

Traffix Group

Transport Impact Assessment

Proposed Planning Scheme Amendment

76-156 Canterbury Road East & 785-805 Princes
Highway, Lara

Prepared for
Lara Farms Pty Ltd

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G33105R-03B

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1. Introduction

Traffix Group has been engaged by Lara Farms Pty Ltd to undertake a Transport Impact Assessment (TIA) for a proposal to rezone the land at 76-156 Canterbury Road East & 785-805 Princes Highway, Lara.

Lara Farms Pty Ltd previously lodged an application to rezone the subject land with Council mid-2022. This report supports an updated request for a Planning Scheme Amendment to rezone the land and apply the necessary overlays to guide future development.

We have had regard to the following key documentation in undertaking this traffic impact assessment:

- Transport Impact Assessment, prepared by Ratio Consultants (version F01, dated 24th May, 2022). This document is referred to as the 'Ratio Report' throughout this report.
- Planning Report, prepared by Tract (dated May, 2022)
- City of Greater Geelong – Internal Referral Comments.
- Lara Structure Plan, prepared by the City of Greater Geelong (adopted April, 2011).
- Illustrative Framework Plan, prepared by Tract (dated October, 2024).
- City of Greater Geelong Settlement Strategy (dated August, 2020).
- Lara Traffic Management Plan (2019-2029).

2. Proposed Planning Scheme Amendment

The subject land is known as 76-156 Canterbury Road East & 785-805 Princes Highway, Lara. The proposal is to rezone the site from Farming Zone (FZ) to General Residential Zone (GRZ) and to insert a new Schedule to Clause 43.04 Development Plan Overlay to the land affected by the amendment to guide future land use and development outcomes.

2.1. Proposed Development Plan Overlay

The proposed schedule to the Development Plan Overlay (DPO 46) details the following objectives to facilitate appropriate development of the site, with the traffic related objectives highlighted below:

- *To generally implement the South East Lara Framework Plan as attached to this schedule and facilitate the orderly and integrated residential development of the area.*
- ***To create a safe and integrated road network that avoids excessive road connections on to Canterbury Road East.***
- ***To provide a shared pathway network and links that establish safe and interconnected walking and cycling routes.***
- *To ensure the park is conveniently connected to linear open space adjoining the southern boundary of the growth area.*
- *To ensure best practice stormwater management and water quality treatment to prevent any adverse impact on downstream areas.*

2.2. Proposed Framework Plan

Tract has prepared a Framework Plan for the south-east Lara area (subject land) which details the indicative road access locations, and locations suitable for development. The full plan is attached at Appendix A of this report, with an extract provided in the figure below.

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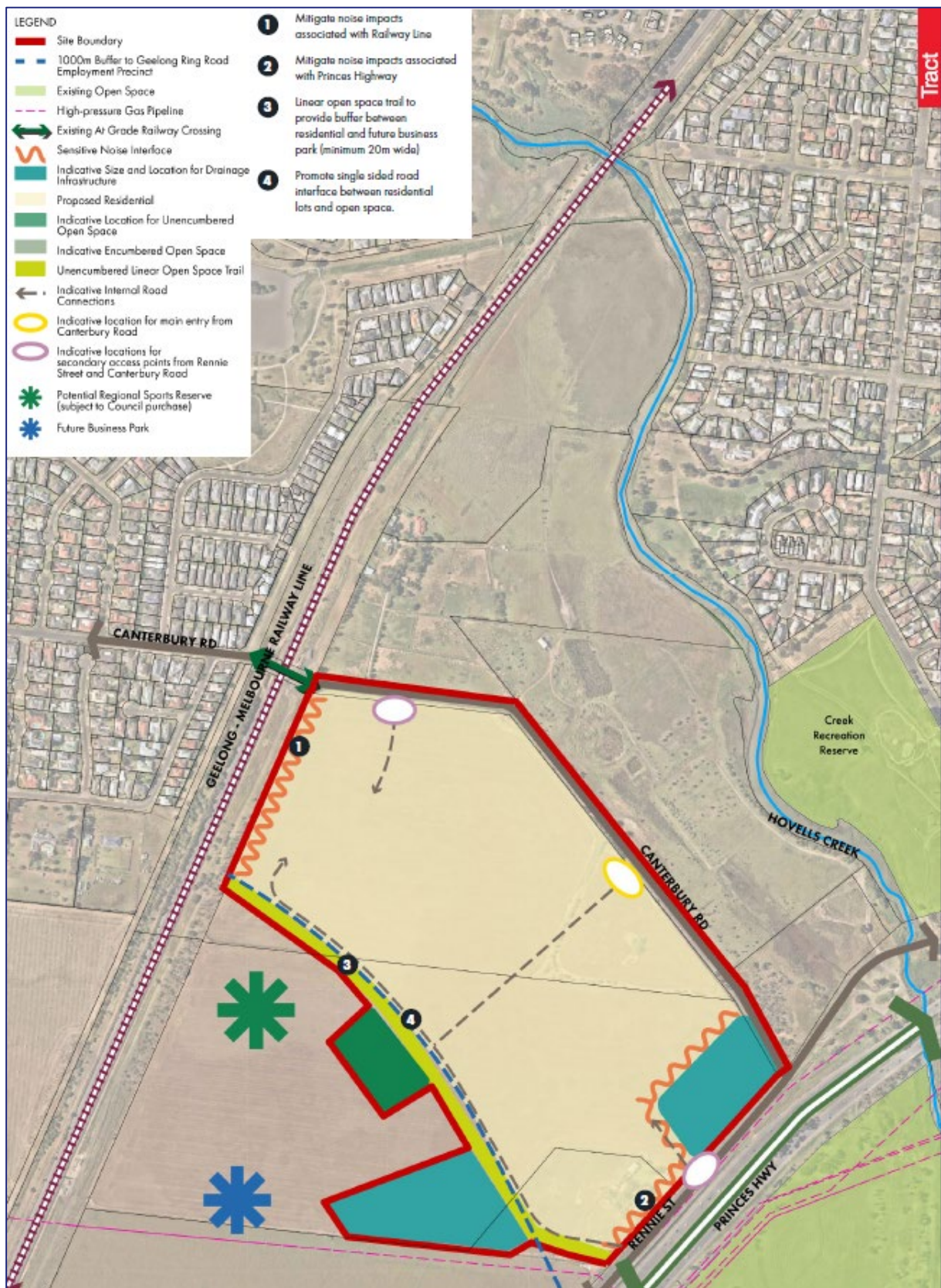


Figure 1: South-East Lara Framework Plan (Tract – June, 2024)

2.3. Indicative Development Yield

The rezoning is based on the following development yield and assumptions:

- A total of 666 residential lots. The site may ultimately include a proportion of medium density lots. These uses would be at the expense of residential lots and a changing of the development yield would not make a material difference to the traffic generation overall.

The exact development schedule will be determined at the application stage. However our adoption of 666 standard residential lots is reasonable at this stage.

- An unencumbered public open space is provided within the site.
- Drainage infrastructure located in the eastern corner of the site and within the southern portion of the site.

2.4. Vehicle Access

The site is proposed with vehicle access to the external road network at the following locations (the numbering follows through to the figure and throughout the remainder of the report):

- (1) Primary vehicle access to Canterbury Road East, at the approximate mid-point of the site.
- (2) Secondary vehicle access to Canterbury Road East, approximately 200m east of the level crossing of the rail line.
- (3) Secondary vehicle access to Rennie Street, approximately 200m south-west of Canterbury Road East.

A through vehicle connection to the site to the south will also be provided providing access into a possible regional sports reserve. The vehicle access locations are detailed in the figure below.

2.5. Shared Path Connections

A shared path connection could be provided within the 'Linear Open Space Trail' along the southern boundary of the site.

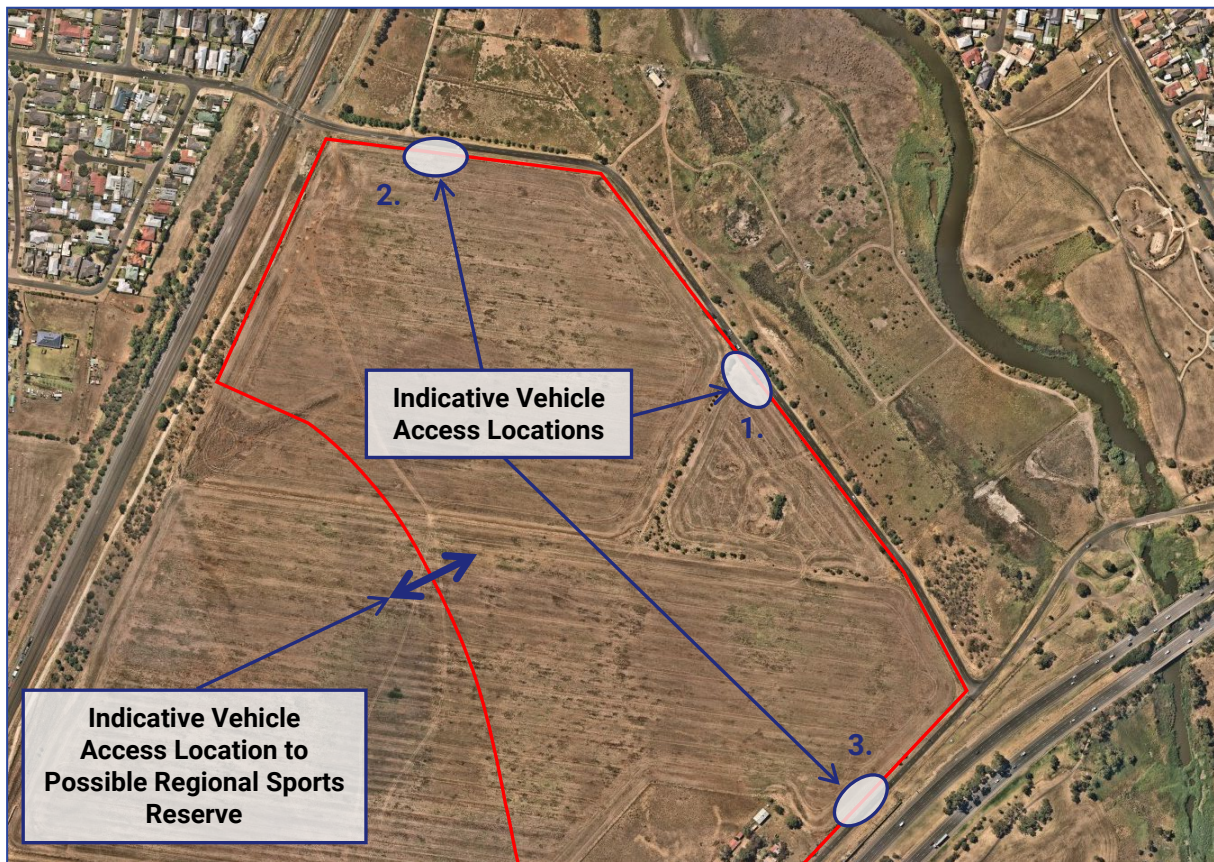


Figure 2: Indicative Vehicle Access Locations (Source: Nearmap)

2.5.1. Land Parcel North of the Site

The Lara Structure Plan, prepared by the City of Greater Geelong (adopted April, 2011) sets out the strategic framework for the future planning and development of the township.

The parcel of land opposite the subject site, north of Canterbury Road East (95 & 101-145 Canterbury Road East), is also identified as a 'conventional residential' area. We understand that the northern parcel of land could have a development yield of up to 134 residential lots, but is subject to its own strategic planning process separate to Amendment C444.

3. Existing Conditions

3.1. Subject Site

The subject site comprises of the following properties:

- 76-156 Canterbury Road East
- Part of 785-805 Princes Highway
- Part of 705-775 Princes Highway

The subject land is bound by the train line to the west, Rennie Street to the west, Canterbury Road East to the north and the 1,000m buffer distance to the Geelong Ring Road and

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Employment Precinct (GRREP) to the south. A locality plan and aerial photograph are provided at Figure 3 and Figure 4.

The site is currently used for farming purposes, with a dwelling and minor outbuildings provided across the land parcel.

Vehicle access is currently provided via a single access point to Rennie Street.

The site is currently zoned Farming Zone (FZ). A land use zoning map is provided at Figure 5.

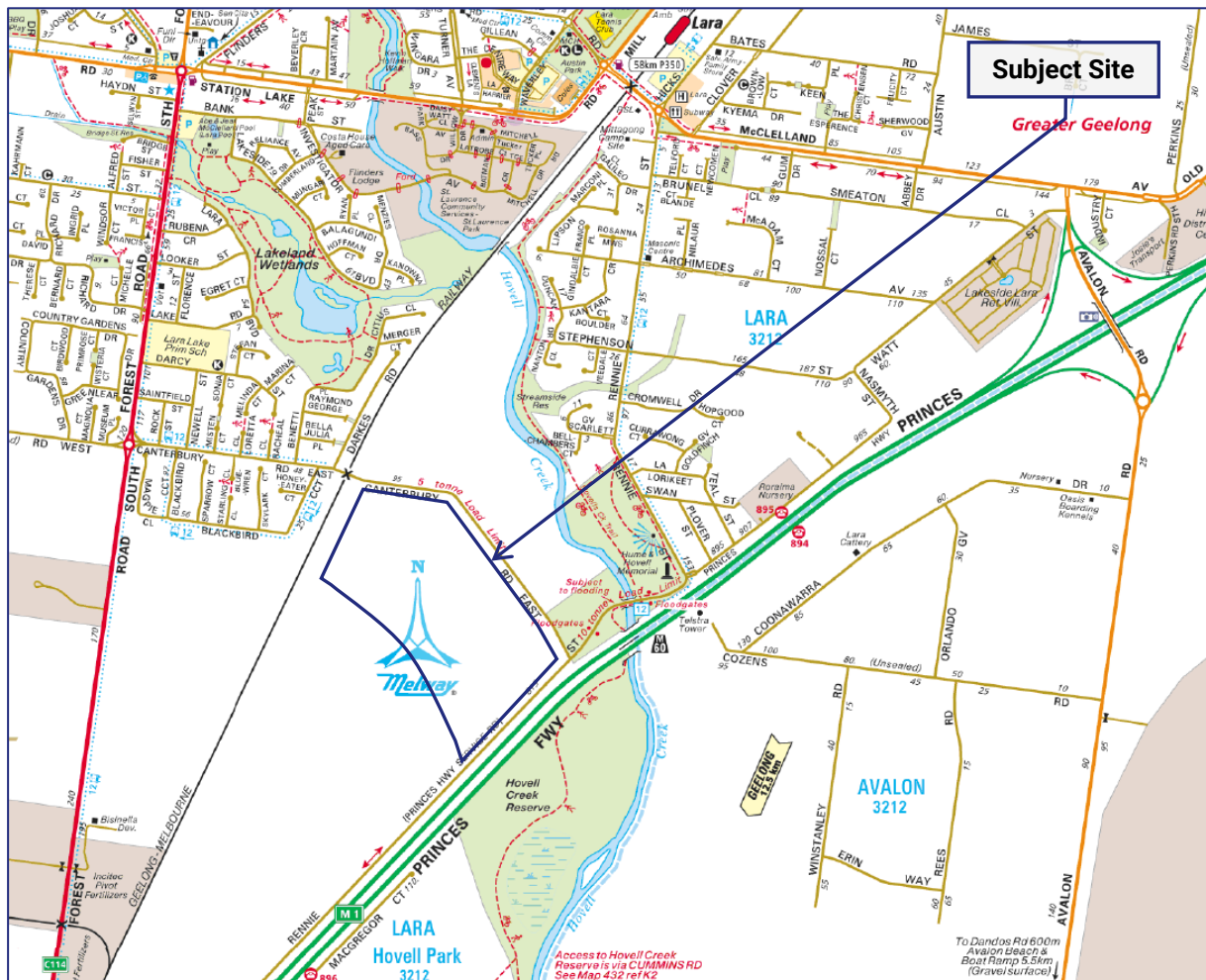


Figure 3: Locality Plan (Source: Melway)



Figure 4: Aerial Photograph (Source: Nearmap)

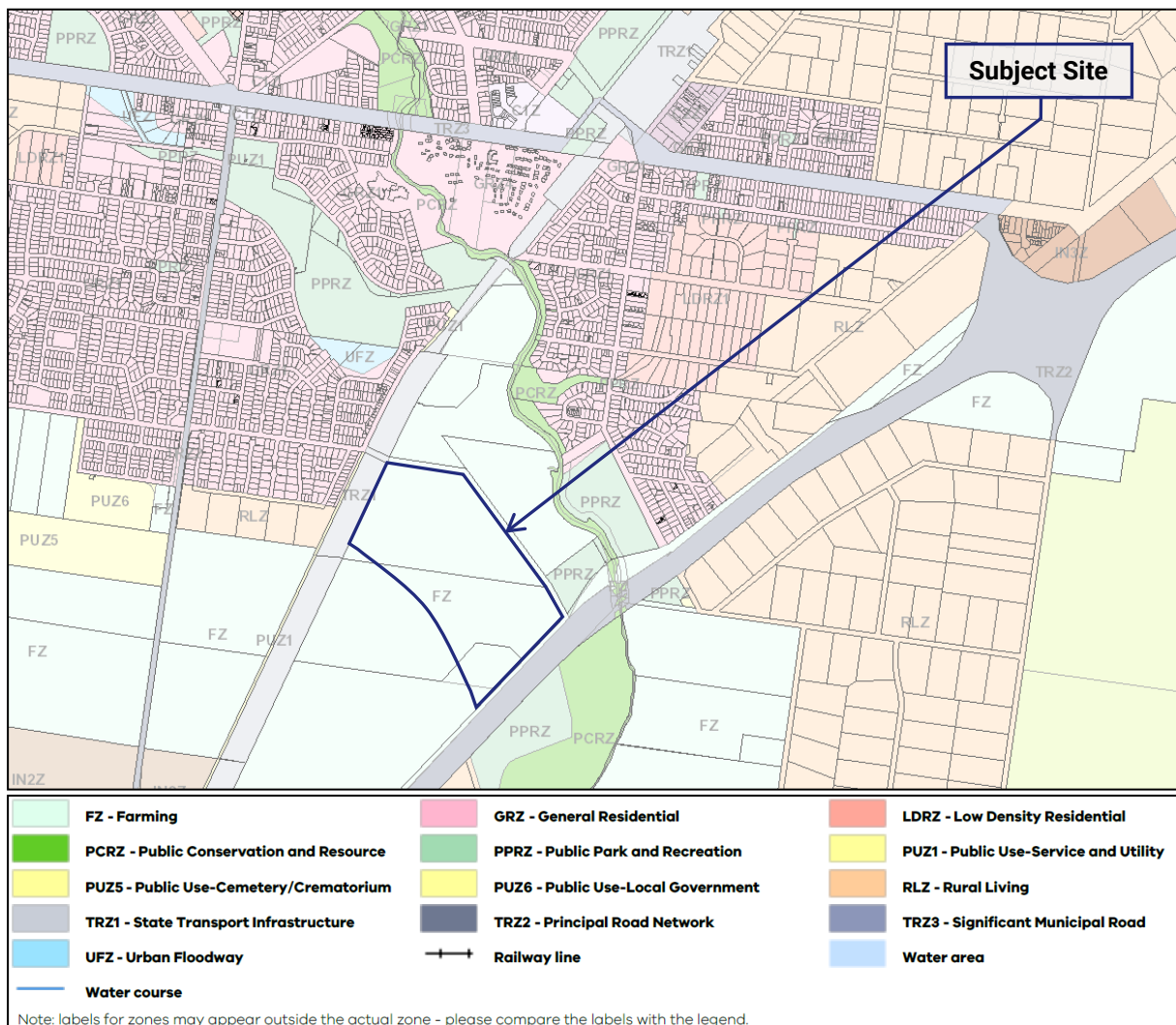


Figure 5: Land Use Zoning Map (Source: Planning Schemes Online)

3.2. Lara Structure Plan

The Lara Structure Plan, prepared by the City of Greater Geelong (adopted April, 2011) sets out the strategic framework for the future planning and development of the township.

