.4 | LOS A | 0.1 | 0.7 | 0.12 | 0.56 | 0.12 | 46.5 |
| 3 | R2 | 16 | 2.0 | 17 | 2.0 | 0.031 | 5.9 | LOS A | 0.1 | 0.7 | 0.12 | 0.56 | 0.12 | 45.2 |
| Approach | | 43 | 2.0 | 45 | 2.0 | 0.031 | 5.4 | LOS A | 0.1 | 0.7 | 0.12 | 0.56 | 0.12 | 45.9 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 14 | 2.0 | 15 | 2.0 | 0.045 | 5.7 | LOS A | 0.2 | 1.3 | 0.14 | 0.30 | 0.14 | 49.1 |
| 5 | T1 | 39 | 2.0 | 41 | 2.0 | 0.045 | 0.1 | LOS A | 0.2 | 1.3 | 0.14 | 0.30 | 0.14 | 52.4 |
| 6 | R2 | 33 | 2.0 | 35 | 2.0 | 0.045 | 5.6 | LOS A | 0.2 | 1.3 | 0.14 | 0.30 | 0.14 | 48.0 |
| Approach | | 86 | 2.0 | 91 | 2.0 | 0.045 | 3.1 | NA | 0.2 | 1.3 | 0.14 | 0.30 | 0.14 | 50.1 |
| North: Franklin St - N | | | | | | | | | | | | | | |
| 7 | L2 | 17 | 2.0 | 18 | 2.0 | 0.062 | 5.7 | LOS A | 0.2 | 1.3 | 0.14 | 0.55 | 0.14 | 46.2 |
| 8 | T1 | 38 | 2.0 | 40 | 2.0 | 0.062 | 4.4 | LOS A | 0.2 | 1.3 | 0.14 | 0.55 | 0.14 | 46.6 |
| 9 | R2 | 29 | 2.0 | 31 | 2.0 | 0.062 | 5.9 | LOS A | 0.2 | 1.3 | 0.14 | 0.55 | 0.14 | 45.3 |
| Approach | | 84 | 2.0 | 88 | 2.0 | 0.062 | 5.2 | LOS A | 0.2 | 1.3 | 0.14 | 0.55 | 0.14 | 46.0 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 21 | 2.0 | 22 | 2.0 | 0.044 | 5.6 | LOS A | 0.1 | 0.6 | 0.06 | 0.23 | 0.06 | 50.9 |
| 11 | T1 | 48 | 2.0 | 51 | 2.0 | 0.044 | 0.0 | LOS A | 0.1 | 0.6 | 0.06 | 0.23 | 0.06 | 54.5 |
| 12 | R2 | 12 | 2.0 | 13 | 2.0 | 0.044 | 5.6 | LOS A | 0.1 | 0.6 | 0.06 | 0.23 | 0.06 | 49.7 |
| Approach | | 81 | 2.0 | 85 | 2.0 | 0.044 | 2.3 | NA | 0.1 | 0.6 | 0.06 | 0.23 | 0.06 | 52.8 |
| All Vehicles | | 294 | 2.0 | 309 | 2.0 | 0.062 | 3.8 | NA | 0.2 | 1.3 | 0.11 | 0.39 | 0.11 | 48.9 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [Dominion Cct / Franklin St - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | |
| Lane 1 | 45 | 2.0 | 1447 | 0.031 | 100 | 5.4 | LOS A | 0.1 | 0.7 | Full | 200 | 0.0 | 0.0 |
| Approach | 45 | 2.0 | | 0.031 | | 5.4 | LOS A | 0.1 | 0.7 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 91 | 2.0 | 1999 | 0.045 | 100 | 3.1 | LOS A | 0.2 | 1.3 | Full | 200 | 0.0 | 0.0 |
| Approach | 91 | 2.0 | | 0.045 | | 3.1 | NA | 0.2 | 1.3 | | | | |
| North: Franklin St - N | | | | | | | | | | | | | |
| Lane 1 | 88 | 2.0 | 1429 | 0.062 | 100 | 5.2 | LOS A | 0.2 | 1.3 | Full | 200 | 0.0 | 0.0 |
| Approach | 88 | 2.0 | | 0.062 | | 5.2 | LOS A | 0.2 | 1.3 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 85 | 2.0 | 1934 | 0.044 | 100 | 2.3 | LOS A | 0.1 | 0.6 | Full | 200 | 0.0 | 0.0 |
| Approach | 85 | 2.0 | | 0.044 | | 2.3 | NA | 0.1 | 0.6 | | | | |
| Intersection | 309 | 2.0 | | 0.062 | | 3.8 | NA | 0.2 | 1.3 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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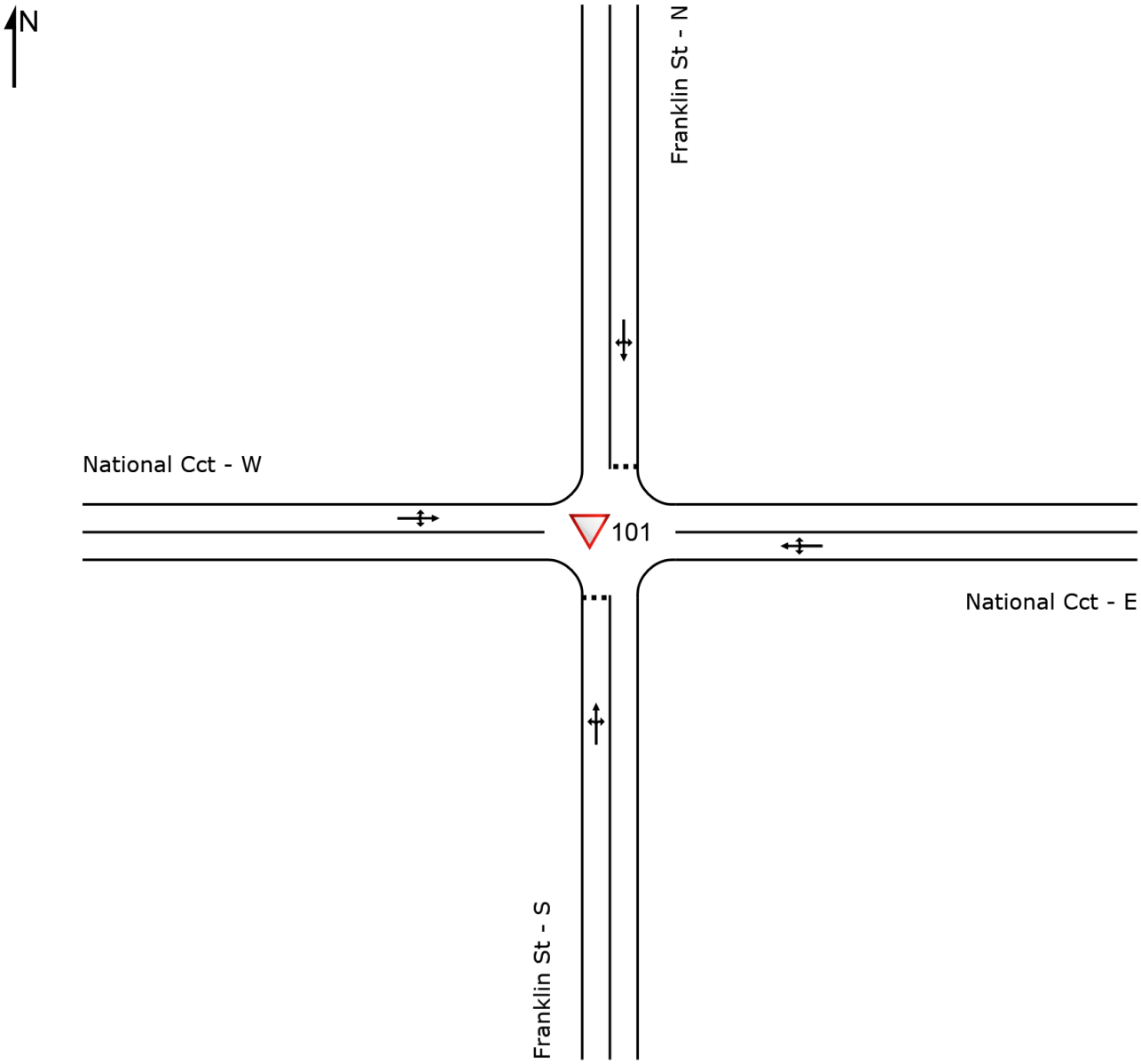
# SITE LAYOUT

## Site: 101 [National Cct / Franklin St - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [National Cct / Franklin St - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | | |
| 1 | L2 | 32 | 2.0 | 34 | 2.0 | 0.104 | 5.8 | LOS A | 0.3 | 2.3 | 0.22 | 0.61 | 0.22 | 45.0 |
| 2 | T1 | 12 | 2.0 | 13 | 2.0 | 0.104 | 5.2 | LOS A | 0.3 | 2.3 | 0.22 | 0.61 | 0.22 | 45.3 |
| 3 | R2 | 70 | 2.0 | 74 | 2.0 | 0.104 | 6.8 | LOS A | 0.3 | 2.3 | 0.22 | 0.61 | 0.22 | 44.1 |
| Approach | | 114 | 2.0 | 120 | 2.0 | 0.104 | 6.3 | LOS A | 0.3 | 2.3 | 0.22 | 0.61 | 0.22 | 44.5 |
| East: National Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 90 | 2.0 | 95 | 2.0 | 0.111 | 5.7 | LOS A | 0.2 | 1.2 | 0.11 | 0.30 | 0.11 | 49.1 |
| 5 | T1 | 87 | 5.0 | 92 | 5.0 | 0.111 | 0.1 | LOS A | 0.2 | 1.2 | 0.11 | 0.30 | 0.11 | 52.5 |
| 6 | R2 | 19 | 2.0 | 20 | 2.0 | 0.111 | 6.2 | LOS A | 0.2 | 1.2 | 0.11 | 0.30 | 0.11 | 48.0 |
| Approach | | 196 | 3.3 | 206 | 3.3 | 0.111 | 3.3 | NA | 0.2 | 1.2 | 0.11 | 0.30 | 0.11 | 50.4 |
| North: Franklin St - N | | | | | | | | | | | | | | |
| 7 | L2 | 1 | 2.0 | 1 | 2.0 | 0.003 | 6.0 | LOS A | 0.0 | 0.1 | 0.29 | 0.55 | 0.29 | 45.2 |
| 8 | T1 | 1 | 2.0 | 1 | 2.0 | 0.003 | 5.1 | LOS A | 0.0 | 0.1 | 0.29 | 0.55 | 0.29 | 45.5 |
| 9 | R2 | 1 | 2.0 | 1 | 2.0 | 0.003 | 6.6 | LOS A | 0.0 | 0.1 | 0.29 | 0.55 | 0.29 | 44.3 |
| Approach | | 3 | 2.0 | 3 | 2.0 | 0.003 | 5.9 | LOS A | 0.0 | 0.1 | 0.29 | 0.55 | 0.29 | 45.0 |
| West: National Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 27 | 2.0 | 28 | 2.0 | 0.163 | 6.0 | LOS A | 0.5 | 3.3 | 0.17 | 0.17 | 0.17 | 51.1 |
| 11 | T1 | 207 | 5.0 | 218 | 5.0 | 0.163 | 0.2 | LOS A | 0.5 | 3.3 | 0.17 | 0.17 | 0.17 | 54.7 |
| 12 | R2 | 61 | 2.0 | 64 | 2.0 | 0.163 | 6.0 | LOS A | 0.5 | 3.3 | 0.17 | 0.17 | 0.17 | 49.9 |
| Approach | | 295 | 4.1 | 311 | 4.1 | 0.163 | 1.9 | NA | 0.5 | 3.3 | 0.17 | 0.17 | 0.17 | 53.3 |
| All Vehicles | | 608 | 3.5 | 640 | 3.5 | 0.163 | 3.2 | NA | 0.5 | 3.3 | 0.16 | 0.30 | 0.16 | 50.4 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [National Cct / Franklin St - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | |
| Lane 1 | 120 | 2.0 | 1153 | 0.104 | 100 | 6.3 | LOS A | 0.3 | 2.3 | Full | 200 | 0.0 | 0.0 |
| Approach | 120 | 2.0 | | 0.104 | | 6.3 | LOS A | 0.3 | 2.3 | | | | |
| East: National Cct - E | | | | | | | | | | | | | |
| Lane 1 | 206 | 3.3 | 1862 | 0.111 | 100 | 3.3 | LOS A | 0.2 | 1.2 | Full | 200 | 0.0 | 0.0 |
| Approach | 206 | 3.3 | | 0.111 | | 3.3 | NA | 0.2 | 1.2 | | | | |
| North: Franklin St - N | | | | | | | | | | | | | |
| Lane 1 | 3 | 2.0 | 1219 | 0.003 | 100 | 5.9 | LOS A | 0.0 | 0.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 3 | 2.0 | | 0.003 | | 5.9 | LOS A | 0.0 | 0.1 | | | | |
| West: National Cct - W | | | | | | | | | | | | | |
| Lane 1 | 311 | 4.1 | 1902 | 0.163 | 100 | 1.9 | LOS A | 0.5 | 3.3 | Full | 200 | 0.0 | 0.0 |
| Approach | 311 | 4.1 | | 0.163 | | 1.9 | NA | 0.5 | 3.3 | | | | |
| Intersection | 640 | 3.5 | | 0.163 | | 3.2 | NA | 0.5 | 3.3 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

## Site: 101 [National Cct / Franklin St - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | | |
| 1 | L2 | 58 | 2.0 | 61 | 2.0 | 0.106 | 5.8 | LOS A | 0.4 | 2.5 | 0.17 | 0.58 | 0.17 | 45.3 |
| 2 | T1 | 1 | 2.0 | 1 | 2.0 | 0.106 | 4.7 | LOS A | 0.4 | 2.5 | 0.17 | 0.58 | 0.17 | 45.6 |
| 3 | R2 | 76 | 2.0 | 80 | 2.0 | 0.106 | 6.3 | LOS A | 0.4 | 2.5 | 0.17 | 0.58 | 0.17 | 44.3 |
| Approach | | 135 | 2.0 | 142 | 2.0 | 0.106 | 6.0 | LOS A | 0.4 | 2.5 | 0.17 | 0.58 | 0.17 | 44.7 |
| East: National Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 39 | 2.0 | 41 | 2.0 | 0.064 | 5.6 | LOS A | 0.0 | 0.1 | 0.01 | 0.21 | 0.01 | 51.7 |
| 5 | T1 | 73 | 5.0 | 77 | 5.0 | 0.064 | 0.0 | LOS A | 0.0 | 0.1 | 0.01 | 0.21 | 0.01 | 55.4 |
| 6 | R2 | 1 | 2.0 | 1 | 2.0 | 0.064 | 5.8 | LOS A | 0.0 | 0.1 | 0.01 | 0.21 | 0.01 | 50.5 |
| Approach | | 113 | 3.9 | 119 | 3.9 | 0.064 | 2.0 | NA | 0.0 | 0.1 | 0.01 | 0.21 | 0.01 | 54.0 |
| North: Franklin St - N | | | | | | | | | | | | | | |
| 7 | L2 | 32 | 2.0 | 34 | 2.0 | 0.036 | 5.9 | LOS A | 0.1 | 0.9 | 0.22 | 0.56 | 0.22 | 45.1 |
| 8 | T1 | 5 | 2.0 | 5 | 2.0 | 0.036 | 4.6 | LOS A | 0.1 | 0.9 | 0.22 | 0.56 | 0.22 | 45.4 |
| 9 | R2 | 15 | 2.0 | 16 | 2.0 | 0.036 | 6.2 | LOS A | 0.1 | 0.9 | 0.22 | 0.56 | 0.22 | 44.2 |
| Approach | | 52 | 2.0 | 55 | 2.0 | 0.036 | 5.9 | LOS A | 0.1 | 0.9 | 0.22 | 0.56 | 0.22 | 44.9 |
| West: National Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 1 | 2.0 | 1 | 2.0 | 0.084 | 5.8 | LOS A | 0.1 | 0.9 | 0.07 | 0.08 | 0.07 | 53.6 |
| 11 | T1 | 133 | 5.0 | 140 | 5.0 | 0.084 | 0.0 | LOS A | 0.1 | 0.9 | 0.07 | 0.08 | 0.07 | 57.6 |
| 12 | R2 | 19 | 2.0 | 20 | 2.0 | 0.084 | 5.8 | LOS A | 0.1 | 0.9 | 0.07 | 0.08 | 0.07 | 52.2 |
| Approach | | 153 | 4.6 | 161 | 4.6 | 0.084 | 0.8 | NA | 0.1 | 0.9 | 0.07 | 0.08 | 0.07 | 56.9 |
| All Vehicles | | 453 | 3.4 | 477 | 3.4 | 0.106 | 3.2 | NA | 0.4 | 2.5 | 0.10 | 0.32 | 0.10 | 50.6 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [National Cct / Franklin St - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | |
| Lane 1 | 142 | 2.0 | 1345 | 0.106 | 100 | 6.0 | LOS A | 0.4 | 2.5 | Full | 200 | 0.0 | 0.0 |
| Approach | 142 | 2.0 | | 0.106 | | 6.0 | LOS A | 0.4 | 2.5 | | | | |
| East: National Cct - E | | | | | | | | | | | | | |
| Lane 1 | 119 | 3.9 | 1870 | 0.064 | 100 | 2.0 | LOS A | 0.0 | 0.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 119 | 3.9 | | 0.064 | | 2.0 | NA | 0.0 | 0.1 | | | | |
| North: Franklin St - N | | | | | | | | | | | | | |
| Lane 1 | 55 | 2.0 | 1503 | 0.036 | 100 | 5.9 | LOS A | 0.1 | 0.9 | Full | 200 | 0.0 | 0.0 |
| Approach | 55 | 2.0 | | 0.036 | | 5.9 | LOS A | 0.1 | 0.9 | | | | |
| West: National Cct - W | | | | | | | | | | | | | |
| Lane 1 | 161 | 4.6 | 1911 | 0.084 | 100 | 0.8 | LOS A | 0.1 | 0.9 | Full | 200 | 0.0 | 0.0 |
| Approach | 161 | 4.6 | | 0.084 | | 0.8 | NA | 0.1 | 0.9 | | | | |
| Intersection | 477 | 3.4 | | 0.106 | | 3.2 | NA | 0.4 | 2.5 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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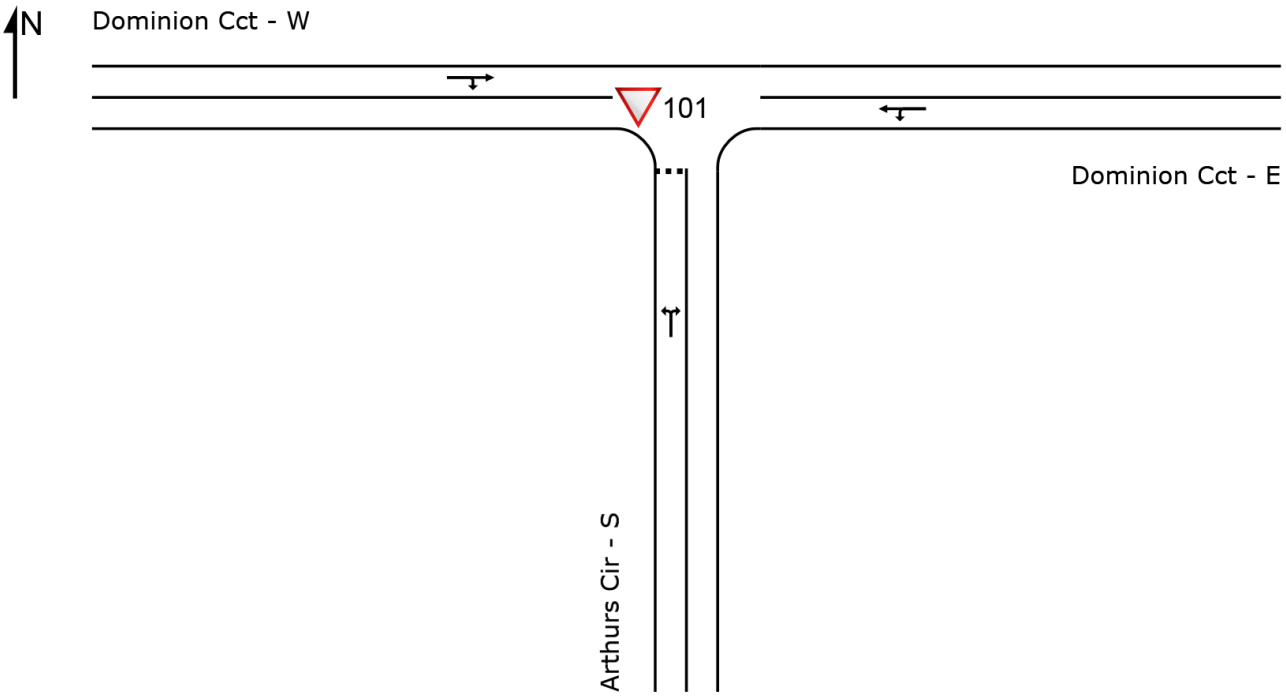
# SITE LAYOUT

## Site: 101 [Dominion Cct / Arthurs Cir - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:32:50 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [Dominion Cct / Arthurs Cir - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Arthurs Cir - S | | | | | | | | | | | | | | |
| 1 | L2 | 120 | 2.0 | 126 | 2.0 | 0.080 | 4.1 | LOS A | 0.4 | 2.5 | 0.17 | 0.53 | 0.17 | 42.8 |
| 3 | R2 | 20 | 2.0 | 21 | 2.0 | 0.080 | 4.2 | LOS A | 0.4 | 2.5 | 0.17 | 0.53 | 0.17 | 41.5 |
| Approach | | 140 | 2.0 | 147 | 2.0 | 0.080 | 4.1 | LOS A | 0.4 | 2.5 | 0.17 | 0.53 | 0.17 | 42.6 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 8 | 2.0 | 8 | 2.0 | 0.053 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 50.7 |
| 5 | T1 | 88 | 2.0 | 93 | 2.0 | 0.053 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 58.9 |
| Approach | | 96 | 2.0 | 101 | 2.0 | 0.053 | 0.5 | NA | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 58.4 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 11 | T1 | 105 | 2.0 | 111 | 2.0 | 0.097 | 0.2 | LOS A | 0.4 | 2.9 | 0.17 | 0.25 | 0.17 | 53.4 |
| 12 | R2 | 79 | 2.0 | 83 | 2.0 | 0.097 | 5.7 | LOS A | 0.4 | 2.9 | 0.17 | 0.25 | 0.17 | 43.8 |
| Approach | | 184 | 2.0 | 194 | 2.0 | 0.097 | 2.5 | NA | 0.4 | 2.9 | 0.17 | 0.25 | 0.17 | 49.9 |
| All Vehicles | | 420 | 2.0 | 442 | 2.0 | 0.097 | 2.6 | NA | 0.4 | 2.9 | 0.13 | 0.29 | 0.13 | 49.6 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# LANE SUMMARY

## Site: 101 [Dominion Cct / Arthurs Cir - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Arthurs Cir - S | | | | | | | | | | | | | |
| Lane 1 | 147 | 2.0 | 1831 | 0.080 | 100 | 4.1 | LOS A | 0.4 | 2.5 | Full | 50 | 0.0 | 0.0 |
| Approach | 147 | 2.0 | | 0.080 | | 4.1 | LOS A | 0.4 | 2.5 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 101 | 2.0 | 1917 | 0.053 | 100 | 0.5 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 101 | 2.0 | | 0.053 | | 0.5 | NA | 0.0 | 0.0 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 194 | 2.0 | 2004 | 0.097 | 100 | 2.5 | LOS A | 0.4 | 2.9 | Full | 200 | 0.0 | 0.0 |
| Approach | 194 | 2.0 | | 0.097 | | 2.5 | NA | 0.4 | 2.9 | | | | |
| Intersection | 442 | 2.0 | | 0.097 | | 2.6 | NA | 0.4 | 2.9 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [Dominion Cct / Arthurs Cir - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Arthurs Cir - S | | | | | | | | | | | | | | |
| 1 | L2 | 48 | 2.0 | 51 | 2.0 | 0.028 | 4.1 | LOS A | 0.1 | 0.9 | 0.16 | 0.51 | 0.16 | 42.9 |
| 3 | R2 | 3 | 2.0 | 3 | 2.0 | 0.028 | 4.0 | LOS A | 0.1 | 0.9 | 0.16 | 0.51 | 0.16 | 41.6 |
| Approach | | 51 | 2.0 | 54 | 2.0 | 0.028 | 4.1 | LOS A | 0.1 | 0.9 | 0.16 | 0.51 | 0.16 | 42.8 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 7 | 2.0 | 7 | 2.0 | 0.044 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 50.7 |
| 5 | T1 | 73 | 2.0 | 77 | 2.0 | 0.044 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 58.8 |
| Approach | | 80 | 2.0 | 84 | 2.0 | 0.044 | 0.5 | NA | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 58.3 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 11 | T1 | 72 | 2.0 | 76 | 2.0 | 0.058 | 0.1 | LOS A | 0.2 | 1.4 | 0.13 | 0.20 | 0.13 | 54.7 |
| 12 | R2 | 37 | 2.0 | 39 | 2.0 | 0.058 | 5.7 | LOS A | 0.2 | 1.4 | 0.13 | 0.20 | 0.13 | 45.2 |
| Approach | | 109 | 2.0 | 115 | 2.0 | 0.058 | 2.0 | NA | 0.2 | 1.4 | 0.13 | 0.20 | 0.13 | 52.0 |
| All Vehicles | | 240 | 2.0 | 253 | 2.0 | 0.058 | 1.9 | NA | 0.2 | 1.4 | 0.09 | 0.22 | 0.09 | 52.3 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# LANE SUMMARY