The following figure details the Structure Plan, which identifies the subject land as a 'conventional residential' area.

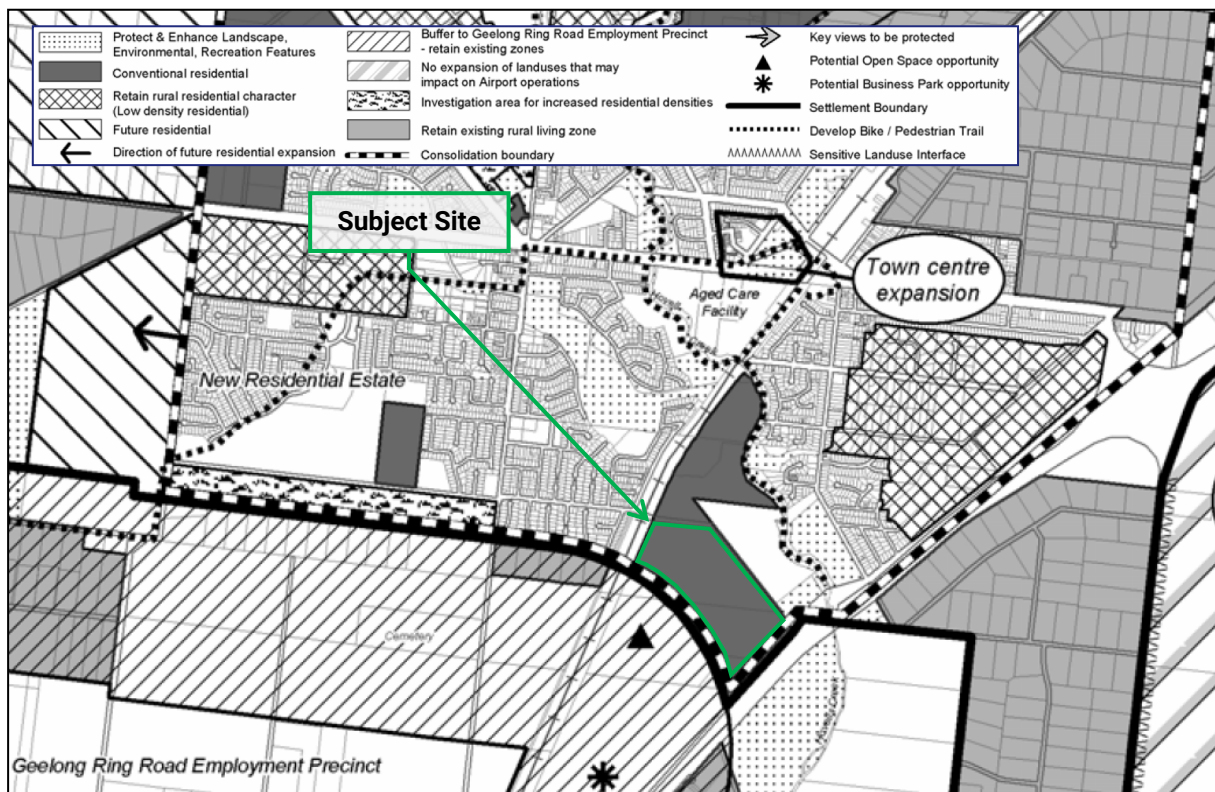


Figure 6: Lara Structure Plan

The Structure Plan sets out the following in terms of achieving development on the subject land:

76-156, 705-775 & 785-805 Canterbury Road East

This is an area of high ground between Hovells Creek, the Princes Highway and the Melbourne-Geelong Railway line. It is currently undeveloped rural land zoned Farming Zone.

The land offers good opportunities for residential development provided such development is located outside the 100 year flood extent with minimum floor levels set above the adjacent flood level with an appropriate freeboard or safety margin. As this area is adjacent to Hovells Creek, best practice stormwater quality management needs to be installed as part of any subdivision to ensure that there is minimal impact on the Creek downstream to Limeburners Bay.

The south west corner of the site is located within the 1000 metre buffer zone required for the Heales Road Industrial Estate. It is not recommended the area within the buffer be rezoned for residential purposes. There is an opportunity to investigate non-sensitive land uses on the balance of this site which will not compromise the buffer to Heales Road. Uses could include a sporting facility (as identified in the Structure Plan) or a potential Business Park on the southern most portion of the site adjacent to the Heales Road Industrial Estate.

It is recommended that this site be rezoned from Farming Zone to Residential 1 Zone subject to a Development Plan Overlay or approved subdivision plan to address development issues such as storm water management, open space, movement

network, infrastructure provision, subdivision layout and interface to the railway line and Hovells Creek reserve.

The Structure Plan sets out a number of items within a Transport Management Plan located within close proximity to the subject site, including the following items within immediate proximity to the subject site:

- Improve Level Crossing at Canterbury Road East – this is an outstanding matter, which is discussed at Section 4.7.4 and 4.7.5. We recommend that the level crossing be upgraded to include active gated controls on both sides of Canterbury Road East to facilitated pedestrians crossing the train line.
- Seal Road (Canterbury Road East along site boundary) – this has been completed. However, Canterbury Road East along site boundary will be upgraded to a Category 3 – Secondary Distributor road standard, consistent with the balance of Canterbury Road East, west of the train line
- Implement Off Ramp (from inbound lanes of Princes Freeway to Rennie St) – this is an outstanding matter, which would be a state-lead project. This is outside of what would be considered necessary to consider for a rezoning of this nature.

The following figure details the location of the above projects.

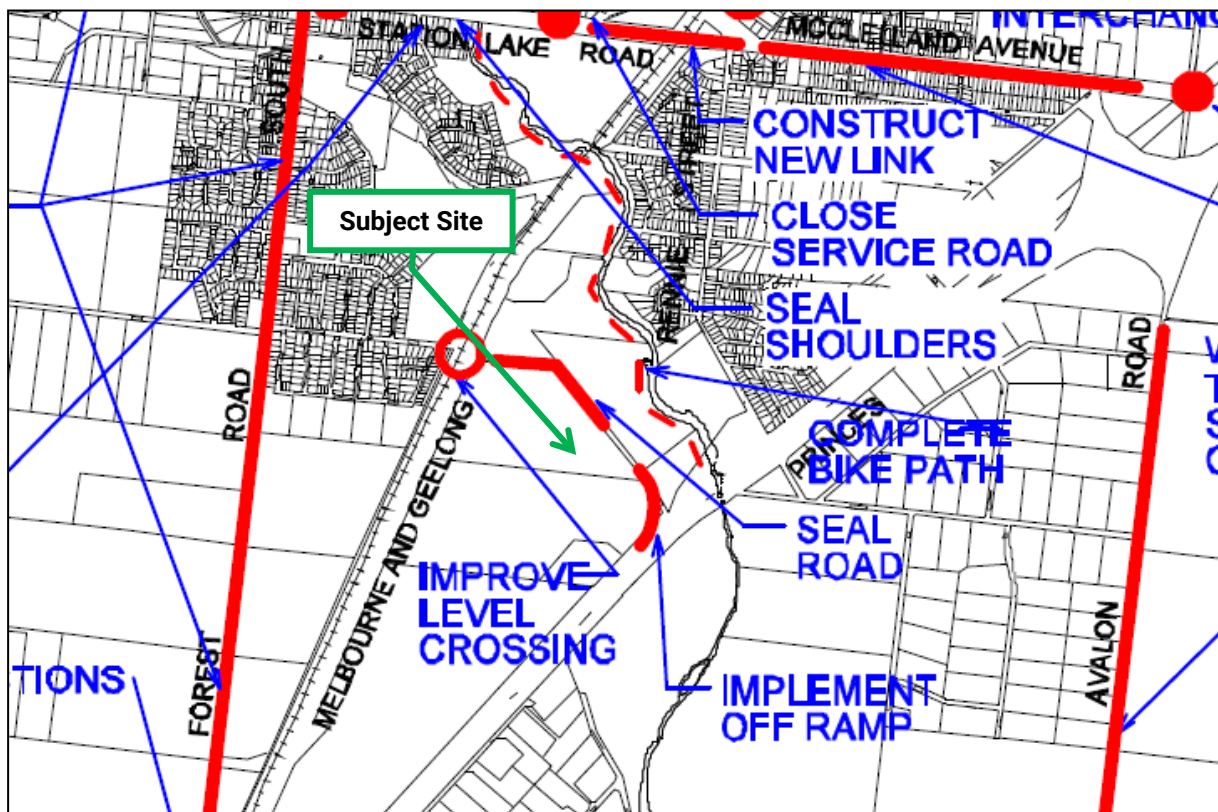


Figure 7: Transport Management Plan Extract (Lara Structure Plan, Map 3)

3.3. Lara Traffic Management Plan (2019-2039)

The Lara Traffic Management Plan (2019-2039) sets out a list of issues within an action plan. The list of items which are highly relevant to the subject site are provided within the following table.

Table 1: List of Action Plan Items

Issue	Description	Responsible Authority	Timing
<i>Request for a 'Rail Overpass or Underpass' at McClelland Ave level crossing to improve congestion and accessibility.</i>	<i>The Geelong to Melbourne rail corridor is reviewed as part of the Western Rail Plan [Geelong to Melbourne rail corridor improvements for fast rail & electrification]. Future plans for the existing level crossing are unknown at this stage. Department of Transport states that this crossing is not one of the 75 funded grade separation sites across the state.</i>	DTP/RRV	2024-2030
<i>Request to consider installing traffic calming in Canterbury Road West to reduce entering vehicle speeds to Forest Road South.</i>	<i>Investigated this intersection and have completed gathering data via 'traffic classier counts'. To identify most appropriate LATM treatment and then it would be listed in the Capital Works Program.</i>	CoGG	2024-2030
<i>Intersection - Forest Road South and Canterbury Road Request to review the roundabout at this intersection. This has become a high risk accident zone due to limited sight lines from Forest Road South.</i>	<i>To discuss improvements with Regional Roads Victoria.</i>	DTP/RRV	2019-2025
<i>Request to improve Hovells Creek shared path near Rennie St.</i>	<i>This requires further investigation and funding to implement rectification.</i>	CoGG	2019-2025

In addition to the above, in relation to the issue regarding a level crossing removal at McClelland Avenue, the Traffic Management Plan states:

A recurrent theme throughout 'The Lara Traffic Management Plan' engagement related to the rail crossing of McClelland Avenue. Concerns specifically related to the congestion and safety of pedestrians and vehicles at the railway crossing, condition of the road surface across the rail tracks and delays for emergency vehicles wanting to cross the rail line. The grade separation would improve traffic movements from Station Lake Road to McClelland Avenue.

- *During one of the community consultation sessions, Department of Transport discussed the grade separation (road over rail) issue with the community. The State Government's Level Crossing Removal Authority has this crossing listed on their 'top 300 sites for removal' and at the time of this Plan ranked 169 in Victoria.*
- *The Geelong to Melbourne rail corridor is being reviewed as part of the Western Rail Plan [Geelong to Melbourne rail corridor improvements for fast rail & electrification]. Future plans for the existing level crossing are unknown at this stage. This crossing is not one of the 75 funded grade separation sites across the state.*
- *The City will continue to advocate with the community to the State Government for the grade separation to be committed for delivery.*

Since the preparation of the of Lara Traffic Management Plan, no further updates have been made in terms of the level crossing removal at McClelland Avenue.

3.4. Transport Network

3.4.1. Road Network

Canterbury Road East bisects the site and extends between Forest Road South in the west and Rennie Street in the east.

East of the rail line (through the subject site), Canterbury Road East is classified as a 'Category 2 – Local Access – Urban' road under the City of Greater Geelong Register of Public Roads. Canterbury Road East has a 6.5m wide pavement width in this location, which facilitates a lane for traffic in each direction. Shoulders, on-street car parking and footpaths are not provided within this section of Canterbury Road East. A speed limit of 80km/h applies to Canterbury Road East, east of the rail line to Rennie Street.

Council's Road Management Plan provides the following description of a 'Category 2 – Local Access – Urban' road:

These carry only local traffic. The primary function is to provide access to private properties. Key features typically include:

- *Short distance travel to higher level roads*
- *One clear traffic lane (excluding parking)*
- *Less than 2,000 vehicles per day and 40 km/h target speed (or less)*

Canterbury Road East, west of the rail line is classified as a 'Category 3 – Secondary Distributor' road under the City of Greater Geelong Register of Public Roads. Canterbury Road East has a 9.7m wide pavement width in this location, which facilitates a lane for traffic in each direction and kerbside car parking on both sides. A footpath is provided on at least one side of Canterbury Road East between the rail line and Forest Road South. A speed limit of 60km/h applies to Canterbury Road East west of the rail line to Rennie Street.

Council's Road Management Plan provides the following description of a 'Category 3 – Secondary Distributor' road:

These carry significant volumes of traffic and provide access, by linking residential areas to arterial roads. They also provide links between the various collector roads. Key features typically include:

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- *Non-continuous connector (do not cross arterial roads)*
- *Limited through traffic (not promoted, or encouraged)*
- *Cater for, but may restrain, service and heavy vehicles*
- *Minimum two clear traffic lanes (excluding parking)*
- *3,000–5,000 vehicles per day and 60 km/h speed limit (or less)*

Photographs of Canterbury Road East, east and west of the rail line are provided below.



Figure 8: Canterbury Rd East - view west (east of rail line)



Figure 9: Canterbury Rd East - view east (east of rail line)



Figure 10: Canterbury Rd East - view west (west of rail line)



Figure 11: Canterbury Rd East - view east (west of rail line)

Rennie Street extends between the freeway interchange to the south-west of the site to McClelland Avenue in the north and extends along the south-east boundary of the subject site.

Rennie Street, south-west of the Hume and Hovell Memorial Monument is classified as a 'Category 3 – Collector Road Rural' road under the City of Greater Geelong Register of Public Roads. Rennie Street in this area generally has a 6.0-6.5m wide pavement width, which facilitates a lane for traffic in each direction. Shoulders, on-street car parking and footpaths are not provided within this section of Rennie Street. A speed limit of 60km/h applies to this

section of Rennie Street, up until the site's south-east boundary, where the speed limit changes to 100km/h.

Council's Road Management Plan provides the following description of a 'Category 3 – Collector Road Rural' road:

These carry moderate volumes of traffic and provide access, by linking local areas to link and arterial roads. They also provide links between the various collector roads. Key features typically include:

- *Non-continuous connector (do not cross arterial roads)*
- *Limited through traffic (not promoted, or encouraged)*
- *Cater for, but may restrain, service and heavy vehicles*
- *Minimum two clear traffic lanes (excluding parking)*

Rennie Street, north of the Hume and Hovell Memorial Monument is classified as a 'Category 3 – Secondary Distributor' road under the City of Greater Geelong Register of Public Roads. Rennie Street has a 10.4m wide pavement width in this location, which facilitates a lane for traffic in each direction and kerbside car parking on both sides. A footpath is provided on one side of Rennie Street. A speed limit of 60km/h applies to Rennie Street in this location.

Photographs of Rennie Street, north and south of Hume and Hovell Memorial Monument are provided below.



Figure 12: Rennie Street - view south-west (at subject site) Figure 13: Rennie Street - view north-east (at subject site)



Figure 14: Rennie Street - view south-west (at Hovell Creek) Figure 15: Rennie Street - view north-east (at Hovell Creek)



Figure 16: Rennie Street - view north

Figure 17: Rennie Street - view south

Forest Road South extends between Station Lake Road in the north (where it continues as Forest Road north) and the Princes Freeway interchange in the south.

Forest Road South, is located within a Transport Zone Category 2 under the Planning Scheme and is managed by the Department of Transport and Planning (DTP).

North of Canterbury Road East, Forest Road South provides for a lane for through traffic in each direction, a bicycle lane in each direction and a kerbside parking lane on the east side. Footpaths are provided on both sides of the road.

South of Canterbury Road East, Forest Road South provides for a lane for through traffic in each direction. No formal shoulders or footpaths are provided on either side of Forest Road South in this location.

Photographs of Forest Road South, north and south of Canterbury Road East are provided below.