## Site: 101 [Dominion Cct / Arthurs Cir - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Arthurs Cir - S | | | | | | | | | | | | | |
| Lane 1 | 54 | 2.0 | 1930 | 0.028 | 100 | 4.1 | LOS A | 0.1 | 0.9 | Full | 50 | 0.0 | 0.0 |
| Approach | 54 | 2.0 | | 0.028 | | 4.1 | LOS A | 0.1 | 0.9 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 84 | 2.0 | 1916 | 0.044 | 100 | 0.5 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 84 | 2.0 | | 0.044 | | 0.5 | NA | 0.0 | 0.0 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 115 | 2.0 | 1992 | 0.058 | 100 | 2.0 | LOS A | 0.2 | 1.4 | Full | 200 | 0.0 | 0.0 |
| Approach | 115 | 2.0 | | 0.058 | | 2.0 | NA | 0.2 | 1.4 | | | | |
| Intersection | 253 | 2.0 | | 0.058 | | 1.9 | NA | 0.2 | 1.4 | | | | |

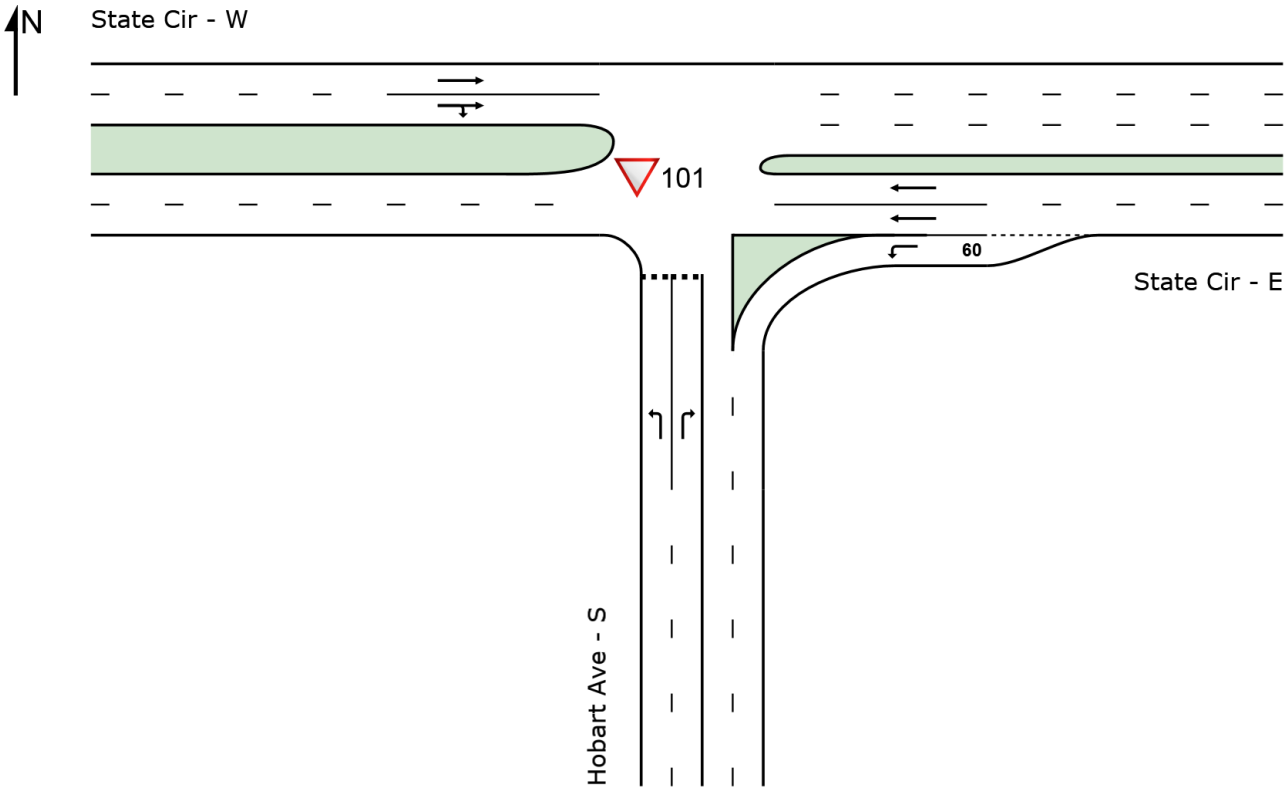
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [State Cir / Hobart Ave - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:33:06 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [State Cir / Hobart Ave - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Hobart Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 342 | 2.0 | 360 | 2.0 | 0.305 | 7.1 | LOS A | 1.4 | 10.2 | 0.46 | 0.68 | 0.46 | 43.6 |
| 3 | R2 | 70 | 2.0 | 74 | 2.0 | 0.107 | 10.9 | LOS A | 0.4 | 2.6 | 0.83 | 0.92 | 0.83 | 40.0 |
| Approach | | 412 | 2.0 | 434 | 2.0 | 0.305 | 7.8 | LOS A | 1.4 | 10.2 | 0.53 | 0.72 | 0.53 | 42.9 |
| East: State Cir - E | | | | | | | | | | | | | | |
| 4 | L2 | 248 | 2.0 | 261 | 2.0 | 0.143 | 6.7 | LOS A | 0.0 | 0.0 | 0.00 | 0.57 | 0.00 | 51.5 |
| 5 | T1 | 635 | 5.0 | 668 | 5.0 | 0.177 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 69.9 |
| Approach | | 883 | 4.2 | 929 | 4.2 | 0.177 | 1.9 | NA | 0.0 | 0.0 | 0.00 | 0.16 | 0.00 | 63.4 |
| West: State Cir - W | | | | | | | | | | | | | | |
| 11 | T1 | 1204 | 5.0 | 1267 | 5.0 | 0.526 | 1.5 | LOS A | 5.2 | 37.2 | 0.16 | 0.11 | 0.25 | 63.4 |
| 12 | R2 | 248 | 2.0 | 261 | 2.0 | 0.526 | 13.8 | LOS A | 5.2 | 37.2 | 0.72 | 0.51 | 1.15 | 43.6 |
| Approach | | 1452 | 4.5 | 1528 | 4.5 | 0.526 | 3.6 | NA | 5.2 | 37.2 | 0.25 | 0.18 | 0.40 | 58.8 |
| All Vehicles | | 2747 | 4.0 | 2892 | 4.0 | 0.526 | 3.7 | NA | 5.2 | 37.2 | 0.21 | 0.25 | 0.29 | 57.0 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# LANE SUMMARY

## Site: 101 [State Cir / Hobart Ave - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Hobart Ave - S | | | | | | | | | | | | | |
| Lane 1 | 360 | 2.0 | 1180 | 0.305 | 100 | 7.1 | LOS A | 1.4 | 10.2 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 74 | 2.0 | 690 | 0.107 | 100 | 10.9 | LOS A | 0.4 | 2.6 | Full | 200 | 0.0 | 0.0 |
| Approach | 434 | 2.0 | | 0.305 | | 7.8 | LOS A | 1.4 | 10.2 | | | | |
| East: State Cir - E | | | | | | | | | | | | | |
| Lane 1 | 261 | 2.0 | 1831 | 0.143 | 100 | 6.7 | LOS A | 0.0 | 0.0 | Short | 60 | 0.0 | NA |
| Lane 2 | 334 | 5.0 | 1889 | 0.177 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 3 | 334 | 5.0 | 1889 | 0.177 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 929 | 4.2 | | 0.177 | | 1.9 | NA | 0.0 | 0.0 | | | | |
| West: State Cir - W | | | | | | | | | | | | | |
| Lane 1 | 994 | 5.0 | 1889 | 0.526 | 100 | 0.1 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 534 | 3.5 | 1016 | 0.526 | 100 | 10.0 | LOS A | 5.2 | 37.2 | Full | 200 | 0.0 | 0.0 |
| Approach | 1528 | 4.5 | | 0.526 | | 3.6 | NA | 5.2 | 37.2 | | | | |
| Intersection | 2892 | 4.0 | | 0.526 | | 3.7 | NA | 5.2 | 37.2 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [State Cir / Hobart Ave - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Hobart Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 212 | 2.0 | 223 | 2.0 | 0.211 | 7.5 | LOS A | 0.9 | 6.4 | 0.49 | 0.71 | 0.49 | 43.5 |
| 3 | R2 | 43 | 2.0 | 45 | 2.0 | 0.031 | 7.6 | LOS A | 0.1 | 0.9 | 0.62 | 0.74 | 0.62 | 43.1 |
| Approach | | 255 | 2.0 | 268 | 2.0 | 0.211 | 7.5 | LOS A | 0.9 | 6.4 | 0.51 | 0.72 | 0.51 | 43.4 |
| East: State Cir - E | | | | | | | | | | | | | | |
| 4 | L2 | 201 | 2.0 | 212 | 2.0 | 0.116 | 6.7 | LOS A | 0.0 | 0.0 | 0.00 | 0.57 | 0.00 | 51.5 |
| 5 | T1 | 823 | 5.0 | 866 | 5.0 | 0.229 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 69.9 |
| Approach | | 1024 | 4.4 | 1078 | 4.4 | 0.229 | 1.3 | NA | 0.0 | 0.0 | 0.00 | 0.11 | 0.00 | 65.2 |
| West: State Cir - W | | | | | | | | | | | | | | |
| 11 | T1 | 613 | 5.0 | 645 | 5.0 | 0.227 | 1.3 | LOS A | 1.4 | 10.2 | 0.16 | 0.06 | 0.17 | 64.0 |
| 12 | R2 | 57 | 2.0 | 60 | 2.0 | 0.227 | 13.6 | LOS A | 1.4 | 10.2 | 0.47 | 0.18 | 0.51 | 49.6 |
| Approach | | 670 | 4.7 | 705 | 4.7 | 0.227 | 2.3 | NA | 1.4 | 10.2 | 0.18 | 0.07 | 0.20 | 62.5 |
| All Vehicles | | 1949 | 4.2 | 2052 | 4.2 | 0.229 | 2.5 | NA | 1.4 | 10.2 | 0.13 | 0.18 | 0.14 | 60.3 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# LANE SUMMARY

## Site: 101 [State Cir / Hobart Ave - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Hobart Ave - S | | | | | | | | | | | | | |
| Lane 1 | 223 | 2.0 | 1056 | 0.211 | 100 | 7.5 | LOS A | 0.9 | 6.4 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 45 | 2.0 | 1441 | 0.031 | 100 | 7.6 | LOS A | 0.1 | 0.9 | Full | 200 | 0.0 | 0.0 |
| Approach | 268 | 2.0 | | 0.211 | | 7.5 | LOS A | 0.9 | 6.4 | | | | |
| East: State Cir - E | | | | | | | | | | | | | |
| Lane 1 | 212 | 2.0 | 1831 | 0.116 | 100 | 6.7 | LOS A | 0.0 | 0.0 | Short | 60 | 0.0 | NA |
| Lane 2 | 433 | 5.0 | 1889 | 0.229 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 3 | 433 | 5.0 | 1889 | 0.229 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 1078 | 4.4 | | 0.229 | | 1.3 | NA | 0.0 | 0.0 | | | | |
| West: State Cir - W | | | | | | | | | | | | | |
| Lane 1 | 428 | 5.0 | 1889 | 0.227 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 277 | 4.4 | 1222 | 0.227 | 100 | 5.9 | LOS A | 1.4 | 10.2 | Full | 200 | 0.0 | 0.0 |
| Approach | 705 | 4.7 | | 0.227 | | 2.3 | NA | 1.4 | 10.2 | | | | |
| Intersection | 2052 | 4.2 | | 0.229 | | 2.5 | NA | 1.4 | 10.2 | | | | |