Figure 18: Forest Road South – view north from (north of Canterbury Road East)



Figure 19: Forest Road South – view south from (north of Canterbury Road East)



Figure 20: Forest Road South – view north from (south of Canterbury Road East)



Figure 21: Forest Road South – view south from (south of Canterbury Road East)

3.4.2. Existing Traffic Conditions

Traffix Group undertook a series of traffic surveys, including turning movement counts and 7-day automatic tube counts at the following locations:

Turning Movement Counts

- Forest Road South/Canterbury Road East/Canterbury Road West,
- Canterbury Road East/Rennie Street,
- Rennie Street/Princes Freeway,
- Rennie Street/McClelland Avenue,
- Rennie Street/Nasmyth Street, and
- Watt Street/Avalon Road.

7-Day Automatic Tube Counts

- Forest Road South, north of Canterbury Road East,
- Forest Road South, south of Canterbury Road East,
- Canterbury Road East, east of Forest Road South,
- Canterbury Road East, east of railway line,
- Rennie Street, south of Canterbury Road East,
- Rennie Street, north of Canterbury Road East,
- Rennie Street, north of Nasmyth Street, and
- Rennie Street, south of McClelland Avenue.

The locations of the surveyed intersections are provided at Figure 22.

The turning movement counts were conducted on Wednesday 5th April, 2023 from 6am-10am and 2:30pm-7pm and the 7-day tube counts were conducted from Wednesday 29th March, 2023 to Tuesday 4th April, 2023.

Figure 23 summarises the peak hour traffic count data for the key intersections surrounding the site. The map provided is not to scale. The relevant peak hours for each of the intersections is provided on the figure.

Figure 24 presents a summary of the weekday average daily traffic volumes of key roads within the study area.

Figure 25 presents a summary of the peak hour pedestrian and cyclist movements at the key intersections surrounding the site.

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Figure 22: Surveyed Intersections

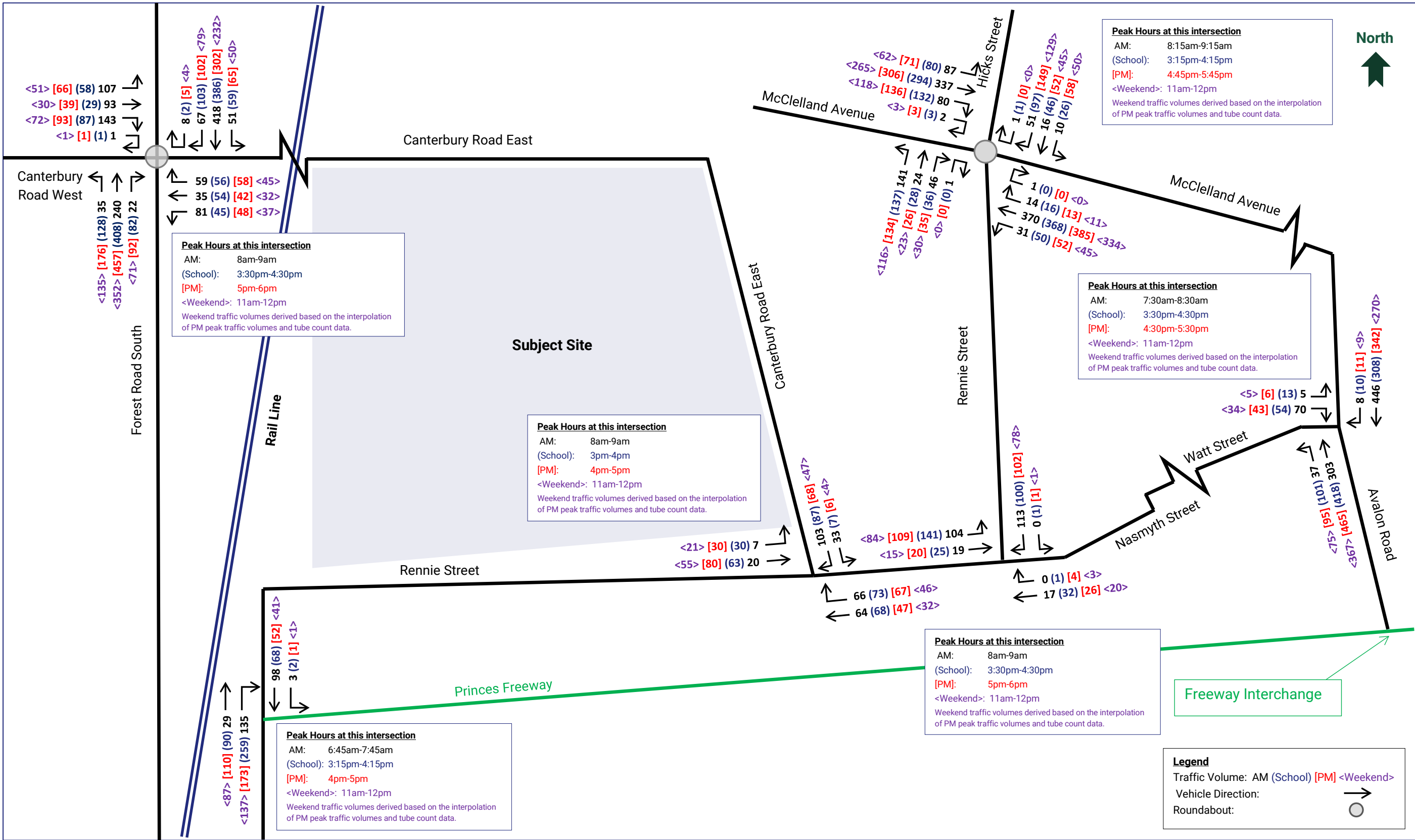


Figure 23: Existing Peak Hour Traffic Conditions (Wednesday 5th April, 2023)

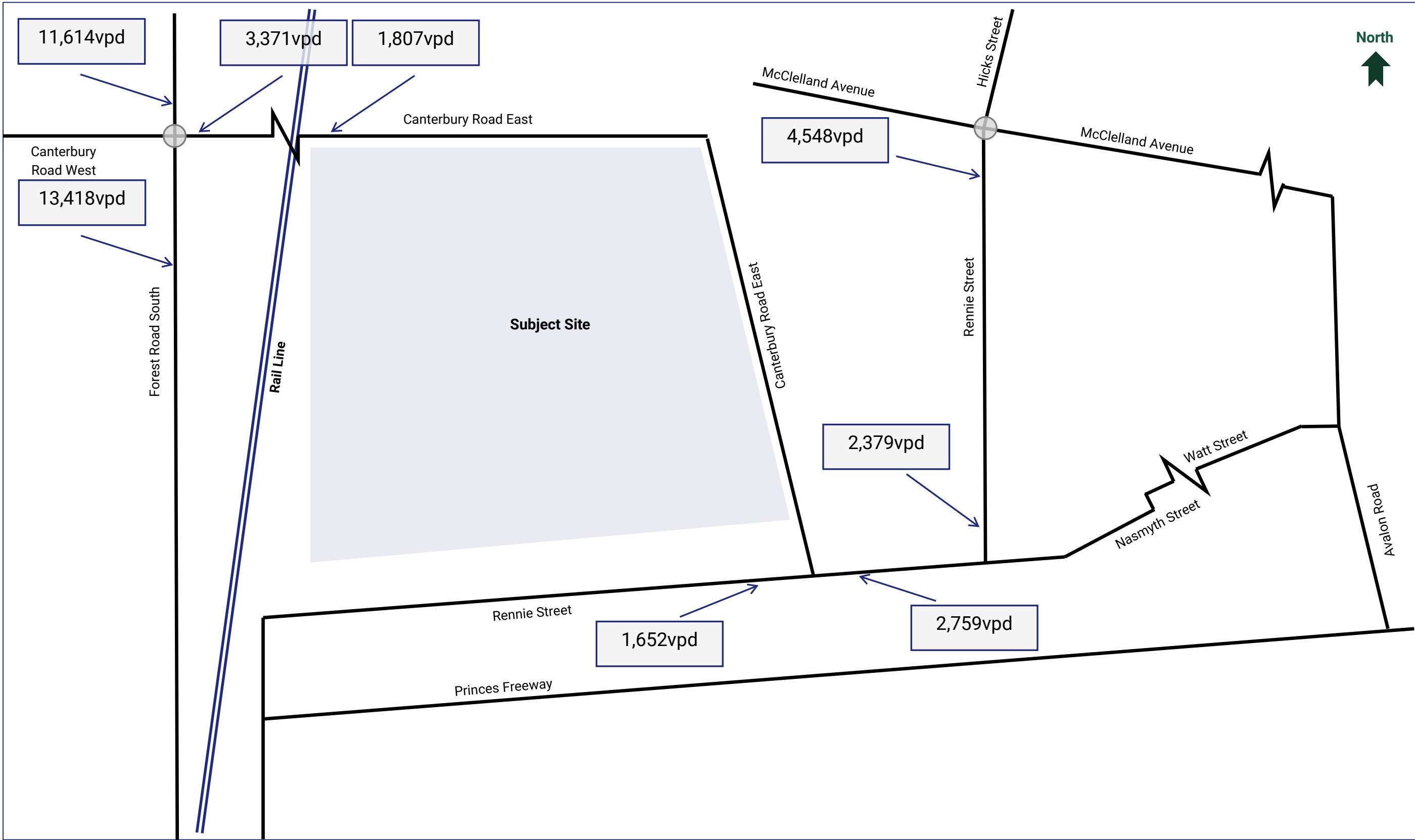


Figure 24: 7-Day Tube Count Results – Weekday Daily Average Two-Way Volumes (April, 2023)

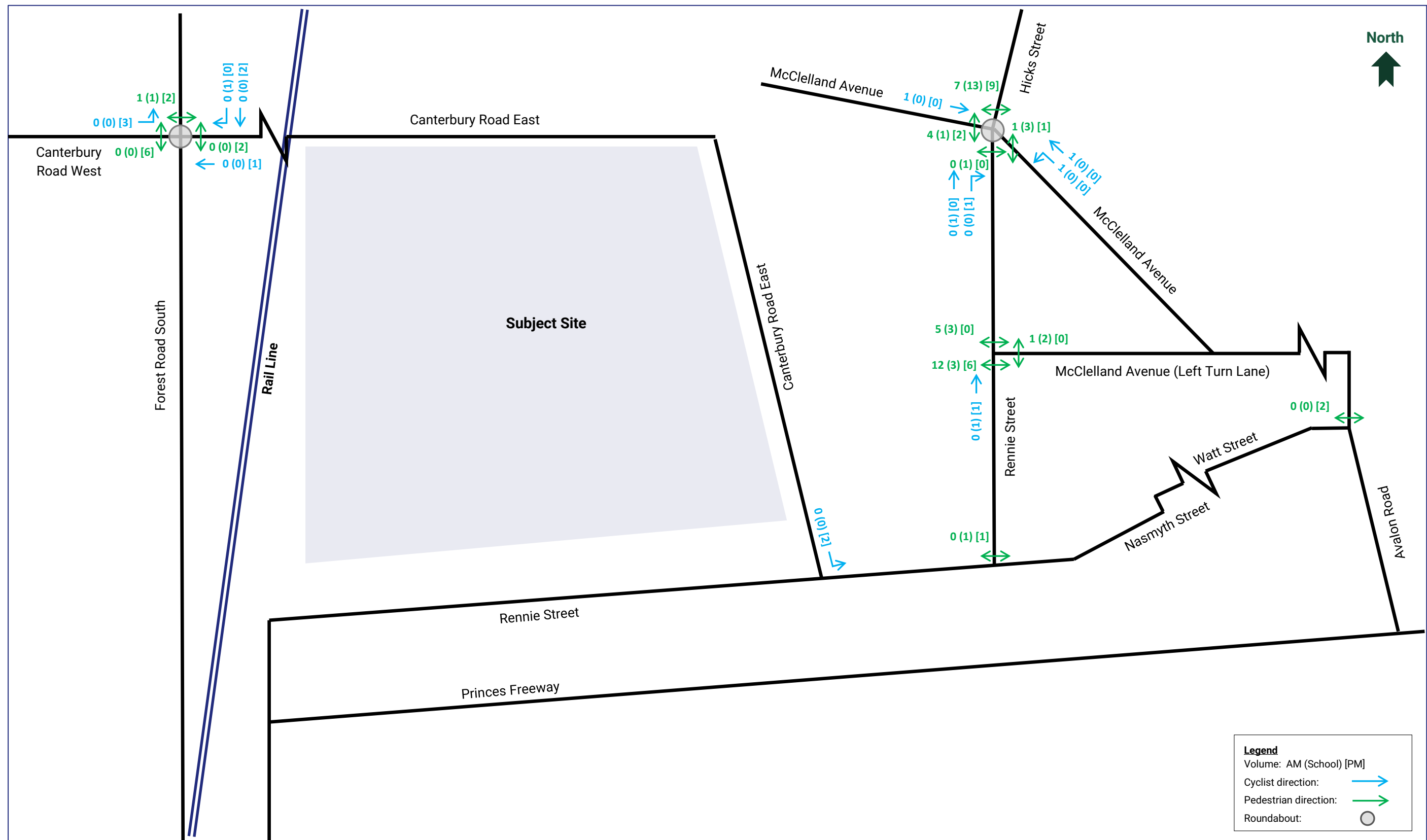


Figure 25: Existing Peak Hour Pedestrian and Cyclist Conditions (Wednesday 5th April, 2023)

The detailed results of the tube counts undertaken by Traffix Group have been provided at Appendix B. The table below summarises the results in the context of their respective key characteristic volume based on their classifications under the Greater Geelong Road Management Plan.

Table 2: Daily Traffic Volumes and Road Characteristic Volume

Road Name	Location	Classification	Recorded Weekday Average (vpd)	Key Characteristic Volume (vpd)	Within Characteristic Volume?
Canterbury Road East	East of Train Line	Category 2 – Local Access – Urban	1,807	<2,000	Yes
Canterbury Road East	East of Forest Road South	Category 3 – Secondary Distributor	3,371	3,000-5,000	Yes
Forest Road South	North of Canterbury Road East	Transport Zone 2	11,614	>18,000 ^(Note 1)	Yes
	South of Canterbury Road East		13,418		Yes
Rennie Street	North of Canterbury Road East	Category 3 – Collector Road Rural	2,759	3,000-5,000 ^(Note 2)	Yes
	South of Canterbury Road East		1,652		Yes
	South of McClelland Avenue	Category 3 – Secondary Distributor	4,548	3,000-5,000	Yes
Note 1: It is generally accepted that a traffic volume of less than 18,000 vehicles per day is acceptable for an arterial road with one lane in each direction. Beyond this threshold, duplication would be considered. Note 2: Not specifically stated in the Road Management Plan. However, have assumed based on other Category 3 roads.					

Based on the above, each of the key roads which would facilitate vehicle access to the subject land are currently within their environmental capacities. Rennie Street south of McClelland Avenue is approaching its key characteristic volume of 5,000 vpd. Canterbury Road East along the subject site's frontage is also approaching its key characteristic volume of 2,000 vpd.

3.4.3. Existing Intersection Operation

SIDRA 9.0 has been used to assess the performance of each of the intersections surveyed by our office, based on the traffic volumes presented at Figure 23.

The intersection capacity analysis allows estimation of key operating parameters such as intersection Degree of Saturation (DoS), Level of Service (LoS) and 95th percentile queue, which are described below:

- **Degree of Saturation (DoS)** – measure of intersection performance expressed as a ratio of demand/capacity. A DOS greater than 0.95 is generally regarded as unsatisfactory for a signalised intersection, while a DOS greater than 0.90 is generally regarded as unsatisfactory for an unsignalised intersection. This is shown in the table below.
- **Level of Service (LoS)** – the level of service is based on the Degree of Saturation in this analysis.

Table 3: Description of Intersection Performance Levels

Level of Service		Intersection Degree of Saturation	
		Unsignalised Intersection (Including Roundabouts)	Signalised Intersection
A	Excellent	≤ 0.60	≤ 0.60
B	Very Good	0.60 – 0.70	0.60 – 0.70
C	Good	0.70 – 0.80	0.70 – 0.90
D	Acceptable	0.80 – 0.90	0.90 – 0.95
E	Poor	0.90 – 1.00	0.95 – 1.00
F	Very Poor	≥ 1.0	≥ 1.0

- **95th Percentile Queue** – this is the length of queue in vehicles or meters which is exceeded only 5% of the time over the analysis period (i.e. a peak hour).

The SIDRA intersection diagrams are presented in the figures below. These images are diagrammatic models and are not to scale.



Figure 26: Forest Road South/Canterbury Road East

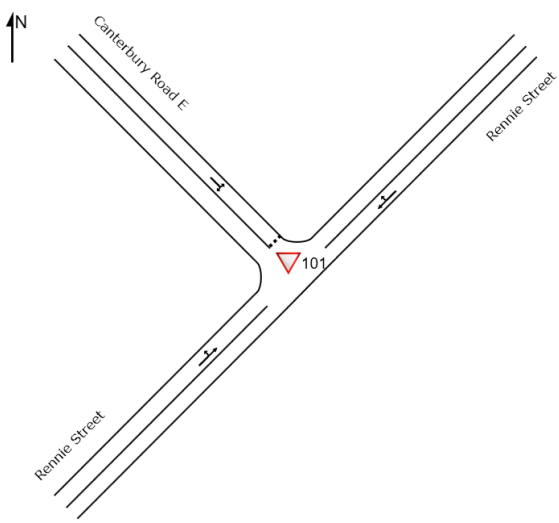


Figure 27: Canterbury Road East/Rennie Street

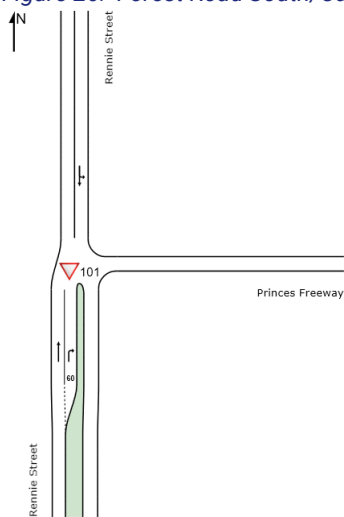


Figure 28: Rennie Street/Princes Freeway On-Ramp

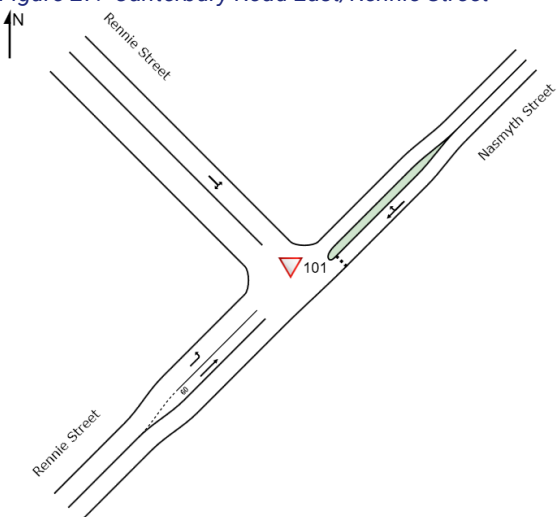


Figure 29: Rennie Street/Nasmyth Road

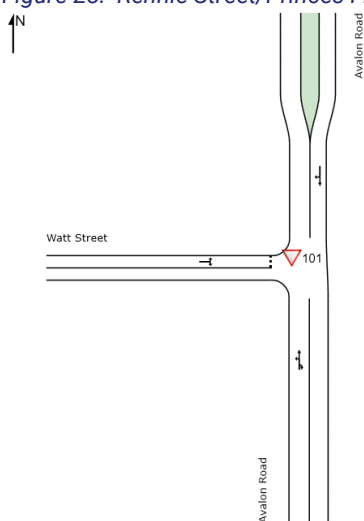


Figure 30: Watt Street/Avalon Road

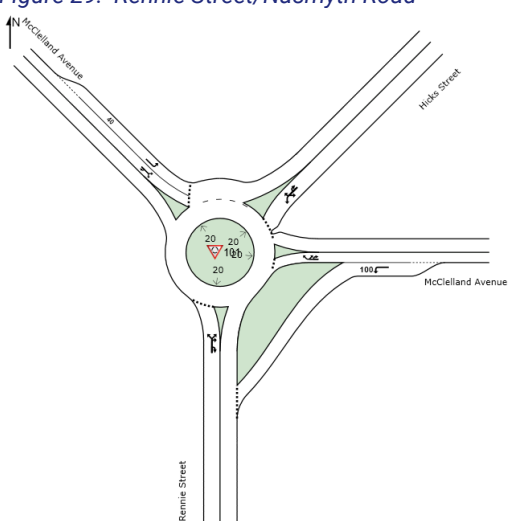


Figure 31: McClelland Avenue/Rennie Street/Hicks Street

All default SIDRA parameters have been adopted within the analysis of the above sites. The sites have not been assessed as a network, as they are located too far away for there to be any interaction between intersections. Accordingly, they have each been assessed in isolation.

All intersections operate under Level of Service A ('Excellent') with minimal delays and queues, except for the Forest Road South/Canterbury Road East/ Canterbury Road West roundabout, which operates at a LoS B with a degree of saturation of 0.65. This intersection is still considered to operate at a 'Very Good' level of service.

The detailed SIDRA outputs are provided at Appendix C.

3.4.4. Road Safety Review

A review of the State Road Accident Records (Crashstats) has been undertaken in the vicinity of the site for the past 5 years of available data (01/07/2018 to 30/06/2023)¹. The review area is shown in Figure 32 and Figure 33. A summary of the crash history is provided in Table 4.

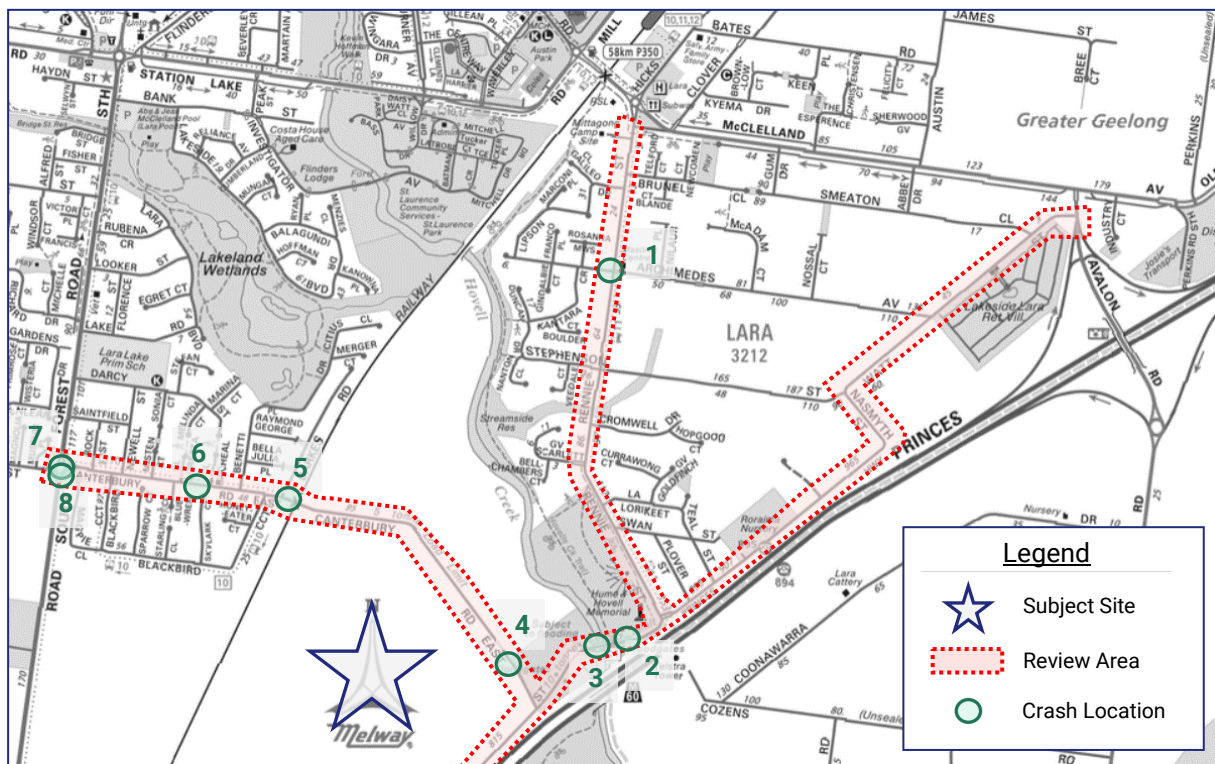


Figure 32: Crash History Investigation Area 1 (Source: Melway)

¹ Casualty crash data is contained in the VicRoads' Crashstats Internet Database and includes all reported casualty crashes (i.e. injury crashes), which are classified into Fatal Injury, Serious Injury and Other Injury (i.e. minor injury) crashes. Property damage only or non-injury crashes are not included in the database.

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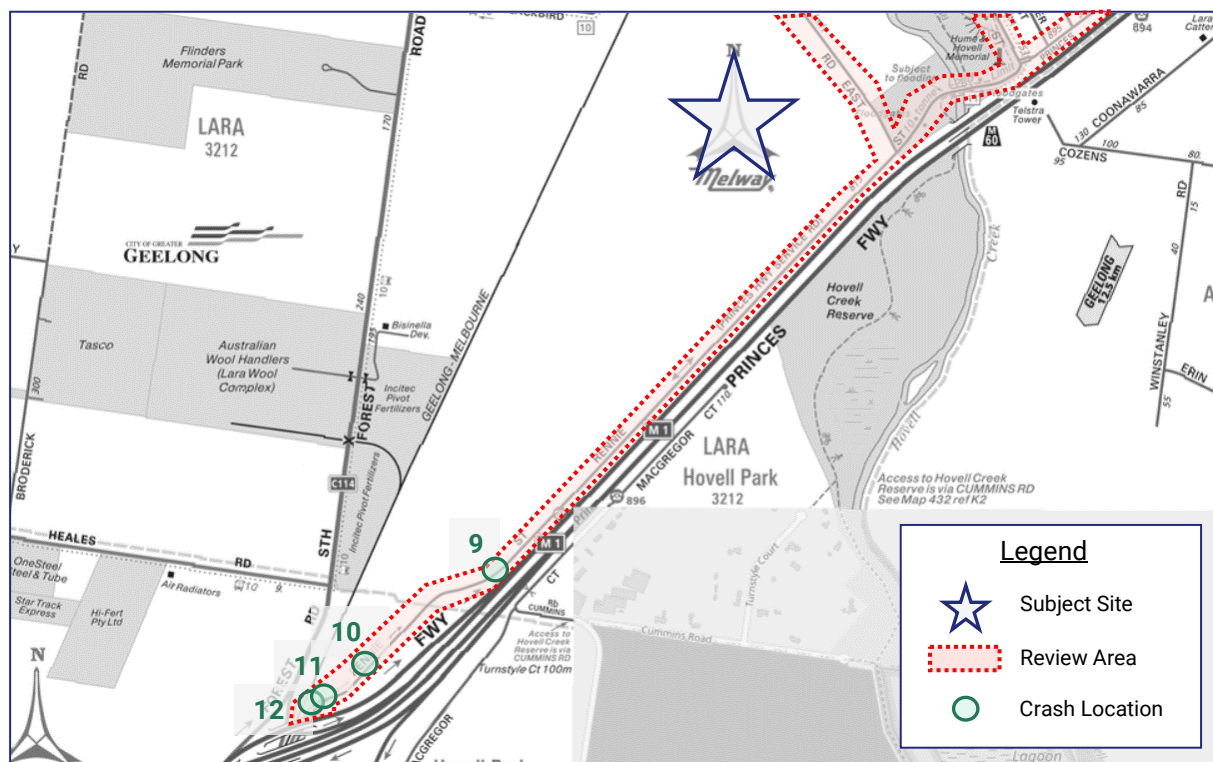


Figure 33: Crash History Investigation Area 2 (Source: Melway)

Table 4: Casualty Crash History

No.	Location	Date	Time	Severity	Conditions	DCA Code	Type of Accident
1	Archimedes Avenue at Rennie Street	Monday 24/09/2018	18:55	SI	Dark, clear, dry	110	Cross Traffic (Intersections Only)
2	Rennie Street 179m SW of Nasmyth Street	Tuesday 26/04/2022	17:10	OI	Day, clear, dry	148	Vehicle Off Footpath Strikes Vehicle on Carriageway
3	Rennie Street 216m SW of Nasmyth Street	Tuesday 22/03/2022	19:31	OI	Dusk/Dawn, raining, wet	120	Head On (Not Overtaking)
4	Canterbury Road 104m NW of Rennie Street	Tuesday 27/07/2021	7:20	SI	Dark, clear, wet	171	Left Off Carriageway into Object/Parked Vehicle
5	Canterbury Road 19m E of Darkes Road	Friday 17/08/2018	18:40	OI	Dark, clear, dry	179	Other Accidents - Off Straight not included in DCAs 170-175
6	Canterbury Road 37m W of Racheal Close	Thursday 29/09/2022	20:00	OI	Dark, clear, dry	160	Vehicle Collides with Vehicle Parked on Left of Road

No.	Location	Date	Time	Severity	Conditions	DCA Code	Type of Accident
7	Forest Road at Canterbury E Road	Wednesday 17/03/2021	15:45	OI	Day, clear, dry	110	Cross Traffic (Intersections Only)
		Tuesday 3/11/2020	17:35	SI	Day, clear, dry	111	Right Far (Intersections Only)
8	Forest Road 9m S of Canterbury E Road	Wednesday 11/05/2022	18:06	OI	Dark, clear, dry	130	Rear End (Vehicles in Same Lane)
9	Rennie Street 809m NE of Princes Highway	Friday 12/04/2019	2:00	OI	Dark, clear, dry	182	Off Carriageway on Left Bend
10	Rennie Street 254m NE of Princes Highway	Monday 25/11/2019	15:00	OI	Day, clear, dry	179	Other Accidents - Off Straight not included In DCAs 170-175
11	Rennie Street 96m NE of Princes Highway	Sunday 17/03/2019	11:30	SI	Day, clear, dry	180	Off Carriageway on Right Bend
12	Rennie Street 52m NE of Princes Highway	Thursday 4/03/2021	11:20	SI	Day, clear, dry	120	Head On (Not Overtaking)
LEGEND: OI: Other Injury (B): Bicyclist (C): Bus/Coach SI: Serious Injury (M): Motorcyclist (RT): Rigid Truck F: Fatality (P): Pedestrian (ST): Semi-trailer							

The road safety review indicates that there have been 12 casualty crashes reported within the review area.

The presence of 12 casualty crashes over this sized area, over the past 5 years of available data is quite low considering the extent of the road network that the review relates to.

The review does not highlight any particular road safety issues that would significantly concern this development or its access arrangements.

3.5. Alternative Transport

3.5.1. Public Transport

There are no public transport services within the immediate vicinity of the site. This is to be expected within farming zoned land. Two bus routes (Routes 10 and 11) operate almost to the site boundaries approaching from the east and the west, then turn back on themselves and do not pass by the site. It would be expected that once the site is rezoned that these bus routes could continue past the subject land to service the site. This would be a matter for DTP to determine.

A map of the broader services is provided at Figure 34. The map details the public transport network for the suburb of Lara as a whole. The Lara Railway Station is located a minimum of

2.4km walking distance from the subject site, and would be accessible via both bus aforementioned routes which operate almost to the site boundary.

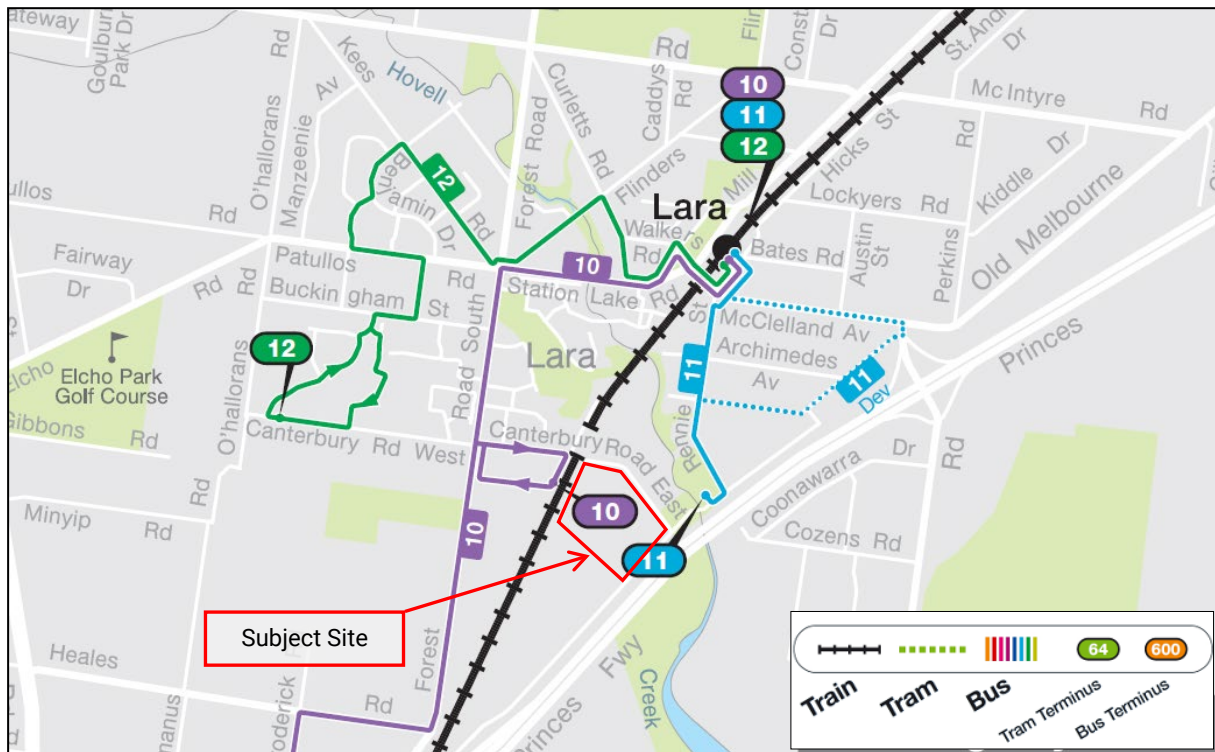


Figure 34: Public Transport Map (Source: PTV)

3.5.2. Lara Railway Station and Surrounds

Lara Railway Station is located to the east of the Lara Town Centre and is located a minimum of 2.4km walking distance from the subject site. Lara Railway Station is located on the Warrnambool V-Line line, on the same line as Geelong, Waurin Ponds, Sunshine and Footscray.

The Lara Railway Station acts as a bus interchange for three bus services (Bus Routes 10, 11 and 12).

A key focus of the Lara Structure Plan is to expand the existing Lara Railway Station to create a Transit Interchange to enhance links and access and increase the use of public transportation. Under the sub-heading of 'Movement' in the Structure Plan, the document states:

The UDF proposes upgrading the Lara Train Station into a state of the art transit interchange. This involves increasing carparking, landscaping, connections to the town centre and public transport services. It could also include some commercial floor space, kiosk and pedestrian overpass. It also recommends investigating transport options from the Lara town centre to Avalon Airport.

With the following associated 'Direction':

Support the redevelopment of the Lara Train Station to create a high quality transport interchange which integrates trains, buses, bikes, pedestrians, taxis, private vehicles and links to Avalon Airport.

Infrastructure upgrades to the V-Line line between Southern Cross Station and Geelong are currently planned, including new express tracks between Werribee and Laverton. This will divert this line away from Wyndham Vale and Sunshine and use the more direct route via Werribee and Laverton, saving 15 minutes travel time between Lara and the Melbourne CBD.

This forms the Geelong Fast Rail component of the Western Rail Plan which; *sets out a range of objectives needed to deliver a faster, high-capacity rail network servicing our growing outer suburbs and regional cities.*

No level crossing removal work forms part of the Western Rail Plan to date.