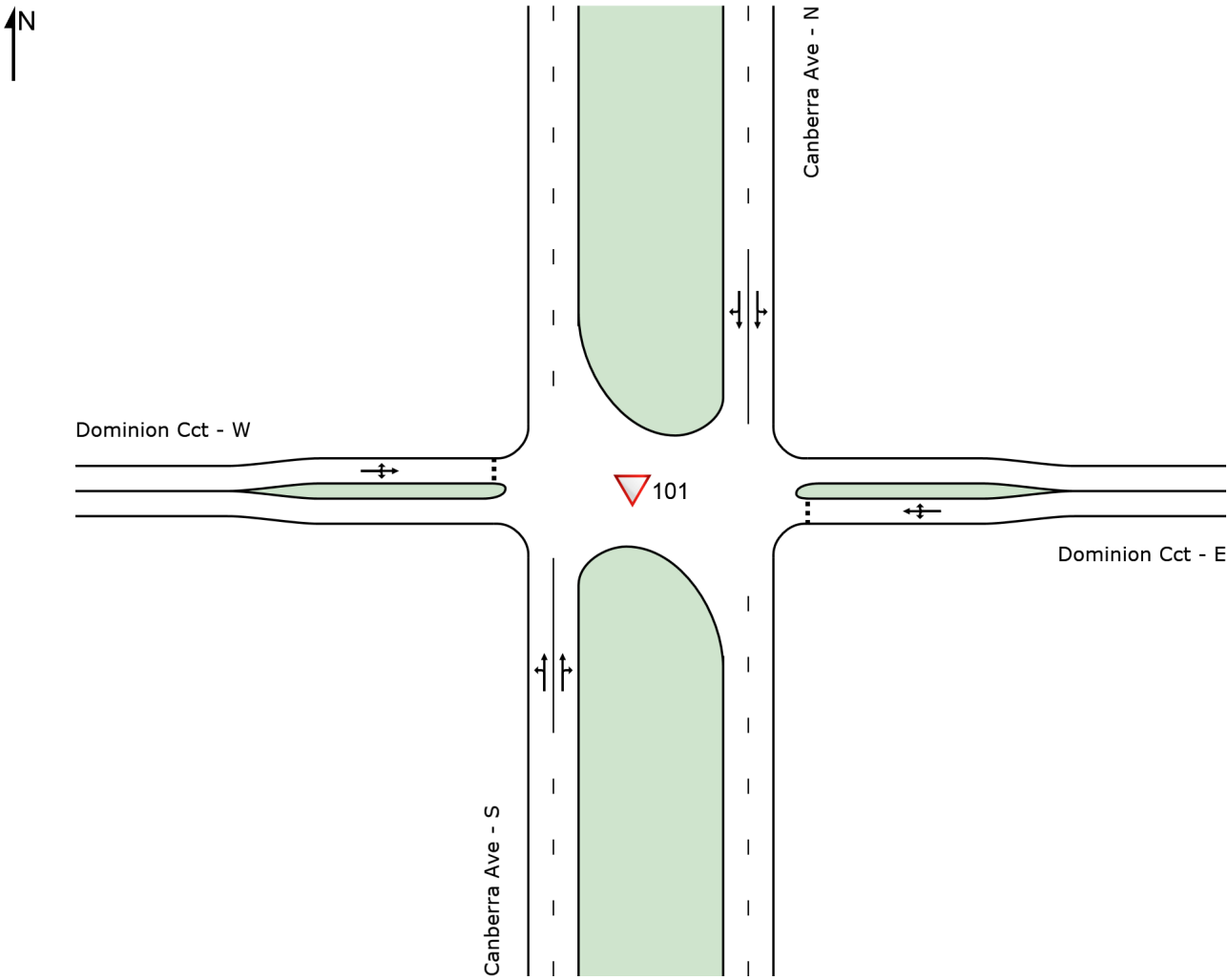
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [Canberra Ave / Dominion Cct - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / Dominion Cct - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 69 | 2.0 | 73 | 2.0 | 0.572 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.04 | 0.00 | 54.5 |
| 2 | T1 | 1625 | 2.0 | 1711 | 2.0 | 0.572 | 3.2 | LOS A | 11.1 | 79.3 | 0.40 | 0.06 | 0.53 | 51.4 |
| 3 | R2 | 59 | 2.0 | 62 | 2.0 | 0.572 | 28.4 | LOS B | 11.1 | 79.3 | 1.00 | 0.09 | 1.32 | 40.5 |
| Approach | | 1753 | 2.0 | 1845 | 2.0 | 0.572 | 4.2 | NA | 11.1 | 79.3 | 0.41 | 0.06 | 0.53 | 51.0 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 122 | 2.0 | 128 | 2.0 | 0.415 | 11.2 | LOS A | 2.0 | 14.4 | 0.79 | 0.89 | 1.08 | 32.1 |
| 5 | T1 | 23 | 2.0 | 24 | 2.0 | 0.415 | 39.8 | LOS C | 2.0 | 14.4 | 0.79 | 0.89 | 1.08 | 32.5 |
| 6 | R2 | 31 | 2.0 | 33 | 2.0 | 0.415 | 38.4 | LOS C | 2.0 | 14.4 | 0.79 | 0.89 | 1.08 | 31.9 |
| Approach | | 176 | 2.0 | 185 | 2.0 | 0.415 | 19.8 | LOS B | 2.0 | 14.4 | 0.79 | 0.89 | 1.08 | 32.1 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 46 | 2.0 | 48 | 2.0 | 0.335 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.04 | 0.00 | 54.6 |
| 8 | T1 | 1123 | 2.0 | 1182 | 2.0 | 0.335 | 1.9 | LOS A | 1.8 | 12.5 | 0.03 | 0.02 | 0.04 | 54.9 |
| 9 | R2 | 2 | 2.0 | 2 | 2.0 | 0.335 | 85.1 | LOS F | 1.8 | 12.5 | 0.07 | 0.00 | 0.09 | 47.7 |
| Approach | | 1171 | 2.0 | 1233 | 2.0 | 0.335 | 2.2 | NA | 1.8 | 12.5 | 0.03 | 0.02 | 0.04 | 54.9 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 22 | 2.0 | 23 | 2.0 | 0.519 | 22.9 | LOS B | 2.1 | 14.8 | 0.96 | 1.06 | 1.25 | 21.1 |
| 11 | T1 | 38 | 2.0 | 40 | 2.0 | 0.519 | 46.9 | LOS D | 2.1 | 14.8 | 0.96 | 1.06 | 1.25 | 21.3 |
| 12 | R2 | 31 | 2.0 | 33 | 2.0 | 0.519 | 55.0 | LOS D | 2.1 | 14.8 | 0.96 | 1.06 | 1.25 | 21.1 |
| Approach | | 91 | 2.0 | 96 | 2.0 | 0.519 | 43.9 | LOS D | 2.1 | 14.8 | 0.96 | 1.06 | 1.25 | 21.2 |
| All Vehicles | | 3191 | 2.0 | 3359 | 2.0 | 0.572 | 5.4 | NA | 11.1 | 79.3 | 0.31 | 0.12 | 0.40 | 48.7 |

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.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [Canberra Ave / Dominion Cct - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 1098 | 2.0 | 1918 | 0.572 | 100 | 0.5 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 748 | 2.0 | 1307 | 0.572 | 100 | 9.6 | LOS A | 11.1 | 79.3 | Full | 200 | 0.0 | 0.0 |
| Approach | 1845 | 2.0 | | 0.572 | | 4.2 | NA | 11.1 | 79.3 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 185 | 2.0 | 447 | 0.415 | 100 | 19.8 | LOS B | 2.0 | 14.4 | Full | 200 | 0.0 | 0.0 |
| Approach | 185 | 2.0 | | 0.415 | | 19.8 | LOS B | 2.0 | 14.4 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 643 | 2.0 | 1918 | 0.335 | 100 | 0.5 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 590 | 2.0 | 1758 | 0.335 | 100 | 4.1 | LOS A | 1.8 | 12.5 | Full | 200 | 0.0 | 0.0 |
| Approach | 1233 | 2.0 | | 0.335 | | 2.2 | NA | 1.8 | 12.5 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 96 | 2.0 | 185 | 0.519 | 100 | 43.9 | LOS D | 2.1 | 14.8 | Full | 200 | 0.0 | 0.0 |
| Approach | 96 | 2.0 | | 0.519 | | 43.9 | LOS D | 2.1 | 14.8 | | | | |
| Intersection | 3359 | 2.0 | | 0.572 | | 5.4 | NA | 11.1 | 79.3 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [Canberra Ave / Dominion Cct - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 45 | 2.0 | 47 | 2.0 | 0.447 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 54.8 |
| 2 | T1 | 1264 | 2.0 | 1331 | 2.0 | 0.447 | 6.5 | LOS A | 16.9 | 120.1 | 0.39 | 0.03 | 0.46 | 46.3 |
| 3 | R2 | 17 | 2.0 | 18 | 2.0 | 0.447 | 61.3 | LOS E | 16.9 | 120.1 | 1.00 | 0.03 | 1.17 | 32.9 |
| Approach | | 1326 | 2.0 | 1396 | 2.0 | 0.447 | 7.2 | NA | 16.9 | 120.1 | 0.39 | 0.03 | 0.45 | 46.3 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 46 | 2.0 | 48 | 2.0 | 0.326 | 10.5 | LOS A | 1.3 | 9.3 | 0.89 | 0.96 | 1.04 | 30.6 |
| 5 | T1 | 25 | 2.0 | 26 | 2.0 | 0.326 | 31.1 | LOS C | 1.3 | 9.3 | 0.89 | 0.96 | 1.04 | 31.0 |
| 6 | R2 | 29 | 2.0 | 31 | 2.0 | 0.326 | 32.2 | LOS C | 1.3 | 9.3 | 0.89 | 0.96 | 1.04 | 30.4 |
| Approach | | 100 | 2.0 | 105 | 2.0 | 0.326 | 22.0 | LOS B | 1.3 | 9.3 | 0.89 | 0.96 | 1.04 | 30.7 |
| North: Canberra Ave - N | | | | | | | | | | | | | | |
| 7 | L2 | 20 | 2.0 | 21 | 2.0 | 0.472 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 55.1 |
| 8 | T1 | 1619 | 2.0 | 1704 | 2.0 | 0.472 | 1.2 | LOS A | 1.8 | 12.8 | 0.05 | 0.01 | 0.08 | 56.7 |
| 9 | R2 | 9 | 2.0 | 9 | 2.0 | 0.472 | 40.3 | LOS C | 1.8 | 12.8 | 0.11 | 0.01 | 0.16 | 49.8 |
| Approach | | 1648 | 2.0 | 1735 | 2.0 | 0.472 | 1.4 | NA | 1.8 | 12.8 | 0.05 | 0.01 | 0.08 | 56.6 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 23 | 2.0 | 24 | 2.0 | 0.355 | 12.3 | LOS A | 1.4 | 9.8 | 0.92 | 0.98 | 1.09 | 27.2 |
| 11 | T1 | 19 | 2.0 | 20 | 2.0 | 0.355 | 32.7 | LOS C | 1.4 | 9.8 | 0.92 | 0.98 | 1.09 | 27.5 |
| 12 | R2 | 41 | 2.0 | 43 | 2.0 | 0.355 | 35.0 | LOS C | 1.4 | 9.8 | 0.92 | 0.98 | 1.09 | 27.0 |
| Approach | | 83 | 2.0 | 87 | 2.0 | 0.355 | 28.2 | LOS B | 1.4 | 9.8 | 0.92 | 0.98 | 1.09 | 27.1 |
| All Vehicles | | 3157 | 2.0 | 3323 | 2.0 | 0.472 | 5.2 | NA | 16.9 | 120.1 | 0.24 | 0.08 | 0.29 | 49.3 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [Canberra Ave / Dominion Cct - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Canberra Ave - S | | | | | | | | | | | | | |
| Lane 1 | 857 | 2.0 | 1919 | 0.447 | 100 | 0.4 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 539 | 2.0 | 1206 | 0.447 | 100 | 18.0 | LOS B | 16.9 | 120.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 1396 | 2.0 | | 0.447 | | 7.2 | NA | 16.9 | 120.1 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 105 | 2.0 | 323 | 0.326 | 100 | 22.0 | LOS B | 1.3 | 9.3 | Full | 200 | 0.0 | 0.0 |
| Approach | 105 | 2.0 | | 0.326 | | 22.0 | LOS B | 1.3 | 9.3 | | | | |
| North: Canberra Ave - N | | | | | | | | | | | | | |
| Lane 1 | 908 | 2.0 | 1923 | 0.472 | 100 | 0.2 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 827 | 2.0 | 1750 | 0.472 | 100 | 2.8 | LOS A | 1.8 | 12.8 | Full | 200 | 0.0 | 0.0 |
| Approach | 1735 | 2.0 | | 0.472 | | 1.4 | NA | 1.8 | 12.8 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 87 | 2.0 | 246 | 0.355 | 100 | 28.2 | LOS B | 1.4 | 9.8 | Full | 200 | 0.0 | 0.0 |
| Approach | 87 | 2.0 | | 0.355 | | 28.2 | LOS B | 1.4 | 9.8 | | | | |
| Intersection | 3323 | 2.0 | | 0.472 | | 5.2 | NA | 16.9 | 120.1 | | | | |