3.5.3. Bicycle/Walking Infrastructure

The following aerial photograph details the pedestrian and cycling infrastructure, including where footpaths are provided, the location of off-street shared paths and on-street bicycle lanes within close proximity to the subject land. The paths detail the major routes expected to be used by future residents from any development of the land, including towards nearby schools, the town centre and the Railway Station.

We note that the route to the town centre and the Railway Station would be in the order of 2.5-3.5km walking distance.

The site is currently not served by footpaths or bicycle paths, typical of a farming zoned land. Notably, there is no pedestrian level crossing to cross the rail line on Canterbury Road East.

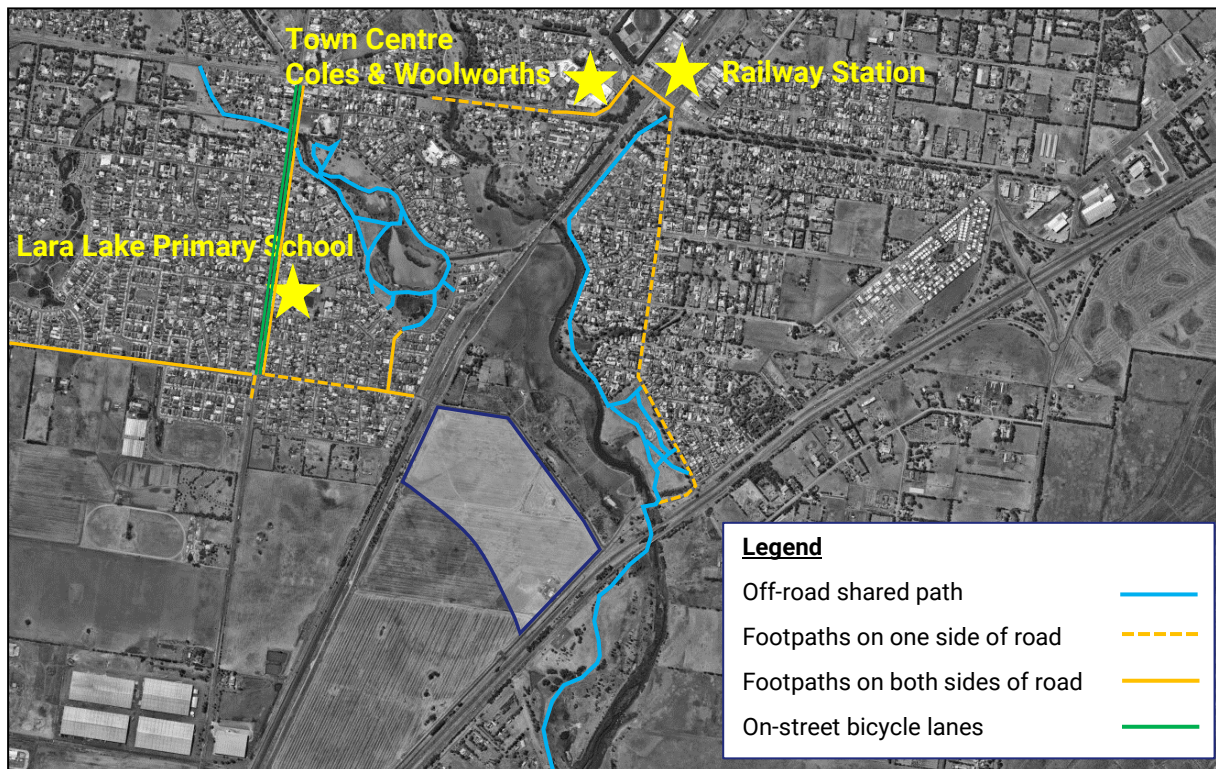


Figure 35: Bicycle and Pedestrian Network

The current Principal Bicycle Network (PBN) is detailed in the image below. Canterbury Road East is designated as part of the PBN to the west of the rail line. Once the development of the site occurs it is anticipated that the PBN would extend along the balance of Canterbury Road East (through the subject land) to join into the PBN network to the east of the site. It would be the decision of DTP as to whether the PBN extends through the balance of Canterbury Road East.

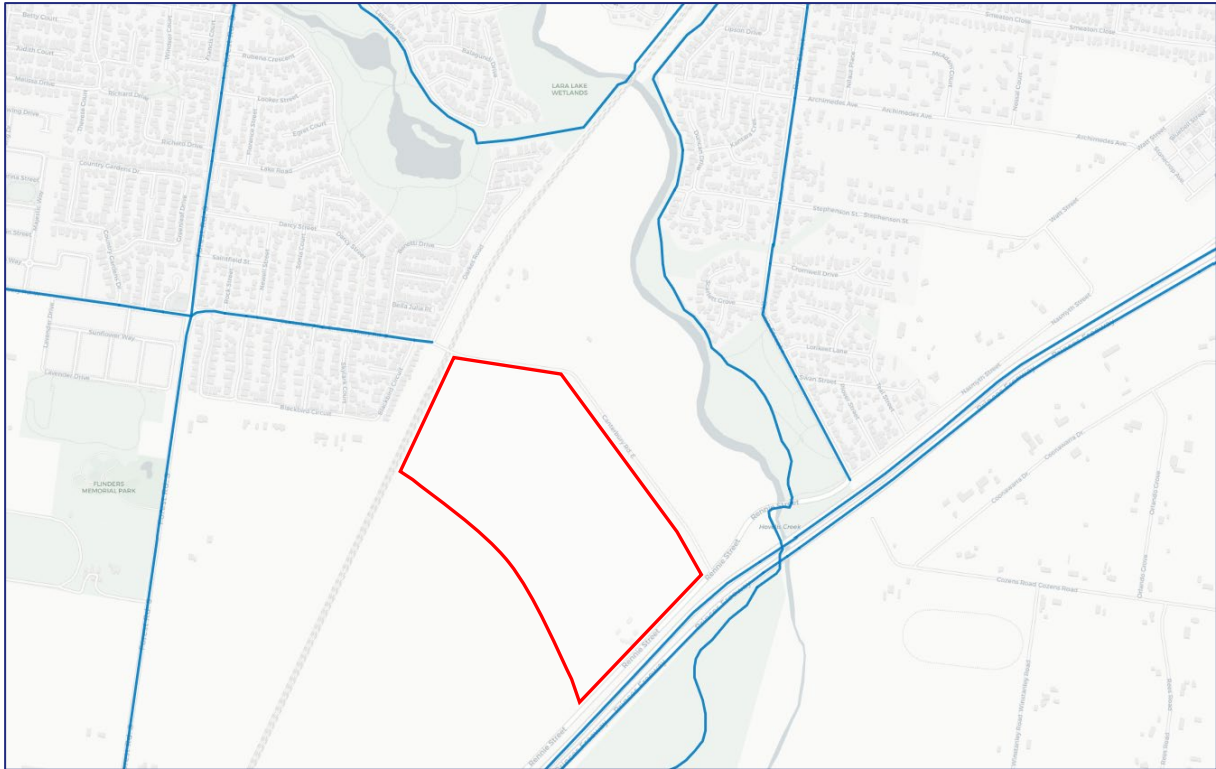


Figure 36: Principal Bicycle Network

3.5.4. Existing Level Crossing

The level crossing on Canterbury Road East includes boom gates for vehicles travelling along Canterbury Road East. It does not include any allowance for pedestrian gates or similar. Under existing conditions there is very little demand for pedestrian movements along Canterbury Road East in this location. This is primarily due its location within the Farming Zone and there being no footpaths along Canterbury Road East to the east of the rail line.

The photograph below details the existing conditions of the level crossing on Canterbury Road East, as viewed from east of the rail line.



Figure 37: Level Crossing at Canterbury Road East, view west

Traffix Group has undertaken pedestrian movement counts of Canterbury Road East across the rail line to ascertain the existing pedestrian demand for crossing the rail line. The surveys were conducted at the following times:

- 6am-6pm on Sunday 2nd April, 2022, and
- 6am-6pm on Tuesday 4th April, 2022.

During the surveys, a total of 6 pedestrians were recorded on the Tuesday and 10 were recorded on the Sunday.

The vast majority of pedestrians were ages 18-40, with only one pedestrian on Sunday aged 40-65. No children (>18) or seniors (65+) were recorded during the surveys.

Based on the above, there is very little demand for pedestrian movements across the rail line under existing conditions.

A total of 5 cyclists were recorded on the Tuesday surveys and 34 cyclists were recorded on the Sunday, indicating some demand for recreational bicycle riding on the weekends, rather than for commuting etc. However, very little demand was recorded during the week.

4. Traffic Impact Assessment

4.1. Traffic Generation

We have adopted the following key traffic generation estimates for the indicative 666 dwellings located over the subject land:

- 0.8 vehicle trips per dwelling per peak hour
- 8 vehicle trips per dwelling per day

The abovementioned rates are consistent (slightly higher) than the traffic generation rates set out within the RTA Guide to Traffic Generating Developments - Updated Traffic Surveys (May, 2013) for outer areas. The surveys undertaken by the RTA indicate a traffic generation rate of 7.4 vehicle movements per dwelling per day, 0.78 vehicle movements per dwelling per PM peak hour and 0.71 vehicle movements per dwelling per AM peak hour. The surveys conducted were of similarly located residential catchments in New South Wales. Accordingly, we are satisfied that the aforementioned traffic generation rates are appropriate to apply to this site.

This assessment is based on traffic generated by 666 standard residential lots that would accommodate larger family homes. A proportion of the development would likely accommodate smaller households, which would typically generate a lower daily traffic volume compared to larger residential lots.

At the planning permit application stage, the ultimate development of the land may accommodate slightly more or less than the 666 dwellings in total.

Based on the above, a total of 5,328 vehicle movements are expected to be generated by the rezoning of the land, including 533 vehicle movements during the AM and PM peak hours.

Some sensitivity analysis has been completed at Section 4.7, which contemplates higher traffic generation rates of the following, to determine the impact of development if a higher rate were used:

- 1.0 vehicle trips per dwelling per peak hour
- 10 vehicle trips per dwelling per day

Whilst we remain satisfied that the rates of 0.8 and 8 vehicle movements per dwelling per hour and day respectively, we have undertaken sensitivity analysis based on feedback received by the Council in this regard.

4.2. Traffic Distribution

We have assumed that development traffic is split in the following manner:

- AM Peak – 30% arrival / 70% departure
- School Peak – 50% arrival / 50% departure
- PM Peak – 60% arrival / 40% departure
- Weekend Peak – 50% arrival / 50% departure

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These splits are consistent with our experience and industry sources regarding residential traffic distribution, and we are satisfied that they are reasonable.

The following map details the nearby major traffic attractors, and their fastest travel path based on Google Maps information. The key attractors include Lara Lake Primary School (this area is zoned to this primary school), Lara High School (this area is also zoned to this high school), Princes Freeway entrance at Avalon Road, Lara Town Centre, Lara Railway Station and the fastest route to Geelong via Forest Road South.

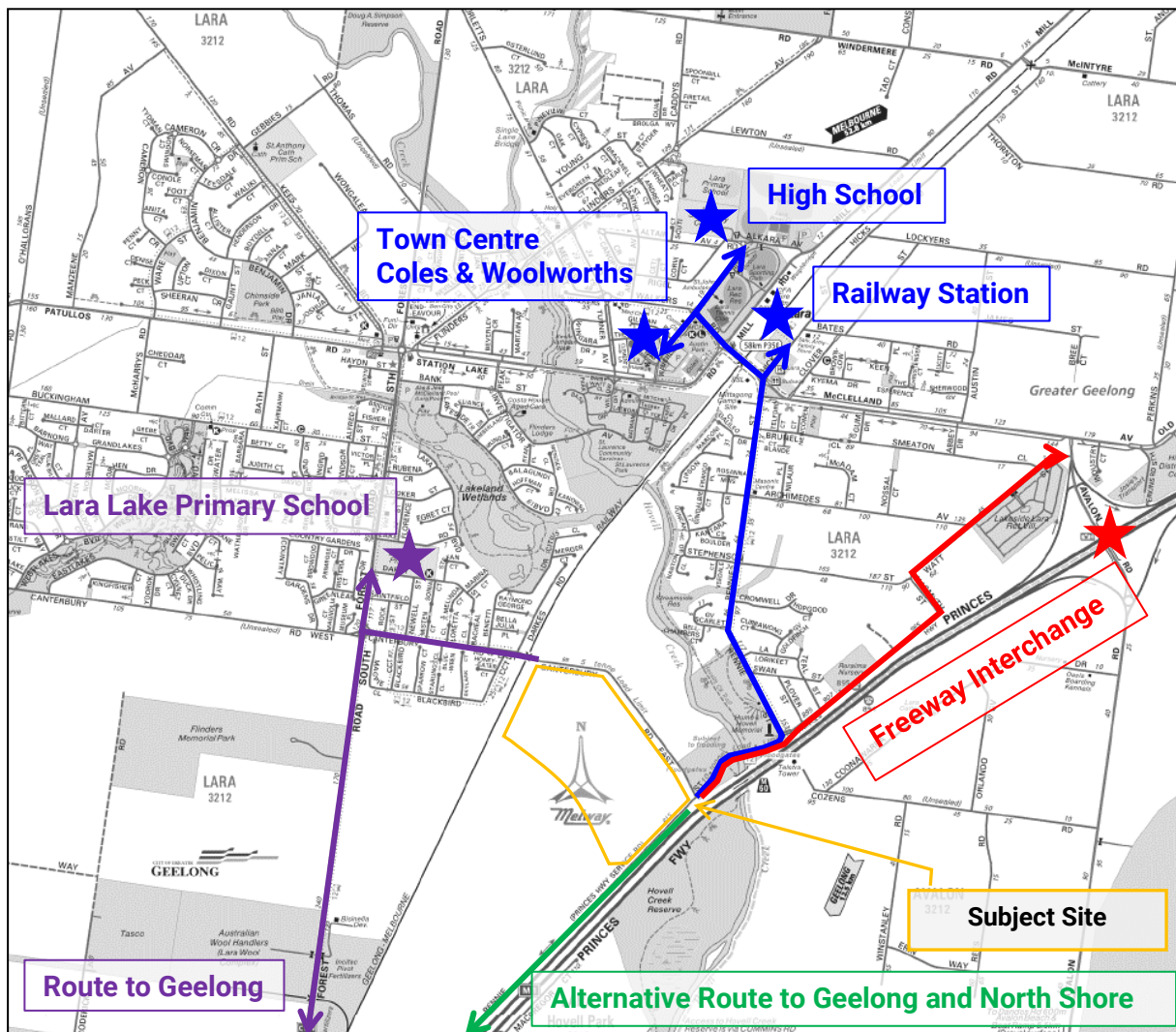


Figure 38: Nearby Traffic Generators

We have undertaken a review of the VISTA database to determine trip purposes during the peak hours for the 'Geelong' area. The tables below set out the distribution by trip purpose at different times of the day and then the associated directional distribution based on the nearby traffic generators presented above at Figure 38 above.

Overall, the following travel purpose split was recorded for the Geelong area on a daily basis:

- Work Related – 34%
- Education – 7%

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- Accompanying/Pick-Up/Drop off – 15%
- Shopping – 19%
- Social/Recreation – 21%
- Other – 4%

However, the above distribution of trip purpose differs across the day, as demonstrated in the below tables.

Table 5: AM Peak Hour Distribution

Trip Purpose	% of Total Trips ^(Note 1)	No. of Traffic Movements	Directional Distributions - % (Veh)			
			North via Rennie Street	North-East towards Freeway	West via Canterbury Rd East	South Via Rennie Street
Work Related	32%	206	15% (31)	35% (72)	35% (72)	15% (31)
Education	35%	226	35% (79)	15% (34)	40% (90)	10% (23)
Accompanying/ Pick-Up/Drop off	18%	114	30% (34)	30% (34)	30% (34)	10% (11)
Shopping	5%	35	55% (19)	15% (5)	15% (5)	15% (5)
Social/Recreation	9%	59	30% (18)	30% (18)	30% (18)	10% (6)
TOTAL			28% (181)	25% (163)	34% (220)	12% (76)
Note 1: Based on review of VISTA database for the Geelong area.						

Table 6: School Peak Hour Distribution

Trip Purpose	% of Total Trips ^(Note 1)	No. of Traffic Movements	Directional Distributions - % (Veh)			
			North via Rennie Street	North-East towards Freeway	West via Canterbury Rd East	South Via Rennie Street
Work Related	30%	194	15% (29)	35% (68)	35% (68)	15% (29)
Education	23%	147	35% (52)	15% (22)	40% (59)	10% (15)
Accompanying/ Pick-Up/Drop off	19%	121	30% (36)	30% (36)	30% (36)	10% (12)
Shopping	10%	66	55% (36)	15% (10)	15% (10)	15% (10)
Social/Recreation	17%	111	30% (33)	30% (33)	30% (33)	10% (11)
TOTAL			29% (187)	27% (170)	32% (207)	12% (77)
Note 1: Based on review of VISTA database for the Geelong area.						

Table 7: PM Peak Hour Distribution

Trip Purpose	% of Total Trips ^(Note 1)	No. of Traffic Movements	Directional Distributions - % (Veh)			
			North via Rennie Street	North-East towards Freeway	West via Canterbury Rd East	South Via Rennie Street
Work Related	58%	374	15% (56)	35% (131)	35% (131)	15% (56)
Education	2%	10	35% (4)	15% (2)	40% (4)	10% (1)
Accompanying/ Pick-Up/Drop off	12%	79	30% (24)	30% (24)	30% (24)	10% (8)
Shopping	11%	73	55% (40)	15% (11)	15% (11)	15% (11)
Social/Recreation	16%	104	30% (31)	30% (31)	30% (31)	10% (10)
TOTAL			24% (155)	31% (198)	31% (201)	13% (86)
Note 1: Based on review of VISTA database for the Geelong area.						

The following figures set out:

- The general distribution of traffic throughout the area on a wide scale at Figure 39,
- The distribution of traffic at each relevant intersection at Figure 40,
- The development traffic volumes at each relevant intersection at Figure 41, and
- The post-development traffic volumes at each relevant intersection at Figure 42.