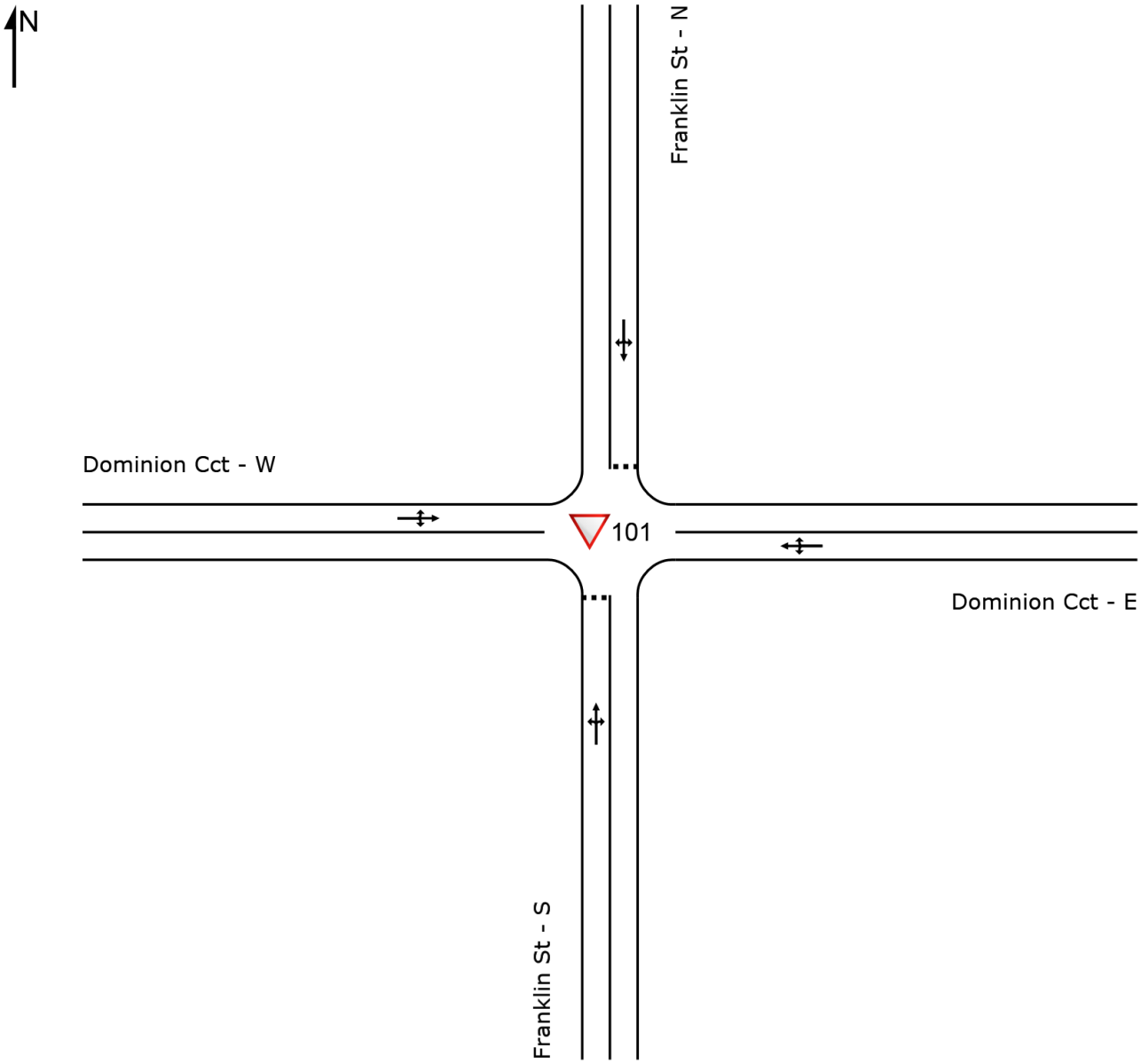
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [Dominion Cct / Franklin St - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:32:09 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [Dominion Cct / Franklin St - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | | |
| 1 | L2 | 16 | 2.0 | 17 | 2.0 | 0.087 | 5.7 | LOS A | 0.3 | 1.9 | 0.17 | 0.55 | 0.17 | 46.6 |
| 2 | T1 | 87 | 2.0 | 92 | 2.0 | 0.087 | 4.5 | LOS A | 0.3 | 1.9 | 0.17 | 0.55 | 0.17 | 46.9 |
| 3 | R2 | 16 | 2.0 | 17 | 2.0 | 0.087 | 6.1 | LOS A | 0.3 | 1.9 | 0.17 | 0.55 | 0.17 | 45.6 |
| Approach | | 119 | 2.0 | 125 | 2.0 | 0.087 | 4.9 | LOS A | 0.3 | 1.9 | 0.17 | 0.55 | 0.17 | 46.7 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 45 | 2.0 | 47 | 2.0 | 0.060 | 5.6 | LOS A | 0.1 | 0.5 | 0.05 | 0.29 | 0.05 | 50.0 |
| 5 | T1 | 53 | 2.0 | 56 | 2.0 | 0.060 | 0.0 | LOS A | 0.1 | 0.5 | 0.05 | 0.29 | 0.05 | 53.5 |
| 6 | R2 | 10 | 2.0 | 11 | 2.0 | 0.060 | 5.6 | LOS A | 0.1 | 0.5 | 0.05 | 0.29 | 0.05 | 48.9 |
| Approach | | 108 | 2.0 | 114 | 2.0 | 0.060 | 2.9 | NA | 0.1 | 0.5 | 0.05 | 0.29 | 0.05 | 51.5 |
| North: Franklin St - N | | | | | | | | | | | | | | |
| 7 | L2 | 32 | 2.0 | 34 | 2.0 | 0.060 | 5.7 | LOS A | 0.2 | 1.4 | 0.12 | 0.56 | 0.12 | 46.2 |
| 8 | T1 | 29 | 2.0 | 31 | 2.0 | 0.060 | 4.6 | LOS A | 0.2 | 1.4 | 0.12 | 0.56 | 0.12 | 46.5 |
| 9 | R2 | 23 | 2.0 | 24 | 2.0 | 0.060 | 6.2 | LOS A | 0.2 | 1.4 | 0.12 | 0.56 | 0.12 | 45.2 |
| Approach | | 84 | 2.0 | 88 | 2.0 | 0.060 | 5.4 | LOS A | 0.2 | 1.4 | 0.12 | 0.56 | 0.12 | 46.0 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 25 | 2.0 | 26 | 2.0 | 0.064 | 5.8 | LOS A | 0.3 | 2.0 | 0.19 | 0.34 | 0.19 | 48.0 |
| 11 | T1 | 44 | 2.0 | 46 | 2.0 | 0.064 | 0.2 | LOS A | 0.3 | 2.0 | 0.19 | 0.34 | 0.19 | 51.3 |
| 12 | R2 | 51 | 2.0 | 54 | 2.0 | 0.064 | 5.7 | LOS A | 0.3 | 2.0 | 0.19 | 0.34 | 0.19 | 47.0 |
| Approach | | 120 | 2.0 | 126 | 2.0 | 0.064 | 3.7 | NA | 0.3 | 2.0 | 0.19 | 0.34 | 0.19 | 48.7 |
| All Vehicles | | 431 | 2.0 | 454 | 2.0 | 0.087 | 4.2 | NA | 0.3 | 2.0 | 0.13 | 0.43 | 0.13 | 48.3 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [Dominion Cct / Franklin St - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | |
| Lane 1 | 125 | 2.0 | 1433 | 0.087 | 100 | 4.9 | LOS A | 0.3 | 1.9 | Full | 200 | 0.0 | 0.0 |
| Approach | 125 | 2.0 | | 0.087 | | 4.9 | LOS A | 0.3 | 1.9 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 114 | 2.0 | 1905 | 0.060 | 100 | 2.9 | LOS A | 0.1 | 0.5 | Full | 200 | 0.0 | 0.0 |
| Approach | 114 | 2.0 | | 0.060 | | 2.9 | NA | 0.1 | 0.5 | | | | |
| North: Franklin St - N | | | | | | | | | | | | | |
| Lane 1 | 88 | 2.0 | 1468 | 0.060 | 100 | 5.4 | LOS A | 0.2 | 1.4 | Full | 200 | 0.0 | 0.0 |
| Approach | 88 | 2.0 | | 0.060 | | 5.4 | LOS A | 0.2 | 1.4 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 126 | 2.0 | 1989 | 0.064 | 100 | 3.7 | LOS A | 0.3 | 2.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 126 | 2.0 | | 0.064 | | 3.7 | NA | 0.3 | 2.0 | | | | |
| Intersection | 454 | 2.0 | | 0.087 | | 4.2 | NA | 0.3 | 2.0 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