The traffic distribution throughout the area demonstrate that the majority of vehicle movements occur to towards the north of the development, including north along Rennie Street towards the railway station, freeway and town centre or west along Canterbury Road East and north along Forest Road South towards the primary school, town centre and other community facilities.

Only a small proportion of vehicle movements travel south from the site towards Geelong or the southern freeway entrance, as this recognises that there are more efficient manners of these areas for the majority of the site.

This is reflected in the overall traffic split at the Canterbury Road East/Rennie Street intersection, which demonstrates an overall traffic distribution in each of the peak periods of in the order of 80% north and 20% south. We are satisfied that this is an appropriate split of traffic given the surrounding attractors.

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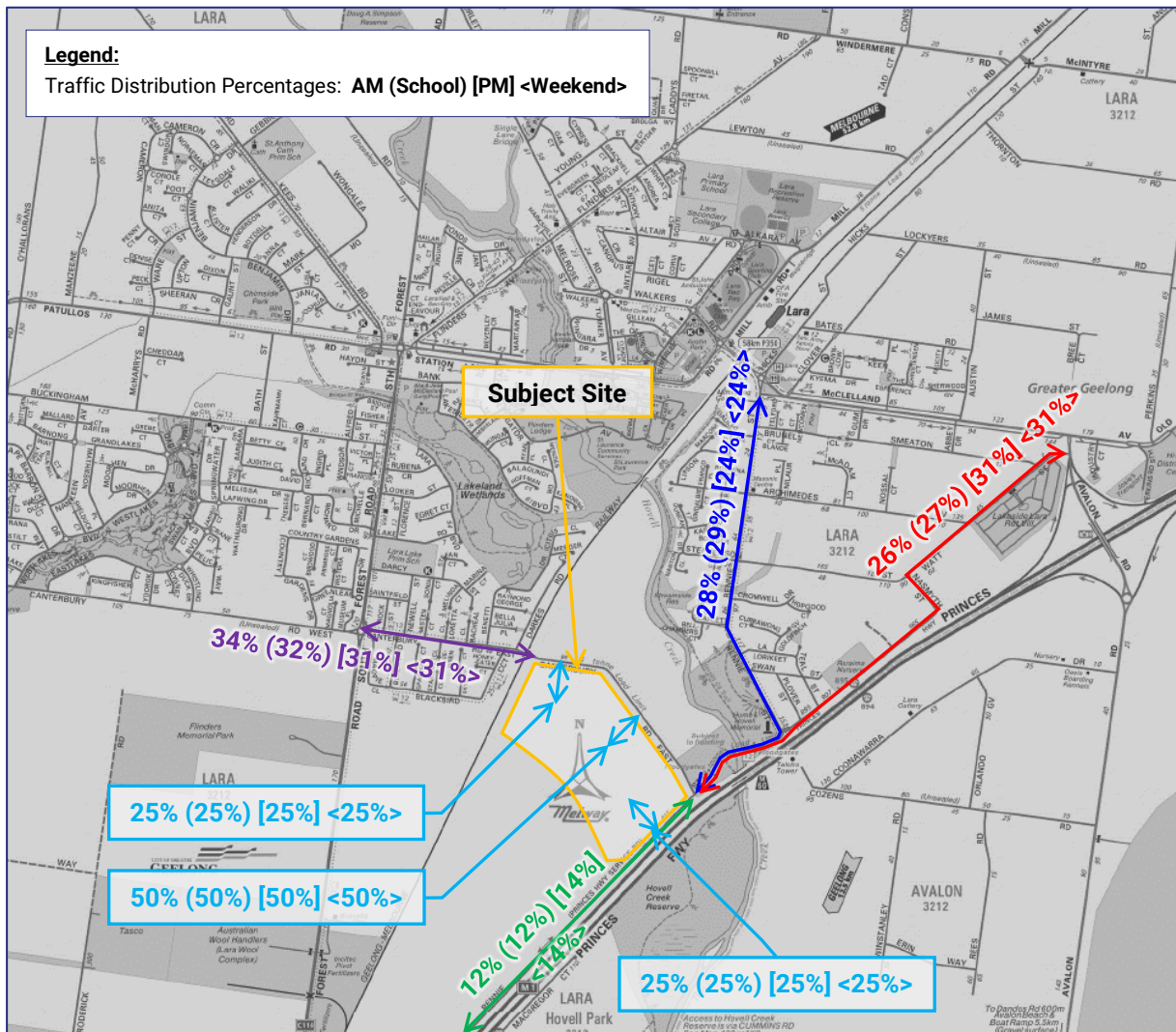


Figure 39: Peak Hour Traffic Distribution



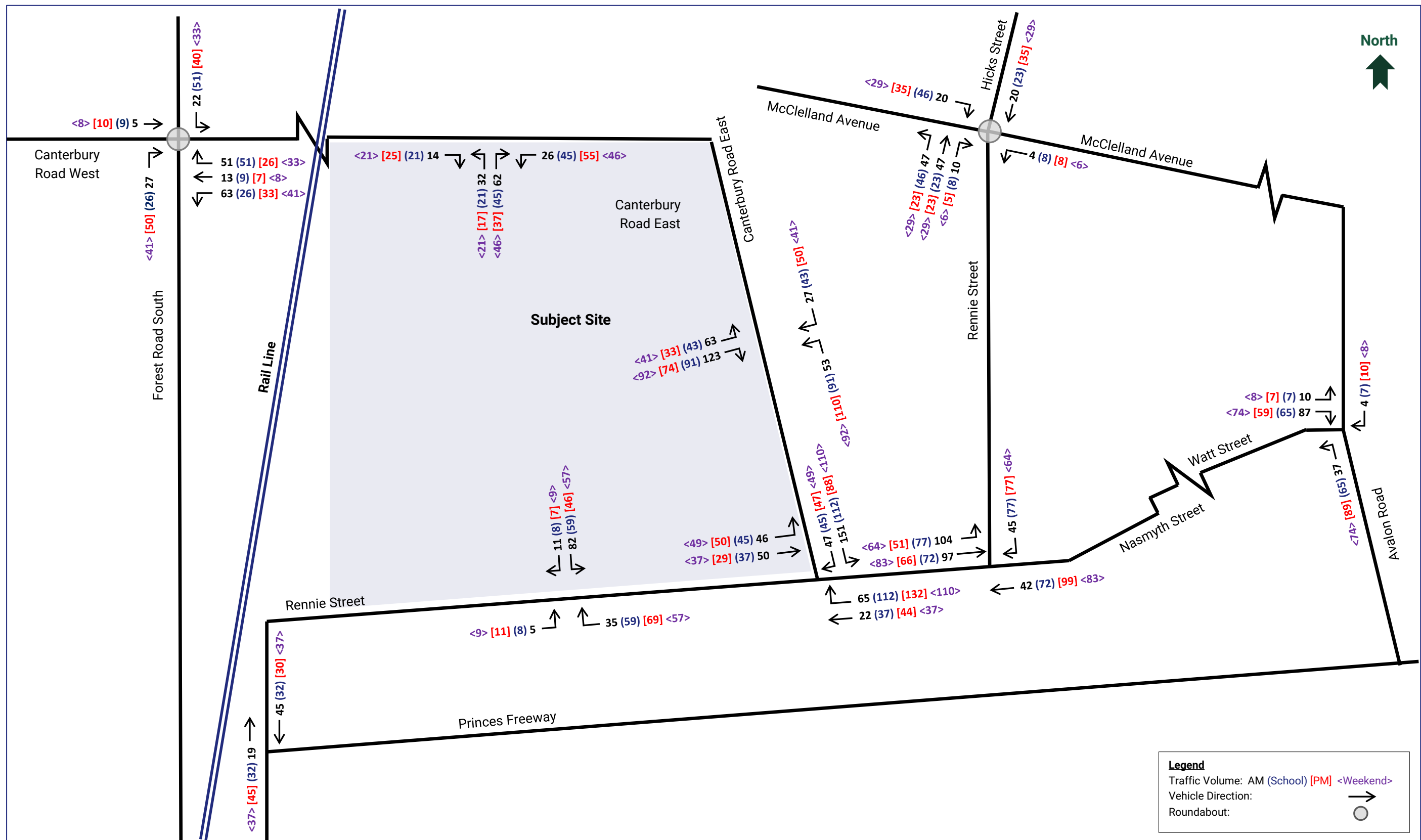


Figure 41: Development Traffic Volumes

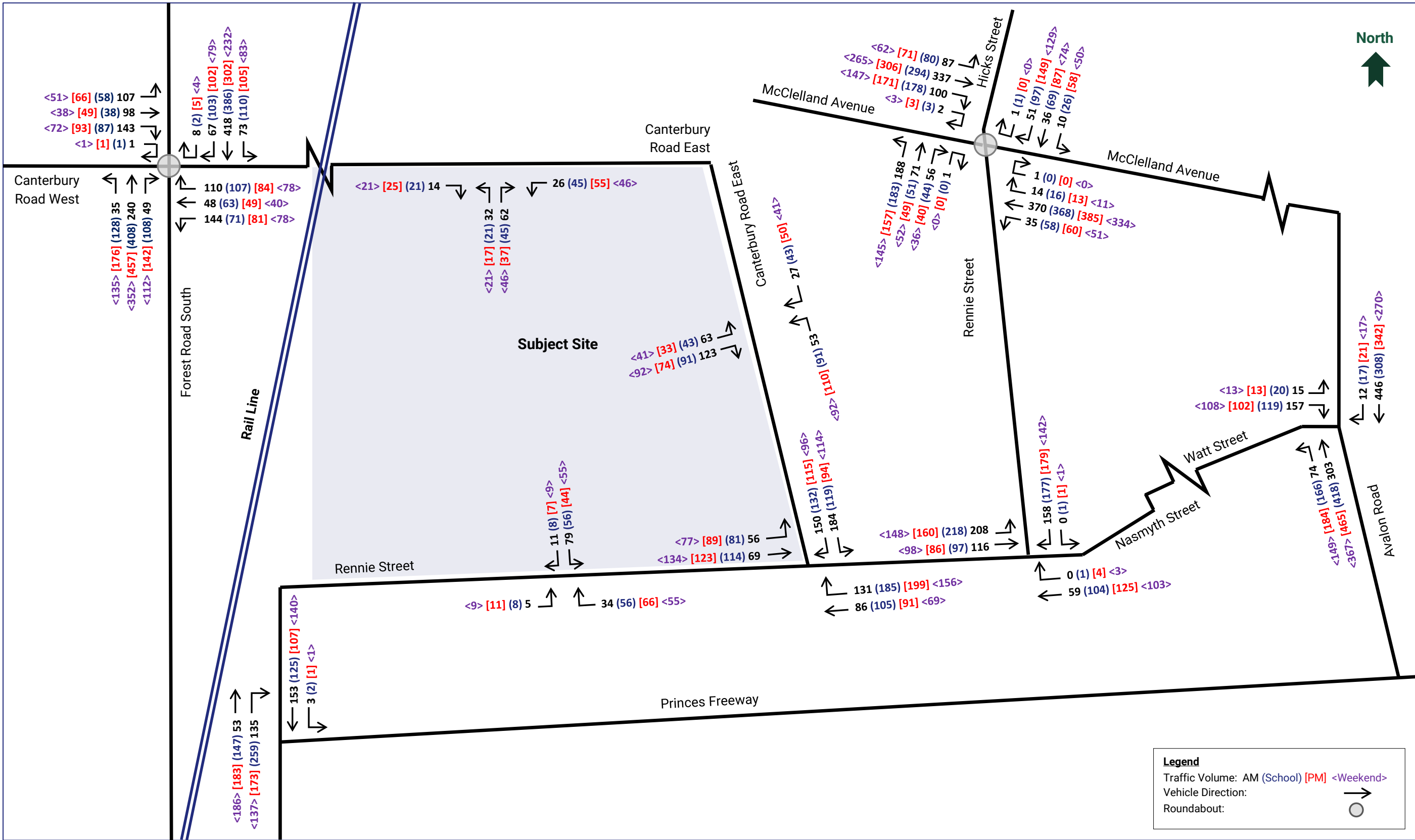


Figure 42: Post-Development Traffic Volumes

4.3. Traffic Analysis

SIDRA 9.0 has been used to assess the performance of each of the relevant intersections, based on the post-development traffic volumes presented at Figure 42. The methodology and assumptions adopted for our analysis of the existing conditions at Section 3.4.3 has been reflected within this analysis. The detailed SIDRA outputs are provided at Appendix D.

Our analysis indicates that the majority of the intersections will remain operating under a Level of Service A ('Excellent') at AM Peak, PM Peak, school pick-up time and during the weekend, except for the intersection discussed below which experiences minor decreases to its performance.

Forest Road South/Canterbury Road East/Canterbury Road West Intersection

During the PM peak, School Pick-up times and weekend peak hour at the Forest Road South/Canterbury Road East/Canterbury Road West intersection, a decrease to the level of performance is identified at the roundabout. The changes to the operation of the roundabout are detailed in the following figures and table.

Existing Conditions



Figure 43: Forest Road South/Canterbury Road East School Peak (Existing)

Post-Development Conditions



Figure 44: Forest Road South/Canterbury Road East School Peak (Post-Development)

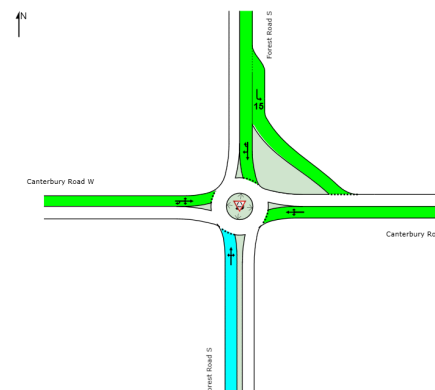


Figure 45: Forest Road South/Canterbury Road East PM Peak (Existing)



Figure 46: Forest Road South/Canterbury Road East PM Peak (Post-Development)

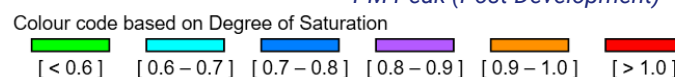


Table 8: Impact to Forest Road South/Canterbury Road East/Canterbury Road West Intersection

Critical Movement on Approach	Existing Conditions			Post-Development Conditions			Difference		
	DoS (LoS)	Average Delay (sec)	95 th %ile Queues (m)	DoS (LoS)	Average Delay (sec)	95 th %ile Queues (m)	DoS (LoS)	Average Delay (sec)	95 th %ile Queues (m)
School Peak Hour									
South Approach	0.582 (A)	9.8	32.5	0.649 (B)	11.3	44.7	+0.067	+1.5	+12.2
PM Peak Hour									
South Approach	0.654 (B)	10.0	41.1	0.725 (C)	11.6	57.9	+0.071	+1.6	+16.8

We are satisfied that this level of impact to the operation of the Forest Road South/Canterbury Road East/Canterbury Road West roundabout is acceptable and will not have a detrimental impact to its operation during either peak hours.

4.4. Mid-Block Daily Traffic Volumes

Based on the traffic distribution detailed above, the daily traffic volumes generated by the development of the land are expected to increase traffic volumes to the levels in the following figure. The table following the figure sets out the relative increase in traffic volumes of these roads and compares to the target traffic volumes set out within the Greater Geelong Road Management Plan.

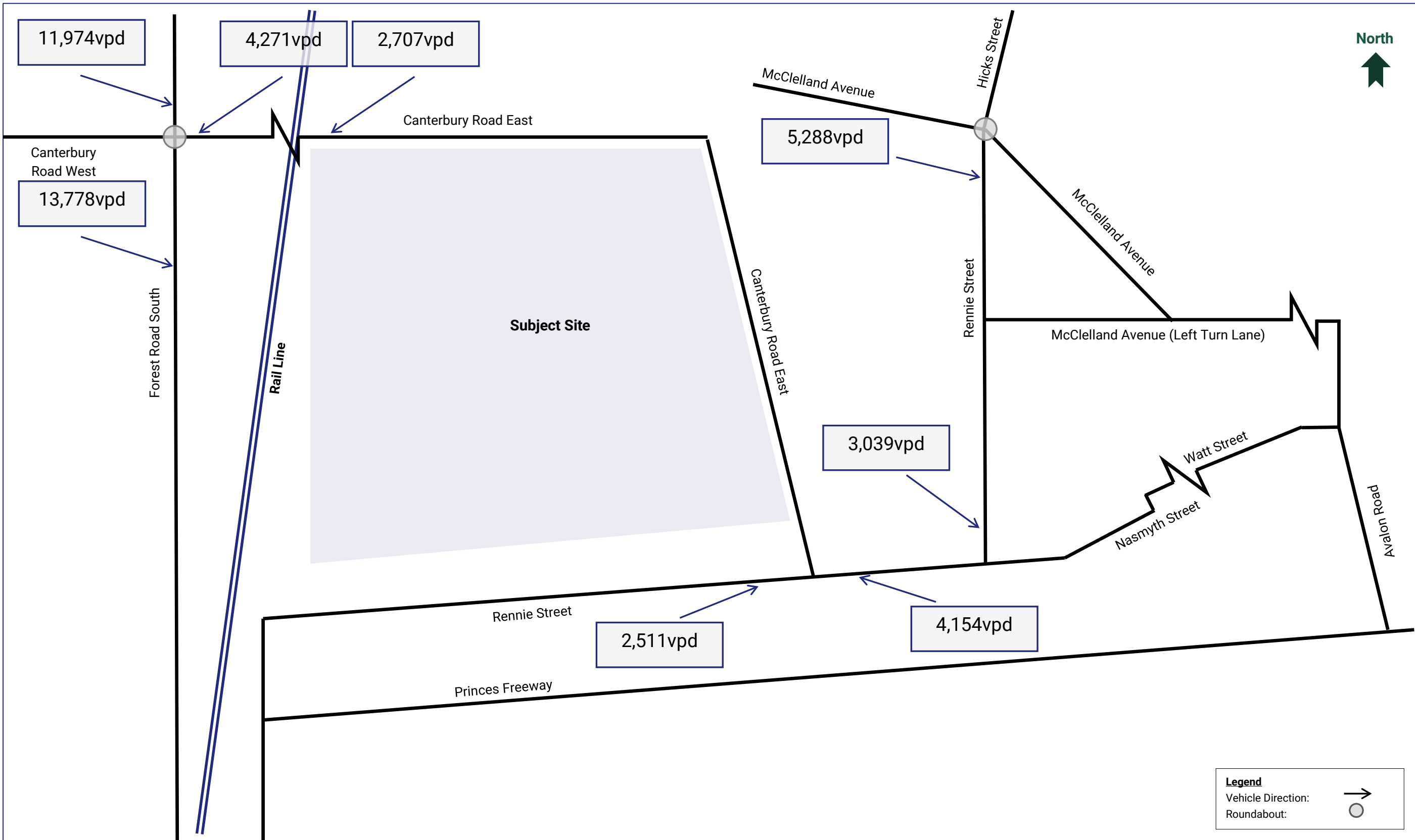


Figure 47: Estimated Weekday Daily Average – Two-Way Volumes

Table 9: Post-Development Daily Traffic Volumes and Road Characteristic Volume

Road Name	Location	Classification	Post-Development Traffic Volume (v)	Key Characteristic Volume (vpd)	Within Target Volume?
Canterbury Road East	East of Train Line	Category 2 – Local Access – Urban	2,707	<2,000	No
Canterbury Road East	East of Forest Road South	Category 3 – Secondary Distributor	4,271	3,000-5,000	Yes
Forest Road South	North of Canterbury Road East	Transport Zone 2	11,974	<18,000 ^(Note 1)	Yes
	South of Canterbury Road East		13,778		Yes
Rennie Street	North of Canterbury Road East	Category 3 – Collector Road Rural	4,154	3,000-5,000 ^(Note 2)	Yes
	South of Canterbury Road East		2,511		Yes
	South of McClelland Avenue	Category 3 – Secondary Distributor	5,288	3,000-5,000	No

Notes:

1. It is generally accepted that a traffic volume of less than 18,000 vehicles per day is acceptable for an arterial road with one in each direction. Beyond this threshold, duplication would be considered.
2. Not specifically stated in the Road Management Plan. However, have assumed based on other Category 3 roads.

Under Council's Road Management Plan Category 3 – Secondary Distributor roads have a key characteristic volume of 3,000-5,000 vehicles per day and are described as roads which *carry significant volumes of traffic and provide access, by linking residential areas to arterial roads. They also provide links between the various collector roads.*

Under Clause 56.06 of the Planning Scheme a road such as this would be classed as a Connector Street - Level 2, described as; *A street that carries higher volumes of traffic. It connects access places and access streets through and between neighbourhoods.* Under this clause in the Planning Scheme, this type of road would have an indicative maximum traffic volume for a 24-hour period of 3,000-7,000.

Accordingly, based on the classifications of the Category 3 – Secondary Distributor roads listed above as having a maximum daily traffic volume of 7,000 vehicles, we are satisfied that the level of traffic which these roads carry is acceptable.

In any case, each of the intersections with the abovementioned roads are operating under at least a 'Good' standard, indicating that these roads will not be carrying traffic above their respective capacities.

In the case of Canterbury Road East, east of train line, this road would be upgraded to a Category 3 – Secondary Distributor road standard, consistent with the balance of Canterbury Road East, west of the train line. Accordingly, the anticipated traffic volume to be carried by this section of Canterbury Road East is acceptable in the context of its likely upgrade.

Based on the above, we do not recommend any upgrades to the surrounding road cross sections, outside of the alterations to Canterbury Road East, east of train line, to be upgraded to a Category 3 – Secondary Distributor road standard.

4.5. Intersection Treatments

Turn lane Warrants – Canterbury Road East/Rennie Street Intersection

The development of the site significantly increases the traffic to the Canterbury Road East/Rennie Street Intersection. It would therefore be appropriate to assess the turn lane warrants set out at Section 3.3.6 of the *AustRoads Guide to Traffic Management Part 6 (2020)* for this intersection.

The turning volumes and the relevant through traffic movements have been determined based on Figure 3.26 from *AustRoads Guide to Traffic Management Part 6 (2020)* extracted below.

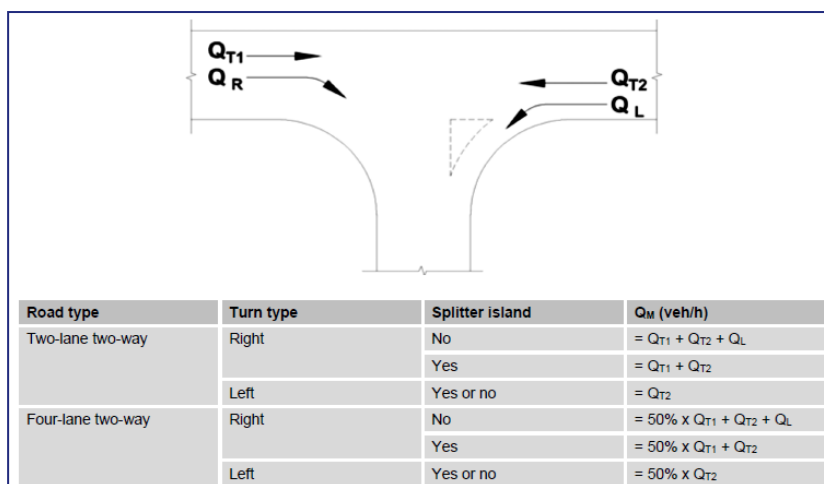


Figure 48: Calculation of Relevant Values (Figure 3.26, Austroads)

This assessment is presented in the following figures for the more critical PM peak period and is based on the traffic volumes presented at Figure 42.

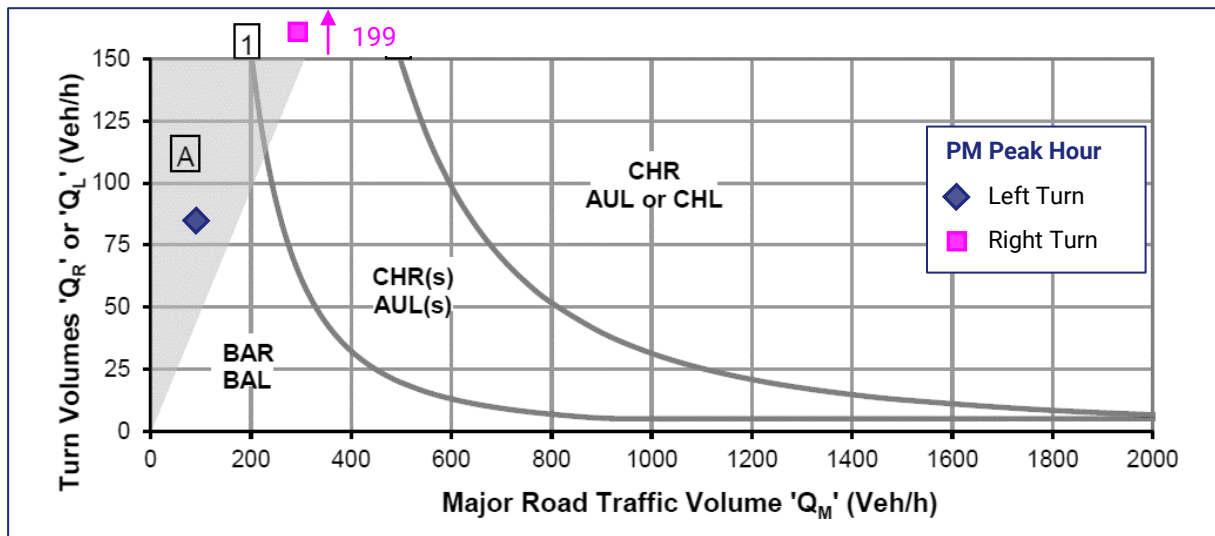


Figure 49: Left and Right Turn Warrants - Canterbury Road East/Rennie Street Intersection

Accordingly, based on the chart above, the Canterbury Road East/Rennie Street Intersection requires a channelised right turn lane and a basic left turn treatment to be provided on Rennie Street.

4.6. Traffic Analysis with Future Development of the Northern Land Parcel

Additional analysis has also been undertaken, where both the subject site and the northern parcel of land (95 & 101-145 Canterbury Road East) have been fully developed as a 'conventional residential' areas.

As detailed in Section 2.5.1, the northern parcel of land is envisioned to have a development yield of 134 residential lots; resulting in a total sum of 800 residential lots across the two land parcels.

The vehicle traffic generated from the northern land parcel will be distributed similarly to the subject site as detailed in Section 4.2.

The figures below illustrate the traffic volumes generated from both developments and the post-development traffic volumes as a result.



Figure 50: Development Traffic Volumes with Northern Land Parcel Developed

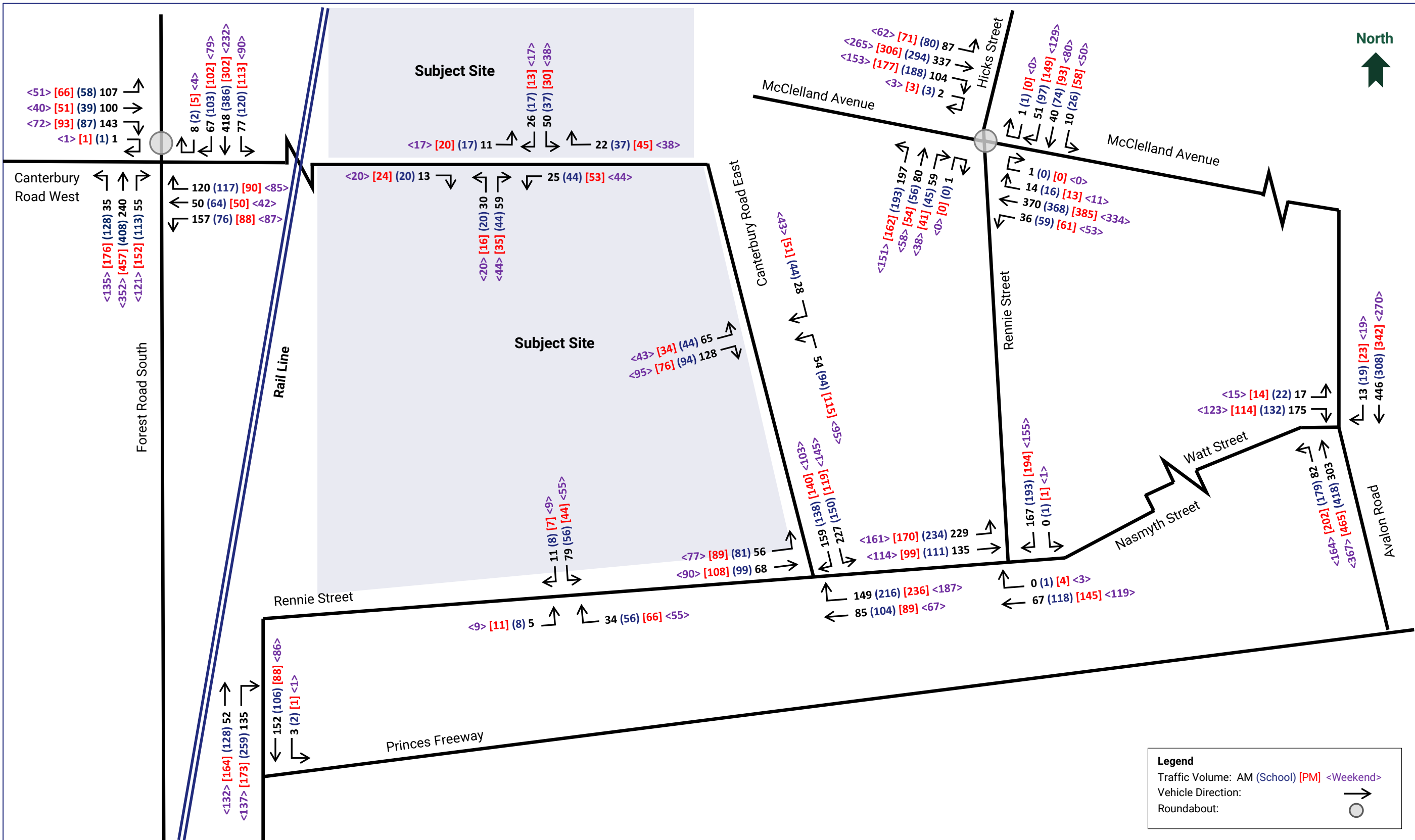


Figure 51: Post-Development Traffic Volumes with Northern Land Parcel Developed

4.6.1. Traffic Analysis

Similarly, SIDRA 9.0 has been used to assess the performance of each of the relevant intersections, based on the post-development traffic volumes presented at Figure 51.

The methodology and assumptions adopted for our analysis of the existing conditions at Section 3.4.3 has been reflected within this analysis. The detailed SIDRA outputs are provided at Appendix D.

Our analysis indicates that the majority of the intersections will remain operating under a Level of Service A ('Excellent') at AM Peak, PM Peak and school pick-up time, except for the intersections discussed below which experience minor decreases to their performance.

Forest Road South/Canterbury Road East/Canterbury Road West Intersection

During the PM peak and School Pick-up times at the Forest Road South/Canterbury Road East/Canterbury Road West intersection, a decrease to the level of performance is identified at the roundabout. The changes to the operation of the roundabout are detailed in the following figures and table.

Existing Conditions



Figure 52: Forest Road South/Canterbury Road East School Peak (Existing)



Figure 54: Forest Road South/Canterbury Road East PM Peak (Existing)

Post-Development Conditions



Figure 53: Forest Road South/Canterbury Road East School Peak (Post-Development)



Figure 55: Forest Road South/Canterbury Road East PM Peak (Post-Development)

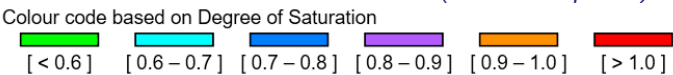


Table 10: Impact to Forest Road South/Canterbury Road East/Canterbury Road West Intersection

Critical Movement on Approach	Existing Conditions			Post-Development Conditions			Difference		
	DoS (LoS)	Average Delay (sec)	95 th %ile Queues (m)	DoS (LoS)	Average Delay (sec)	95 th %ile Queues (m)	DoS (LoS)	Average Delay (sec)	95 th %ile Queues (m)
School Peak Hour									
South Approach	0.582 (A)	9.8	32.5	0.663 (B)	11.6	47.5	+0.081	+1.8	+15.0
PM Peak Hour									
South Approach	0.654 (B)	10.0	41.1	0.74 (C)	11.9	62.1	+0.086	+1.9	+21.0

We are satisfied that this level of impact to the operation of the Forest Road South/Canterbury Road East/Canterbury Road West roundabout is acceptable and will not have a detrimental impact to its operation during either peak hours.

4.6.2. Mid-Block Daily Traffic Volumes

Based on the traffic distribution detailed above, the daily traffic volumes generated by the development of the land are expected to increase traffic volumes to the levels in the following figure. The table following the figure sets out the relative increase in traffic volumes of these roads and compares to the target traffic volumes set out within the Greater Geelong Road Management Plan.

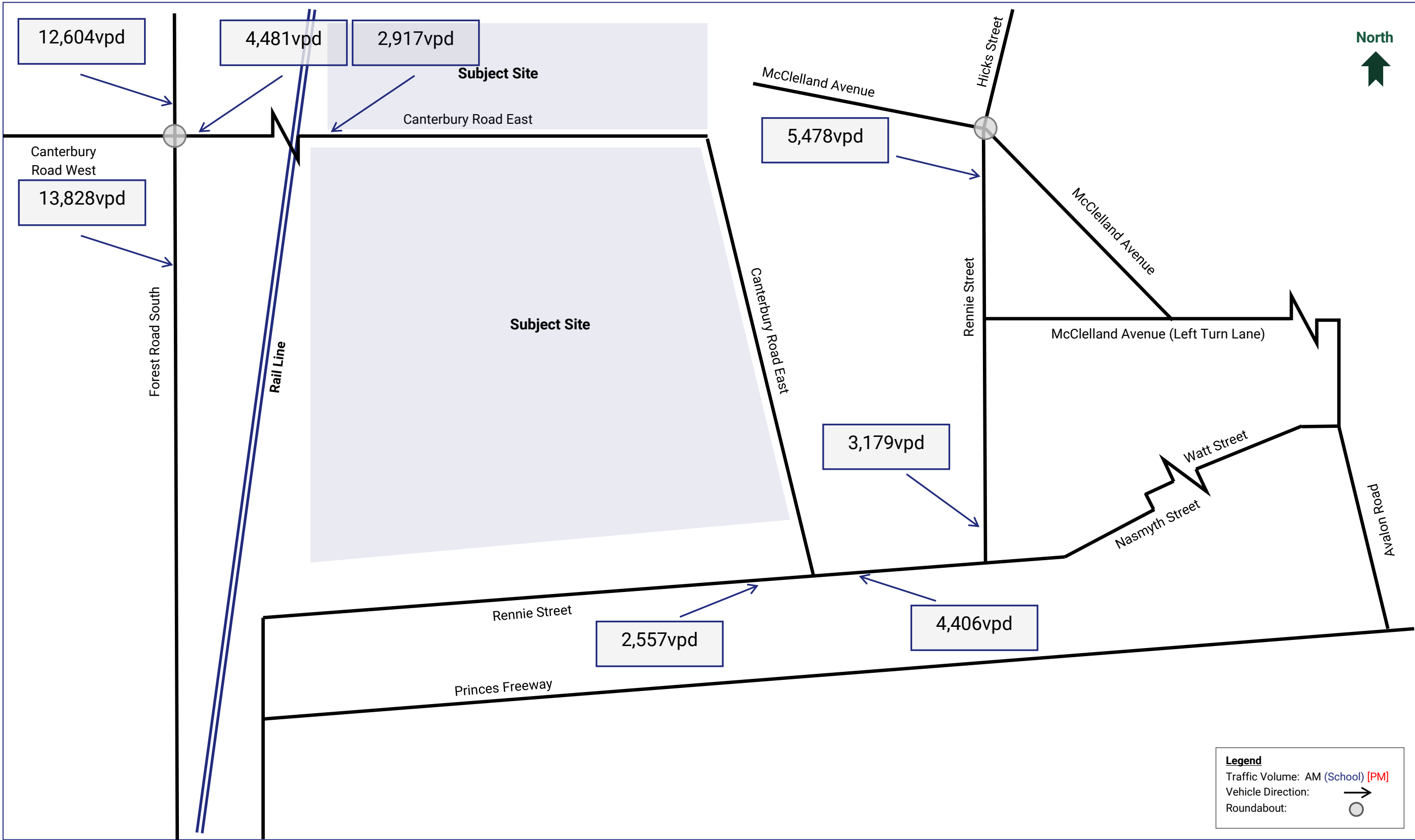


Figure 56: Estimated Weekday Daily Average – Two-Way Volumes

Transport Impact Assessment

Canterbury Road East & Princes Highway, Lara

Table 11: Post-Development Daily Traffic Volumes and Road Characteristic Volume

Road Name	Location	Classification	Post-Development Traffic Volume (vpd)	Key Characteristic Volume (vpd)	Within Target Volume?
Canterbury Road East	East of Train Line	Category 2 – Local Access – Urban	2,917	<2,000	No
Canterbury Road East	East of Forest Road South	Category 3 – Secondary Distributor	4,481	3,000-5,000	Yes
Forest Road South	North of Canterbury Road East	Transport Zone 2	12,604	<18,000 ^(Note 1)	Yes
	South of Canterbury Road East		13,828		Yes
Rennie Street	North of Canterbury Road East	Category 3 – Collector Road Rural	4,406	3,000-5,000 ^(Note 2)	Yes
	South of Canterbury Road East		2,557		Yes
	South of McClelland Avenue	Category 3 – Secondary Distributor	5,478	3,000-5,000	No

Notes:

3. It is generally accepted that a traffic volume of less than 18,000 vehicles per day is acceptable for an arterial road with one in each direction. Beyond this threshold, duplication would be considered.
4. Not specifically stated in the Road Management Plan. However, have assumed based on other Category 3 roads.