## Site: 101 [Dominion Cct / Franklin St - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | | |
| 1 | L2 | 13 | 2.0 | 14 | 2.0 | 0.031 | 5.7 | LOS A | 0.1 | 0.7 | 0.12 | 0.56 | 0.12 | 46.1 |
| 2 | T1 | 14 | 2.0 | 15 | 2.0 | 0.031 | 4.4 | LOS A | 0.1 | 0.7 | 0.12 | 0.56 | 0.12 | 46.5 |
| 3 | R2 | 16 | 2.0 | 17 | 2.0 | 0.031 | 5.9 | LOS A | 0.1 | 0.7 | 0.12 | 0.56 | 0.12 | 45.2 |
| Approach | | 43 | 2.0 | 45 | 2.0 | 0.031 | 5.4 | LOS A | 0.1 | 0.7 | 0.12 | 0.56 | 0.12 | 45.9 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 14 | 2.0 | 15 | 2.0 | 0.045 | 5.7 | LOS A | 0.2 | 1.3 | 0.14 | 0.30 | 0.14 | 49.1 |
| 5 | T1 | 39 | 2.0 | 41 | 2.0 | 0.045 | 0.1 | LOS A | 0.2 | 1.3 | 0.14 | 0.30 | 0.14 | 52.4 |
| 6 | R2 | 33 | 2.0 | 35 | 2.0 | 0.045 | 5.6 | LOS A | 0.2 | 1.3 | 0.14 | 0.30 | 0.14 | 48.0 |
| Approach | | 86 | 2.0 | 91 | 2.0 | 0.045 | 3.1 | NA | 0.2 | 1.3 | 0.14 | 0.30 | 0.14 | 50.1 |
| North: Franklin St - N | | | | | | | | | | | | | | |
| 7 | L2 | 17 | 2.0 | 18 | 2.0 | 0.062 | 5.7 | LOS A | 0.2 | 1.3 | 0.14 | 0.55 | 0.14 | 46.2 |
| 8 | T1 | 38 | 2.0 | 40 | 2.0 | 0.062 | 4.4 | LOS A | 0.2 | 1.3 | 0.14 | 0.55 | 0.14 | 46.6 |
| 9 | R2 | 29 | 2.0 | 31 | 2.0 | 0.062 | 5.9 | LOS A | 0.2 | 1.3 | 0.14 | 0.55 | 0.14 | 45.3 |
| Approach | | 84 | 2.0 | 88 | 2.0 | 0.062 | 5.2 | LOS A | 0.2 | 1.3 | 0.14 | 0.55 | 0.14 | 46.0 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 21 | 2.0 | 22 | 2.0 | 0.044 | 5.6 | LOS A | 0.1 | 0.6 | 0.06 | 0.23 | 0.06 | 50.9 |
| 11 | T1 | 48 | 2.0 | 51 | 2.0 | 0.044 | 0.0 | LOS A | 0.1 | 0.6 | 0.06 | 0.23 | 0.06 | 54.5 |
| 12 | R2 | 12 | 2.0 | 13 | 2.0 | 0.044 | 5.6 | LOS A | 0.1 | 0.6 | 0.06 | 0.23 | 0.06 | 49.7 |
| Approach | | 81 | 2.0 | 85 | 2.0 | 0.044 | 2.3 | NA | 0.1 | 0.6 | 0.06 | 0.23 | 0.06 | 52.8 |
| All Vehicles | | 294 | 2.0 | 309 | 2.0 | 0.062 | 3.8 | NA | 0.2 | 1.3 | 0.11 | 0.39 | 0.11 | 48.9 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [Dominion Cct / Franklin St - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | |
| Lane 1 | 45 | 2.0 | 1447 | 0.031 | 100 | 5.4 | LOS A | 0.1 | 0.7 | Full | 200 | 0.0 | 0.0 |
| Approach | 45 | 2.0 | | 0.031 | | 5.4 | LOS A | 0.1 | 0.7 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 91 | 2.0 | 1999 | 0.045 | 100 | 3.1 | LOS A | 0.2 | 1.3 | Full | 200 | 0.0 | 0.0 |
| Approach | 91 | 2.0 | | 0.045 | | 3.1 | NA | 0.2 | 1.3 | | | | |
| North: Franklin St - N | | | | | | | | | | | | | |
| Lane 1 | 88 | 2.0 | 1429 | 0.062 | 100 | 5.2 | LOS A | 0.2 | 1.3 | Full | 200 | 0.0 | 0.0 |
| Approach | 88 | 2.0 | | 0.062 | | 5.2 | LOS A | 0.2 | 1.3 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 85 | 2.0 | 1934 | 0.044 | 100 | 2.3 | LOS A | 0.1 | 0.6 | Full | 200 | 0.0 | 0.0 |
| Approach | 85 | 2.0 | | 0.044 | | 2.3 | NA | 0.1 | 0.6 | | | | |
| Intersection | 309 | 2.0 | | 0.062 | | 3.8 | NA | 0.2 | 1.3 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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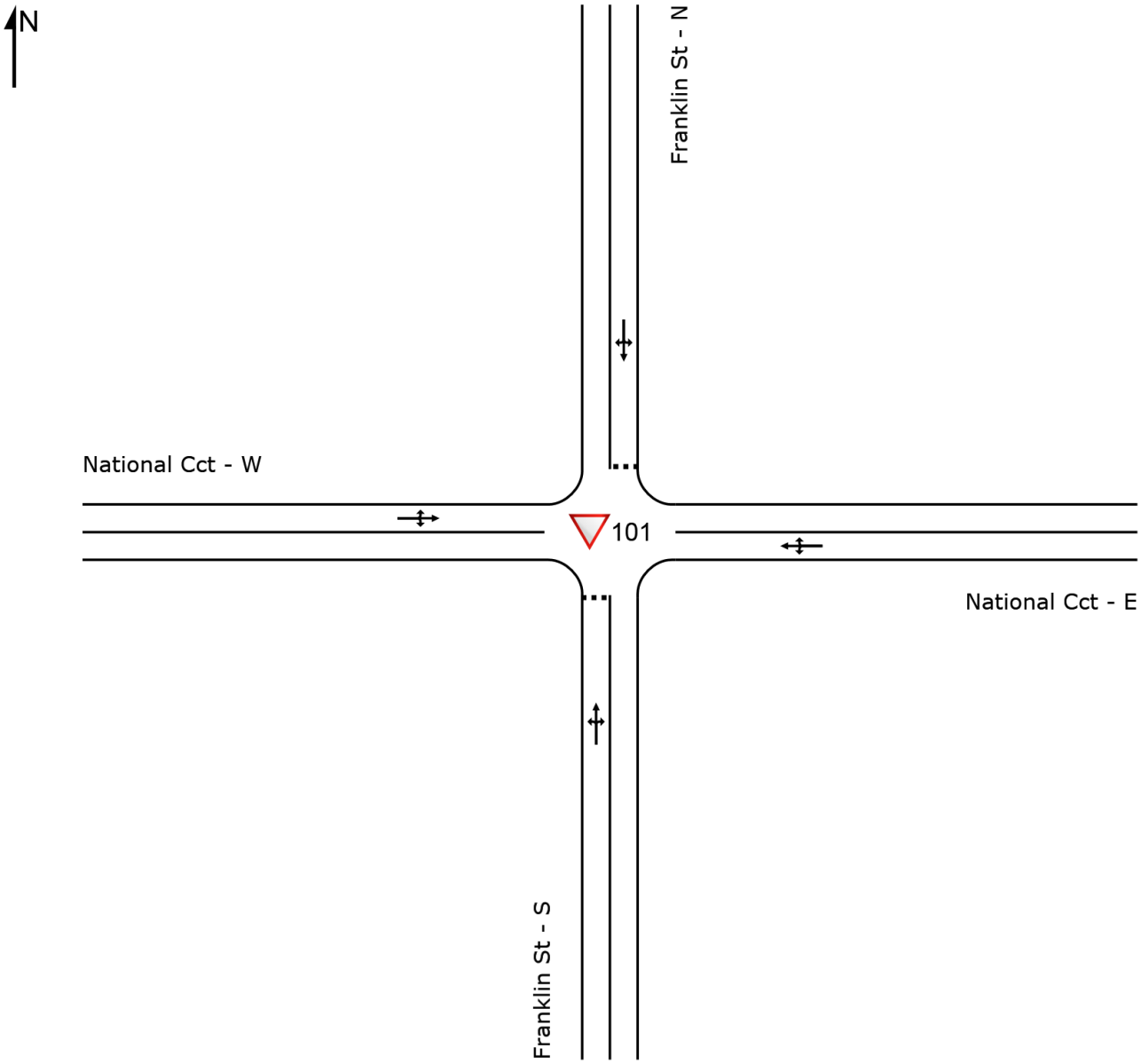
# SITE LAYOUT

## Site: 101 [National Cct / Franklin St - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [National Cct / Franklin St - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | | |
| 1 | L2 | 32 | 2.0 | 34 | 2.0 | 0.104 | 5.8 | LOS A | 0.3 | 2.3 | 0.22 | 0.61 | 0.22 | 45.0 |
| 2 | T1 | 12 | 2.0 | 13 | 2.0 | 0.104 | 5.2 | LOS A | 0.3 | 2.3 | 0.22 | 0.61 | 0.22 | 45.3 |
| 3 | R2 | 70 | 2.0 | 74 | 2.0 | 0.104 | 6.8 | LOS A | 0.3 | 2.3 | 0.22 | 0.61 | 0.22 | 44.1 |
| Approach | | 114 | 2.0 | 120 | 2.0 | 0.104 | 6.3 | LOS A | 0.3 | 2.3 | 0.22 | 0.61 | 0.22 | 44.5 |
| East: National Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 90 | 2.0 | 95 | 2.0 | 0.111 | 5.7 | LOS A | 0.2 | 1.2 | 0.11 | 0.30 | 0.11 | 49.1 |
| 5 | T1 | 87 | 5.0 | 92 | 5.0 | 0.111 | 0.1 | LOS A | 0.2 | 1.2 | 0.11 | 0.30 | 0.11 | 52.5 |
| 6 | R2 | 19 | 2.0 | 20 | 2.0 | 0.111 | 6.2 | LOS A | 0.2 | 1.2 | 0.11 | 0.30 | 0.11 | 48.0 |
| Approach | | 196 | 3.3 | 206 | 3.3 | 0.111 | 3.3 | NA | 0.2 | 1.2 | 0.11 | 0.30 | 0.11 | 50.4 |
| North: Franklin St - N | | | | | | | | | | | | | | |
| 7 | L2 | 1 | 2.0 | 1 | 2.0 | 0.003 | 6.0 | LOS A | 0.0 | 0.1 | 0.29 | 0.55 | 0.29 | 45.2 |
| 8 | T1 | 1 | 2.0 | 1 | 2.0 | 0.003 | 5.1 | LOS A | 0.0 | 0.1 | 0.29 | 0.55 | 0.29 | 45.5 |
| 9 | R2 | 1 | 2.0 | 1 | 2.0 | 0.003 | 6.6 | LOS A | 0.0 | 0.1 | 0.29 | 0.55 | 0.29 | 44.3 |
| Approach | | 3 | 2.0 | 3 | 2.0 | 0.003 | 5.9 | LOS A | 0.0 | 0.1 | 0.29 | 0.55 | 0.29 | 45.0 |
| West: National Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 27 | 2.0 | 28 | 2.0 | 0.163 | 6.0 | LOS A | 0.5 | 3.3 | 0.17 | 0.17 | 0.17 | 51.1 |
| 11 | T1 | 207 | 5.0 | 218 | 5.0 | 0.163 | 0.2 | LOS A | 0.5 | 3.3 | 0.17 | 0.17 | 0.17 | 54.7 |
| 12 | R2 | 61 | 2.0 | 64 | 2.0 | 0.163 | 6.0 | LOS A | 0.5 | 3.3 | 0.17 | 0.17 | 0.17 | 49.9 |
| Approach | | 295 | 4.1 | 311 | 4.1 | 0.163 | 1.9 | NA | 0.5 | 3.3 | 0.17 | 0.17 | 0.17 | 53.3 |
| All Vehicles | | 608 | 3.5 | 640 | 3.5 | 0.163 | 3.2 | NA | 0.5 | 3.3 | 0.16 | 0.30 | 0.16 | 50.4 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [National Cct / Franklin St - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | |
| Lane 1 | 120 | 2.0 | 1153 | 0.104 | 100 | 6.3 | LOS A | 0.3 | 2.3 | Full | 200 | 0.0 | 0.0 |
| Approach | 120 | 2.0 | | 0.104 | | 6.3 | LOS A | 0.3 | 2.3 | | | | |
| East: National Cct - E | | | | | | | | | | | | | |
| Lane 1 | 206 | 3.3 | 1862 | 0.111 | 100 | 3.3 | LOS A | 0.2 | 1.2 | Full | 200 | 0.0 | 0.0 |
| Approach | 206 | 3.3 | | 0.111 | | 3.3 | NA | 0.2 | 1.2 | | | | |
| North: Franklin St - N | | | | | | | | | | | | | |
| Lane 1 | 3 | 2.0 | 1219 | 0.003 | 100 | 5.9 | LOS A | 0.0 | 0.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 3 | 2.0 | | 0.003 | | 5.9 | LOS A | 0.0 | 0.1 | | | | |
| West: National Cct - W | | | | | | | | | | | | | |
| Lane 1 | 311 | 4.1 | 1902 | 0.163 | 100 | 1.9 | LOS A | 0.5 | 3.3 | Full | 200 | 0.0 | 0.0 |
| Approach | 311 | 4.1 | | 0.163 | | 1.9 | NA | 0.5 | 3.3 | | | | |
| Intersection | 640 | 3.5 | | 0.163 | | 3.2 | NA | 0.5 | 3.3 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

## Site: 101 [National Cct / Franklin St - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | | |
| 1 | L2 | 58 | 2.0 | 61 | 2.0 | 0.106 | 5.8 | LOS A | 0.4 | 2.5 | 0.17 | 0.58 | 0.17 | 45.3 |
| 2 | T1 | 1 | 2.0 | 1 | 2.0 | 0.106 | 4.7 | LOS A | 0.4 | 2.5 | 0.17 | 0.58 | 0.17 | 45.6 |
| 3 | R2 | 76 | 2.0 | 80 | 2.0 | 0.106 | 6.3 | LOS A | 0.4 | 2.5 | 0.17 | 0.58 | 0.17 | 44.3 |
| Approach | | 135 | 2.0 | 142 | 2.0 | 0.106 | 6.0 | LOS A | 0.4 | 2.5 | 0.17 | 0.58 | 0.17 | 44.7 |
| East: National Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 39 | 2.0 | 41 | 2.0 | 0.064 | 5.6 | LOS A | 0.0 | 0.1 | 0.01 | 0.21 | 0.01 | 51.7 |
| 5 | T1 | 73 | 5.0 | 77 | 5.0 | 0.064 | 0.0 | LOS A | 0.0 | 0.1 | 0.01 | 0.21 | 0.01 | 55.4 |
| 6 | R2 | 1 | 2.0 | 1 | 2.0 | 0.064 | 5.8 | LOS A | 0.0 | 0.1 | 0.01 | 0.21 | 0.01 | 50.5 |
| Approach | | 113 | 3.9 | 119 | 3.9 | 0.064 | 2.0 | NA | 0.0 | 0.1 | 0.01 | 0.21 | 0.01 | 54.0 |
| North: Franklin St - N | | | | | | | | | | | | | | |
| 7 | L2 | 32 | 2.0 | 34 | 2.0 | 0.036 | 5.9 | LOS A | 0.1 | 0.9 | 0.22 | 0.56 | 0.22 | 45.1 |
| 8 | T1 | 5 | 2.0 | 5 | 2.0 | 0.036 | 4.6 | LOS A | 0.1 | 0.9 | 0.22 | 0.56 | 0.22 | 45.4 |
| 9 | R2 | 15 | 2.0 | 16 | 2.0 | 0.036 | 6.2 | LOS A | 0.1 | 0.9 | 0.22 | 0.56 | 0.22 | 44.2 |
| Approach | | 52 | 2.0 | 55 | 2.0 | 0.036 | 5.9 | LOS A | 0.1 | 0.9 | 0.22 | 0.56 | 0.22 | 44.9 |
| West: National Cct - W | | | | | | | | | | | | | | |
| 10 | L2 | 1 | 2.0 | 1 | 2.0 | 0.084 | 5.8 | LOS A | 0.1 | 0.9 | 0.07 | 0.08 | 0.07 | 53.6 |
| 11 | T1 | 133 | 5.0 | 140 | 5.0 | 0.084 | 0.0 | LOS A | 0.1 | 0.9 | 0.07 | 0.08 | 0.07 | 57.6 |
| 12 | R2 | 19 | 2.0 | 20 | 2.0 | 0.084 | 5.8 | LOS A | 0.1 | 0.9 | 0.07 | 0.08 | 0.07 | 52.2 |
| Approach | | 153 | 4.6 | 161 | 4.6 | 0.084 | 0.8 | NA | 0.1 | 0.9 | 0.07 | 0.08 | 0.07 | 56.9 |
| All Vehicles | | 453 | 3.4 | 477 | 3.4 | 0.106 | 3.2 | NA | 0.4 | 2.5 | 0.10 | 0.32 | 0.10 | 50.6 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# LANE SUMMARY

## Site: 101 [National Cct / Franklin St - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Franklin St - S | | | | | | | | | | | | | |
| Lane 1 | 142 | 2.0 | 1345 | 0.106 | 100 | 6.0 | LOS A | 0.4 | 2.5 | Full | 200 | 0.0 | 0.0 |
| Approach | 142 | 2.0 | | 0.106 | | 6.0 | LOS A | 0.4 | 2.5 | | | | |
| East: National Cct - E | | | | | | | | | | | | | |
| Lane 1 | 119 | 3.9 | 1870 | 0.064 | 100 | 2.0 | LOS A | 0.0 | 0.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 119 | 3.9 | | 0.064 | | 2.0 | NA | 0.0 | 0.1 | | | | |
| North: Franklin St - N | | | | | | | | | | | | | |
| Lane 1 | 55 | 2.0 | 1503 | 0.036 | 100 | 5.9 | LOS A | 0.1 | 0.9 | Full | 200 | 0.0 | 0.0 |
| Approach | 55 | 2.0 | | 0.036 | | 5.9 | LOS A | 0.1 | 0.9 | | | | |
| West: National Cct - W | | | | | | | | | | | | | |
| Lane 1 | 161 | 4.6 | 1911 | 0.084 | 100 | 0.8 | LOS A | 0.1 | 0.9 | Full | 200 | 0.0 | 0.0 |
| Approach | 161 | 4.6 | | 0.084 | | 0.8 | NA | 0.1 | 0.9 | | | | |
| Intersection | 477 | 3.4 | | 0.106 | | 3.2 | NA | 0.4 | 2.5 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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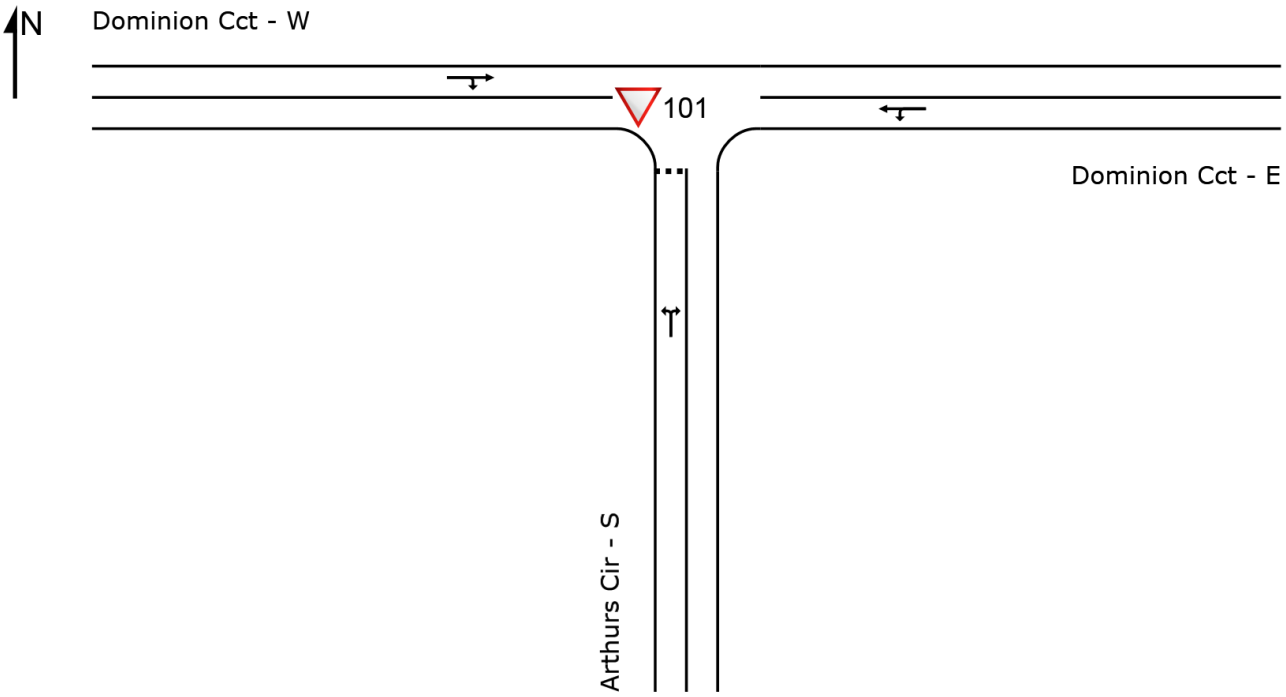
# SITE LAYOUT

## Site: 101 [Dominion Cct / Arthurs Cir - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:32:50 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [Dominion Cct / Arthurs Cir - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Arthurs Cir - S | | | | | | | | | | | | | | |
| 1 | L2 | 120 | 2.0 | 126 | 2.0 | 0.080 | 4.1 | LOS A | 0.4 | 2.5 | 0.17 | 0.53 | 0.17 | 42.8 |
| 3 | R2 | 20 | 2.0 | 21 | 2.0 | 0.080 | 4.2 | LOS A | 0.4 | 2.5 | 0.17 | 0.53 | 0.17 | 41.5 |
| Approach | | 140 | 2.0 | 147 | 2.0 | 0.080 | 4.1 | LOS A | 0.4 | 2.5 | 0.17 | 0.53 | 0.17 | 42.6 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 8 | 2.0 | 8 | 2.0 | 0.053 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 50.7 |
| 5 | T1 | 88 | 2.0 | 93 | 2.0 | 0.053 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 58.9 |
| Approach | | 96 | 2.0 | 101 | 2.0 | 0.053 | 0.5 | NA | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 58.4 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 11 | T1 | 105 | 2.0 | 111 | 2.0 | 0.097 | 0.2 | LOS A | 0.4 | 2.9 | 0.17 | 0.25 | 0.17 | 53.4 |
| 12 | R2 | 79 | 2.0 | 83 | 2.0 | 0.097 | 5.7 | LOS A | 0.4 | 2.9 | 0.17 | 0.25 | 0.17 | 43.8 |
| Approach | | 184 | 2.0 | 194 | 2.0 | 0.097 | 2.5 | NA | 0.4 | 2.9 | 0.17 | 0.25 | 0.17 | 49.9 |
| All Vehicles | | 420 | 2.0 | 442 | 2.0 | 0.097 | 2.6 | NA | 0.4 | 2.9 | 0.13 | 0.29 | 0.13 | 49.6 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# LANE SUMMARY

## Site: 101 [Dominion Cct / Arthurs Cir - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Arthurs Cir - S | | | | | | | | | | | | | |
| Lane 1 | 147 | 2.0 | 1831 | 0.080 | 100 | 4.1 | LOS A | 0.4 | 2.5 | Full | 50 | 0.0 | 0.0 |
| Approach | 147 | 2.0 | | 0.080 | | 4.1 | LOS A | 0.4 | 2.5 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 101 | 2.0 | 1917 | 0.053 | 100 | 0.5 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 101 | 2.0 | | 0.053 | | 0.5 | NA | 0.0 | 0.0 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 194 | 2.0 | 2004 | 0.097 | 100 | 2.5 | LOS A | 0.4 | 2.9 | Full | 200 | 0.0 | 0.0 |
| Approach | 194 | 2.0 | | 0.097 | | 2.5 | NA | 0.4 | 2.9 | | | | |
| Intersection | 442 | 2.0 | | 0.097 | | 2.6 | NA | 0.4 | 2.9 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [Dominion Cct / Arthurs Cir - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Arthurs Cir - S | | | | | | | | | | | | | | |
| 1 | L2 | 48 | 2.0 | 51 | 2.0 | 0.028 | 4.1 | LOS A | 0.1 | 0.9 | 0.16 | 0.51 | 0.16 | 42.9 |
| 3 | R2 | 3 | 2.0 | 3 | 2.0 | 0.028 | 4.0 | LOS A | 0.1 | 0.9 | 0.16 | 0.51 | 0.16 | 41.6 |
| Approach | | 51 | 2.0 | 54 | 2.0 | 0.028 | 4.1 | LOS A | 0.1 | 0.9 | 0.16 | 0.51 | 0.16 | 42.8 |
| East: Dominion Cct - E | | | | | | | | | | | | | | |
| 4 | L2 | 7 | 2.0 | 7 | 2.0 | 0.044 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 50.7 |
| 5 | T1 | 73 | 2.0 | 77 | 2.0 | 0.044 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 58.8 |
| Approach | | 80 | 2.0 | 84 | 2.0 | 0.044 | 0.5 | NA | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 58.3 |
| West: Dominion Cct - W | | | | | | | | | | | | | | |
| 11 | T1 | 72 | 2.0 | 76 | 2.0 | 0.058 | 0.1 | LOS A | 0.2 | 1.4 | 0.13 | 0.20 | 0.13 | 54.7 |
| 12 | R2 | 37 | 2.0 | 39 | 2.0 | 0.058 | 5.7 | LOS A | 0.2 | 1.4 | 0.13 | 0.20 | 0.13 | 45.2 |
| Approach | | 109 | 2.0 | 115 | 2.0 | 0.058 | 2.0 | NA | 0.2 | 1.4 | 0.13 | 0.20 | 0.13 | 52.0 |
| All Vehicles | | 240 | 2.0 | 253 | 2.0 | 0.058 | 1.9 | NA | 0.2 | 1.4 | 0.09 | 0.22 | 0.09 | 52.3 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# LANE SUMMARY

## Site: 101 [Dominion Cct / Arthurs Cir - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Arthurs Cir - S | | | | | | | | | | | | | |
| Lane 1 | 54 | 2.0 | 1930 | 0.028 | 100 | 4.1 | LOS A | 0.1 | 0.9 | Full | 50 | 0.0 | 0.0 |
| Approach | 54 | 2.0 | | 0.028 | | 4.1 | LOS A | 0.1 | 0.9 | | | | |
| East: Dominion Cct - E | | | | | | | | | | | | | |
| Lane 1 | 84 | 2.0 | 1916 | 0.044 | 100 | 0.5 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 84 | 2.0 | | 0.044 | | 0.5 | NA | 0.0 | 0.0 | | | | |
| West: Dominion Cct - W | | | | | | | | | | | | | |
| Lane 1 | 115 | 2.0 | 1992 | 0.058 | 100 | 2.0 | LOS A | 0.2 | 1.4 | Full | 200 | 0.0 | 0.0 |
| Approach | 115 | 2.0 | | 0.058 | | 2.0 | NA | 0.2 | 1.4 | | | | |
| Intersection | 253 | 2.0 | | 0.058 | | 1.9 | NA | 0.2 | 1.4 | | | | |

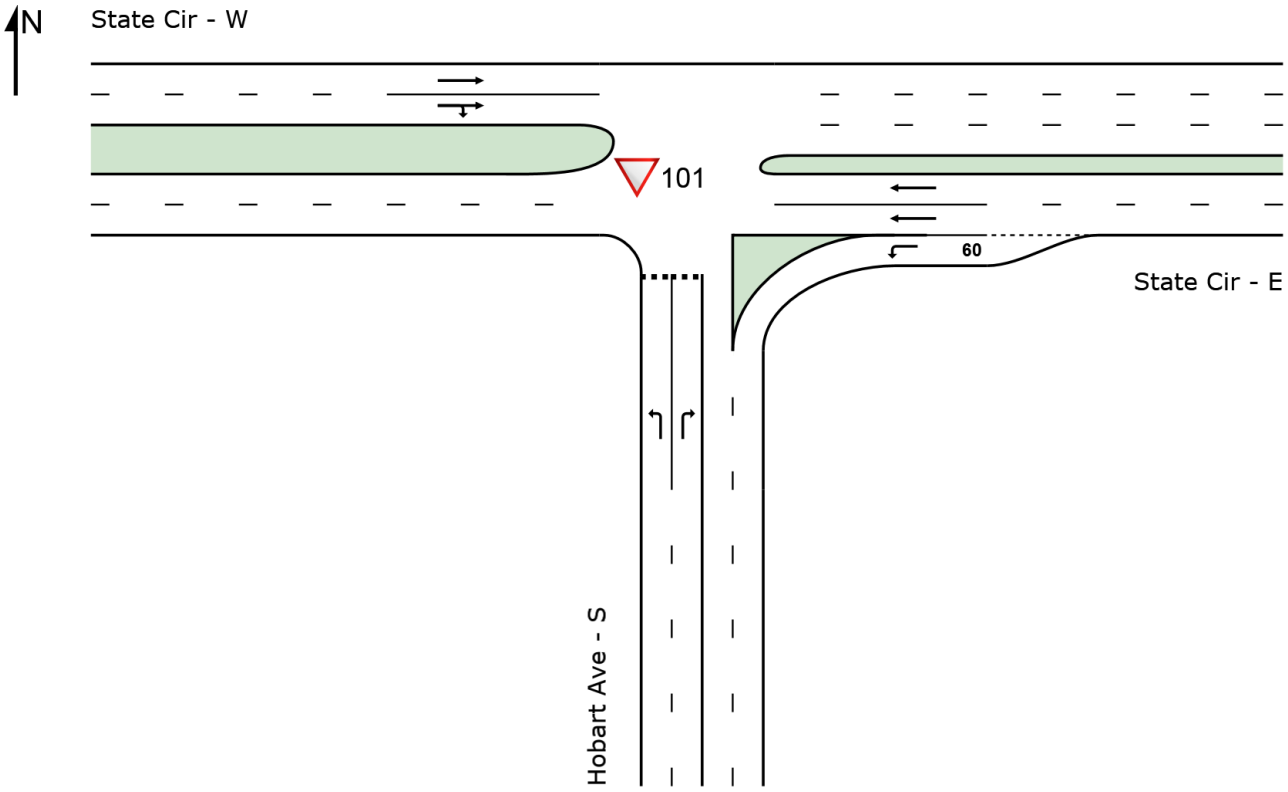
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [State Cir / Hobart Ave - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: INDESCO | Licence: NETWORK / 1PC | Created: Thursday, August 26, 2021 6:33:06 PM
Project: C:\Users\ir\Dropbox\My PC (DESKTOP-01H8MP4)\Desktop\Indesco\8336 Forrest Section 19 Block 9\SIDRA\8336 Forrest Section 19 Block 9.sip9

# MOVEMENT SUMMARY

## Site: 101 [State Cir / Hobart Ave - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Hobart Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 342 | 2.0 | 360 | 2.0 | 0.305 | 7.1 | LOS A | 1.4 | 10.2 | 0.46 | 0.68 | 0.46 | 43.6 |
| 3 | R2 | 70 | 2.0 | 74 | 2.0 | 0.107 | 10.9 | LOS A | 0.4 | 2.6 | 0.83 | 0.92 | 0.83 | 40.0 |
| Approach | | 412 | 2.0 | 434 | 2.0 | 0.305 | 7.8 | LOS A | 1.4 | 10.2 | 0.53 | 0.72 | 0.53 | 42.9 |
| East: State Cir - E | | | | | | | | | | | | | | |
| 4 | L2 | 248 | 2.0 | 261 | 2.0 | 0.143 | 6.7 | LOS A | 0.0 | 0.0 | 0.00 | 0.57 | 0.00 | 51.5 |
| 5 | T1 | 635 | 5.0 | 668 | 5.0 | 0.177 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 69.9 |
| Approach | | 883 | 4.2 | 929 | 4.2 | 0.177 | 1.9 | NA | 0.0 | 0.0 | 0.00 | 0.16 | 0.00 | 63.4 |
| West: State Cir - W | | | | | | | | | | | | | | |
| 11 | T1 | 1204 | 5.0 | 1267 | 5.0 | 0.526 | 1.5 | LOS A | 5.2 | 37.2 | 0.16 | 0.11 | 0.25 | 63.4 |
| 12 | R2 | 248 | 2.0 | 261 | 2.0 | 0.526 | 13.8 | LOS A | 5.2 | 37.2 | 0.72 | 0.51 | 1.15 | 43.6 |
| Approach | | 1452 | 4.5 | 1528 | 4.5 | 0.526 | 3.6 | NA | 5.2 | 37.2 | 0.25 | 0.18 | 0.40 | 58.8 |
| All Vehicles | | 2747 | 4.0 | 2892 | 4.0 | 0.526 | 3.7 | NA | 5.2 | 37.2 | 0.21 | 0.25 | 0.29 | 57.0 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# LANE SUMMARY

## Site: 101 [State Cir / Hobart Ave - 2031 Post Dev - AM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Hobart Ave - S | | | | | | | | | | | | | |
| Lane 1 | 360 | 2.0 | 1180 | 0.305 | 100 | 7.1 | LOS A | 1.4 | 10.2 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 74 | 2.0 | 690 | 0.107 | 100 | 10.9 | LOS A | 0.4 | 2.6 | Full | 200 | 0.0 | 0.0 |
| Approach | 434 | 2.0 | | 0.305 | | 7.8 | LOS A | 1.4 | 10.2 | | | | |
| East: State Cir - E | | | | | | | | | | | | | |
| Lane 1 | 261 | 2.0 | 1831 | 0.143 | 100 | 6.7 | LOS A | 0.0 | 0.0 | Short | 60 | 0.0 | NA |
| Lane 2 | 334 | 5.0 | 1889 | 0.177 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 3 | 334 | 5.0 | 1889 | 0.177 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 929 | 4.2 | | 0.177 | | 1.9 | NA | 0.0 | 0.0 | | | | |
| West: State Cir - W | | | | | | | | | | | | | |
| Lane 1 | 994 | 5.0 | 1889 | 0.526 | 100 | 0.1 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 534 | 3.5 | 1016 | 0.526 | 100 | 10.0 | LOS A | 5.2 | 37.2 | Full | 200 | 0.0 | 0.0 |
| Approach | 1528 | 4.5 | | 0.526 | | 3.6 | NA | 5.2 | 37.2 | | | | |
| Intersection | 2892 | 4.0 | | 0.526 | | 3.7 | NA | 5.2 | 37.2 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [State Cir / Hobart Ave - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Hobart Ave - S | | | | | | | | | | | | | | |
| 1 | L2 | 212 | 2.0 | 223 | 2.0 | 0.211 | 7.5 | LOS A | 0.9 | 6.4 | 0.49 | 0.71 | 0.49 | 43.5 |
| 3 | R2 | 43 | 2.0 | 45 | 2.0 | 0.031 | 7.6 | LOS A | 0.1 | 0.9 | 0.62 | 0.74 | 0.62 | 43.1 |
| Approach | | 255 | 2.0 | 268 | 2.0 | 0.211 | 7.5 | LOS A | 0.9 | 6.4 | 0.51 | 0.72 | 0.51 | 43.4 |
| East: State Cir - E | | | | | | | | | | | | | | |
| 4 | L2 | 201 | 2.0 | 212 | 2.0 | 0.116 | 6.7 | LOS A | 0.0 | 0.0 | 0.00 | 0.57 | 0.00 | 51.5 |
| 5 | T1 | 823 | 5.0 | 866 | 5.0 | 0.229 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 69.9 |
| Approach | | 1024 | 4.4 | 1078 | 4.4 | 0.229 | 1.3 | NA | 0.0 | 0.0 | 0.00 | 0.11 | 0.00 | 65.2 |
| West: State Cir - W | | | | | | | | | | | | | | |
| 11 | T1 | 613 | 5.0 | 645 | 5.0 | 0.227 | 1.3 | LOS A | 1.4 | 10.2 | 0.16 | 0.06 | 0.17 | 64.0 |
| 12 | R2 | 57 | 2.0 | 60 | 2.0 | 0.227 | 13.6 | LOS A | 1.4 | 10.2 | 0.47 | 0.18 | 0.51 | 49.6 |
| Approach | | 670 | 4.7 | 705 | 4.7 | 0.227 | 2.3 | NA | 1.4 | 10.2 | 0.18 | 0.07 | 0.20 | 62.5 |
| All Vehicles | | 1949 | 4.2 | 2052 | 4.2 | 0.229 | 2.5 | NA | 1.4 | 10.2 | 0.13 | 0.18 | 0.14 | 60.3 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# LANE SUMMARY

## Site: 101 [State Cir / Hobart Ave - 2031 Post Dev - PM (Site Folder: 2031-Post-Dev)]

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

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Hobart Ave - S | | | | | | | | | | | | | |
| Lane 1 | 223 | 2.0 | 1056 | 0.211 | 100 | 7.5 | LOS A | 0.9 | 6.4 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 45 | 2.0 | 1441 | 0.031 | 100 | 7.6 | LOS A | 0.1 | 0.9 | Full | 200 | 0.0 | 0.0 |
| Approach | 268 | 2.0 | | 0.211 | | 7.5 | LOS A | 0.9 | 6.4 | | | | |
| East: State Cir - E | | | | | | | | | | | | | |
| Lane 1 | 212 | 2.0 | 1831 | 0.116 | 100 | 6.7 | LOS A | 0.0 | 0.0 | Short | 60 | 0.0 | NA |
| Lane 2 | 433 | 5.0 | 1889 | 0.229 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 3 | 433 | 5.0 | 1889 | 0.229 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Approach | 1078 | 4.4 | | 0.229 | | 1.3 | NA | 0.0 | 0.0 | | | | |
| West: State Cir - W | | | | | | | | | | | | | |
| Lane 1 | 428 | 5.0 | 1889 | 0.227 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 200 | 0.0 | 0.0 |
| Lane 2 | 277 | 4.4 | 1222 | 0.227 | 100 | 5.9 | LOS A | 1.4 | 10.2 | Full | 200 | 0.0 | 0.0 |
| Approach | 705 | 4.7 | | 0.227 | | 2.3 | NA | 1.4 | 10.2 | | | | |
| Intersection | 2052 | 4.2 | | 0.229 | | 2.5 | NA | 1.4 | 10.2 | | | | |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.