The above indicates that the impact of the northern land parcel being will not fundamentally change the impact to the wider area compared with the development of the subject site in isolation.

4.7. Sensitivity Analysis

Sensitivity analysis has been undertaken by adopting the following key traffic generation estimates for the indicative 800 dwellings located across the subject site and the parcel of land to the north of the subject site with the following:

- 1 vehicle trip per dwelling per peak hour
- 10 vehicle trips per dwelling per day

Based on the above, a total of 8,000 vehicle movements would be expected to be generated by the rezoning of the land, including 800 vehicle movements during the AM and PM peak hours.

The directional distribution assumptions remain consistent with the methodology outlined at Section 4.2, which results in the post-development traffic volumes presented below at Figure 42.

SIDRA 9.0 has been used to assess the performance of each of the relevant intersections. The methodology and assumptions adopted for our analysis of the existing conditions at Section 3.4.3 and post-development conditions at Section 4.3 has been retained for this analysis. The detailed SIDRA outputs are provided at Appendix E.

Our analysis indicates that the majority of the intersections will remain operating under a Level of Service A ('Excellent') at AM Peak, PM Peak, school pick-up time and during the weekend, except for the intersections discussed below which experience minor decreases to their performance.

Forest Road South/Canterbury Road East/Canterbury Road West Intersection

At the Forest Road South/Canterbury Road East/Canterbury Road West intersection, a decrease to the level of performance is identified at the roundabout. The changes to the operation of the roundabout are detailed in the following figures and table.

Existing Conditions



Figure 57: Forest Road South/Canterbury Road West School Peak

Post-Development Conditions

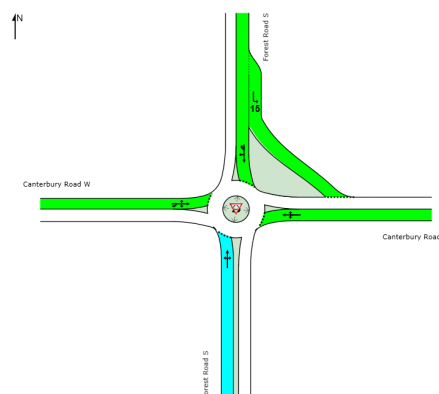


Figure 58: Forest Road South/Canterbury Road West School Peak

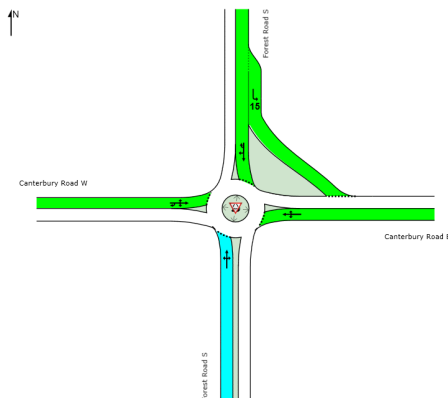


Figure 59: Forest Road South/Canterbury Road West PM Peak



Figure 60: Forest Road South/Canterbury Road West PM Peak

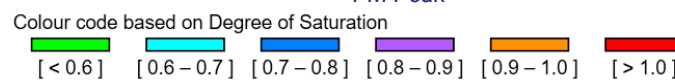


Table 12: Impact to Forest Road South/Canterbury Road East/Canterbury Road West Intersection

Critical Movement on Approach	Existing Conditions			Post-Development Conditions			Difference		
	DoS (LoS)	Average Delay (sec)	95 th %ile Queues (m)	DoS (LoS)	Average Delay (sec)	95 th %ile Queues (m)	DoS (LoS)	Average Delay (sec)	95 th %ile Queues (m)
School Peak Hour									
South Approach	0.582 (A)	9.8	32.5	0.684 (B)	12.2	52.1	+0.102	+2.4	+19.6
PM Peak Hour									
South Approach	0.654 (B)	10.0	41.1	0.761 (C)	12.5	68.4	+0.107	+2.5	+27.3

We are satisfied that this level of impact to the operation of the Forest Road South/Canterbury Road East/Canterbury Road West roundabout is acceptable and will not have a detrimental impact to its operation. Each approach to the intersection at key operating times remain within acceptable limits, noting that a DoS of less than 0.9 indicates an appropriate level of service for an intersection.

Overall we are satisfied that the traffic impact of the rezoning of the subject land will not have a detrimental impact to the operation of the surrounding intersections based on the sensitivity analysis undertaken based on the higher traffic generation rates of 1 vehicle movement per dwelling per peak hour and 10 vehicle movements per dwelling per day.

4.7.1. Mid-Block Daily Traffic Volumes – Sensitivity Analysis

Based on the traffic distribution detailed above, the daily traffic volumes generated by the development of the land are expected to increase traffic volumes to the levels in the following figure. The table following the figure sets out the relative increase in traffic volumes of these roads and compares to the target traffic volumes set out within the Greater Geelong Road Management Plan.

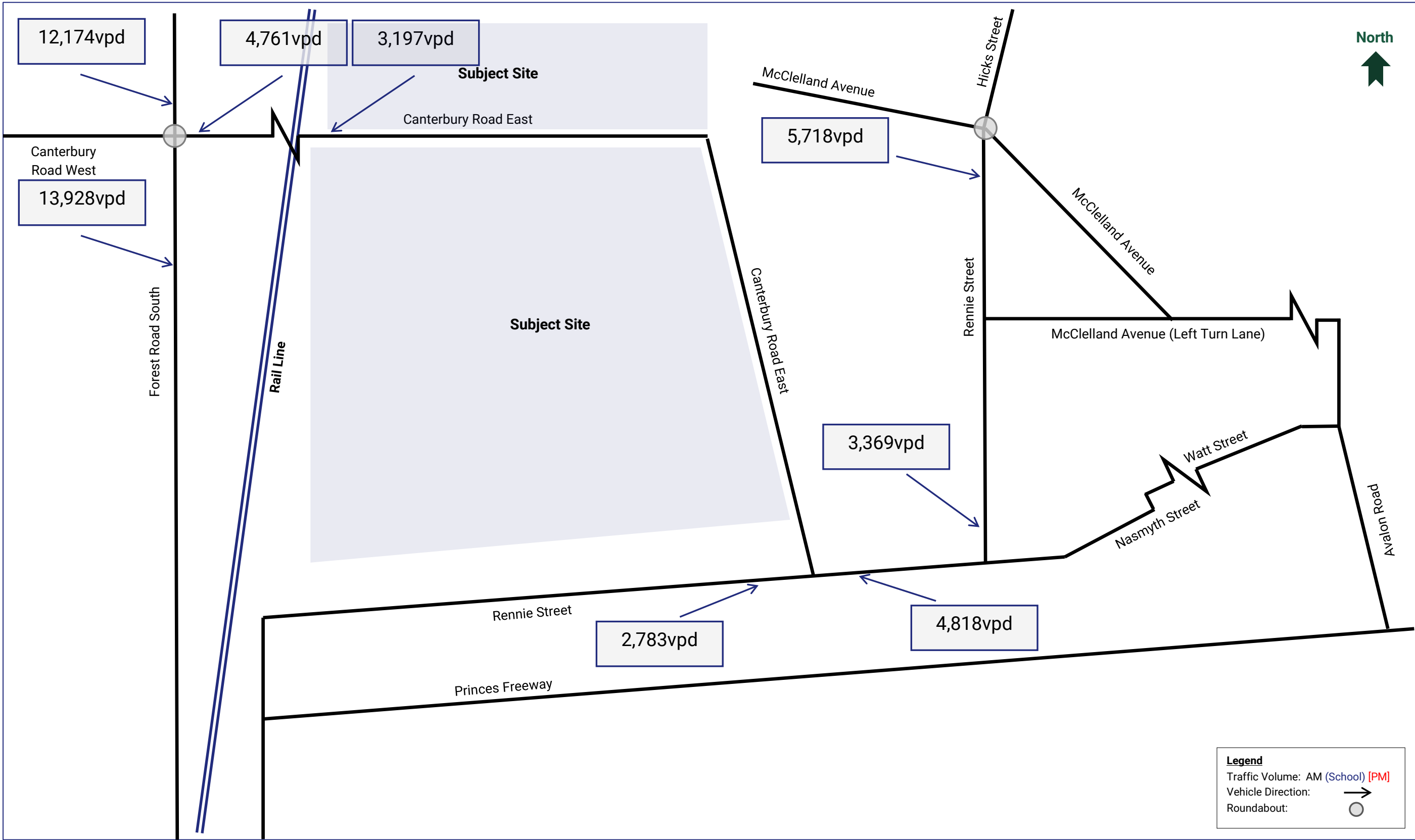


Figure 61: Estimated Weekday Daily Average – Two-Way Volumes

Transport Impact Assessment

Canterbury Road East & Princes Highway, Lara

Table 13: Post-Development Daily Traffic Volumes and Road Characteristic Volume

Road Name	Location	Classification	Post-Development Traffic Volume (vpd)	Key Characteristic Volume (vpd)	Within Target Volume?
Canterbury Road East	East of Train Line	Category 2 – Local Access – Urban	3,197	>2,000	No
Canterbury Road East	East of Forest Road South	Category 3 – Secondary Distributor	4,761	3,000-5,000	Yes
Forest Road South	North of Canterbury Road East	Transport Zone 2	12,174	>18,000 ^(Note 1)	Yes
	South of Canterbury Road East		13,928		Yes
Rennie Street	North of Canterbury Road East	Category 3 – Collector Road Rural	4,818	3,000-5,000 ^(Note 2)	Yes
	South of Canterbury Road East		2,783		Yes
	South of McClelland Avenue	Category 3 – Secondary Distributor	5,718	3,000-5,000	No

Notes:

1. It is generally accepted that a traffic volume of less than 18,000 vehicles per day is acceptable for an arterial road with one in each direction. Beyond this threshold, duplication would be considered.
2. Not specifically stated in the Road Management Plan. However, have assumed based on other Category 3 roads.

Consistent with our conclusion at Section 4.4, we are satisfied that each of the Category 3 – Secondary Distributor roads would have a maximum daily traffic volume of 7,000 vehicles.

Based on the above traffic estimations, we are satisfied that the level of traffic which the roads are expected to carry is acceptable.

In any case, we remain satisfied that a traffic generation rate of 0.8 vehicle movements per dwelling per peak hour and 8 vehicle movements per dwelling per day, and the extent of traffic impacts detailed above to be overly conservative.

Based on the above, we do not recommend any upgrades to the surrounding road cross sections, outside of the alterations to Canterbury Road East, east of train line, to be upgraded to a Category 3 – Secondary Distributor road standard.

4.8. Other Proposals (Possible Regional Sports Reserve)

The land parcel to the immediate south of the site is the subject of an active application to rezone the land. This site is known as 705-706 Princes Highway and 610 Rennie Street. It is acknowledged that Council is potentially seeking to acquire part of the land affected by Amendment C453 for the delivery of a possible regional sports reserve.

Vehicular access to the possible regional sports reserve will be provided through the subject land (i.e. a connection between Canterbury Road East and the possible regional sports reserve and to Rennie Street through the proposed industrial precinct. Accordingly, vehicle movements are expected to occur through the subject site and impact upon the analysis for the proposed rezoning.

Through discussions with the project traffic engineer for the site at 705-706 Princes Highway and 610 Rennie Street, we understand that the possible regional sports reserve will generate the following traffic:

- AM Peak – 10 vehicles per peak hour
- School Peak – 152 vehicles per peak hour
- PM Peak – 152 vehicles per peak hour
- Weekend Peak – 433 vehicles per peak hour

The traffic generated to/from the possible regional sports reserve is anticipated to be distributed as follows:

- 45% of traffic accessing the possible regional sports reserve from Canterbury Road East from the west (i.e. through the subject land),
- 45% of traffic from Rennie Street (i.e. through the proposed industrial land), and
- 10% internally generated trips (i.e. generated from the subject site).

It is anticipated that the possible regional sports reserve will serve the Greater Lara area. While 45% of traffic is expected to access the site from the west, this includes a significant proportion from the residential areas between the rail line and Forest Road South. Accordingly, it is anticipated that 30% of the total traffic reaches the intersection between Forest Road and Canterbury Road West.

The directional distribution assumptions remain consistent with the methodology outlined in the previous sections.

SIDRA 9.0 has been used to assess the performance of each of the relevant intersections. The methodology and assumptions adopted for our analysis of the existing conditions at Section 3.4.3 and post-development conditions at Section 4.3 has been retained for this analysis. The detailed SIDRA outputs are provided at Appendix E.

Our analysis indicates that the majority of the intersections will remain operating under a Level of Service A ('Excellent') at AM Peak, PM Peak, school pick-up time and during the

weekend, except for the intersections discussed below which experience minor decreases to their performance.

Forest Road South/Canterbury Road East/Canterbury Road West Intersection

During the PM peak, School Pick-up times and weekend peak hour at the Forest Road South/Canterbury Road East/Canterbury Road West intersection, a decrease to the level of performance is identified at the roundabout. The changes to the operation of the roundabout are detailed in the following figures and table.

Existing Conditions



Figure 62: Forest Road South/Canterbury Road East School Peak (Existing)

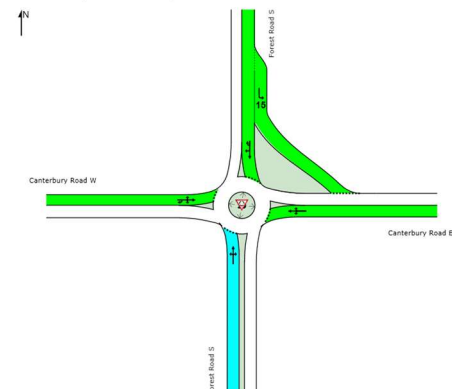


Figure 64: Forest Road South/Canterbury Road East PM Peak (Existing)

Post-Development Conditions

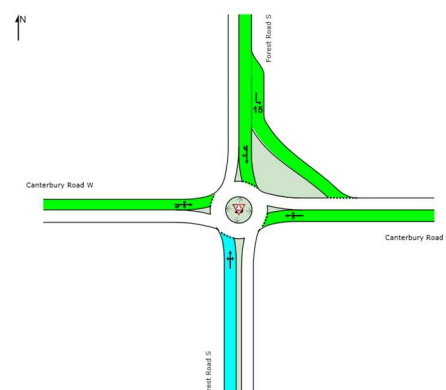


Figure 63: Forest Road South/Canterbury Road East School Peak (Post-Development)



Figure 65: Forest Road South/Canterbury Road East PM Peak (Post-Development)



Figure 66: Forest Road South/Canterbury Road East Weekend Peak (Existing)



Figure 67: Forest Road South/Canterbury Road East Weekend Peak (Post-Development)

Colour code based on Degree of Saturation



Table 14: Impact to Forest Road South/Canterbury Road East/Canterbury Road West Intersection

Critical Movement on Approach	Existing Conditions			Post-Development Conditions			Difference		
	DoS (LoS)	Average Delay (sec)	95 th %ile Queues (m)	DoS (LoS)	Average Delay (sec)	95 th %ile Queues (m)	DoS (LoS)	Average Delay (sec)	95 th %ile Queues (m)
School Peak Hour									
South Approach	0.582 (A)	9.8	32.5	0.684 (B)	12.3	52.1	+0.102	+2.5	+19.6
PM Peak Hour									
South Approach	0.654 (B)	10.0	41.1	0.795 (C)	11.4	79.8	+0.141	+1.4	+38.7
Weekend Peak Hour									
South Approach	0.522 (A)	9.2	26.5	0.648 (B)	11.3	43.6	+0.126	+2.1	+17.1

We are satisfied that this level of impact to the operation of the Forest Road South/Canterbury Road East/Canterbury Road West roundabout is acceptable and will not have a detrimental impact to its operation during either peak hours.

4.9. Mid-Block Daily Traffic Volumes

Based on the traffic distribution detailed above, the daily traffic volumes generated by the development of the land are expected to increase traffic volumes to the levels in the following figure. The table following the figure sets out the relative increase in traffic volumes of these roads and compares to the target traffic volumes set out within the Greater Geelong Road Management Plan.

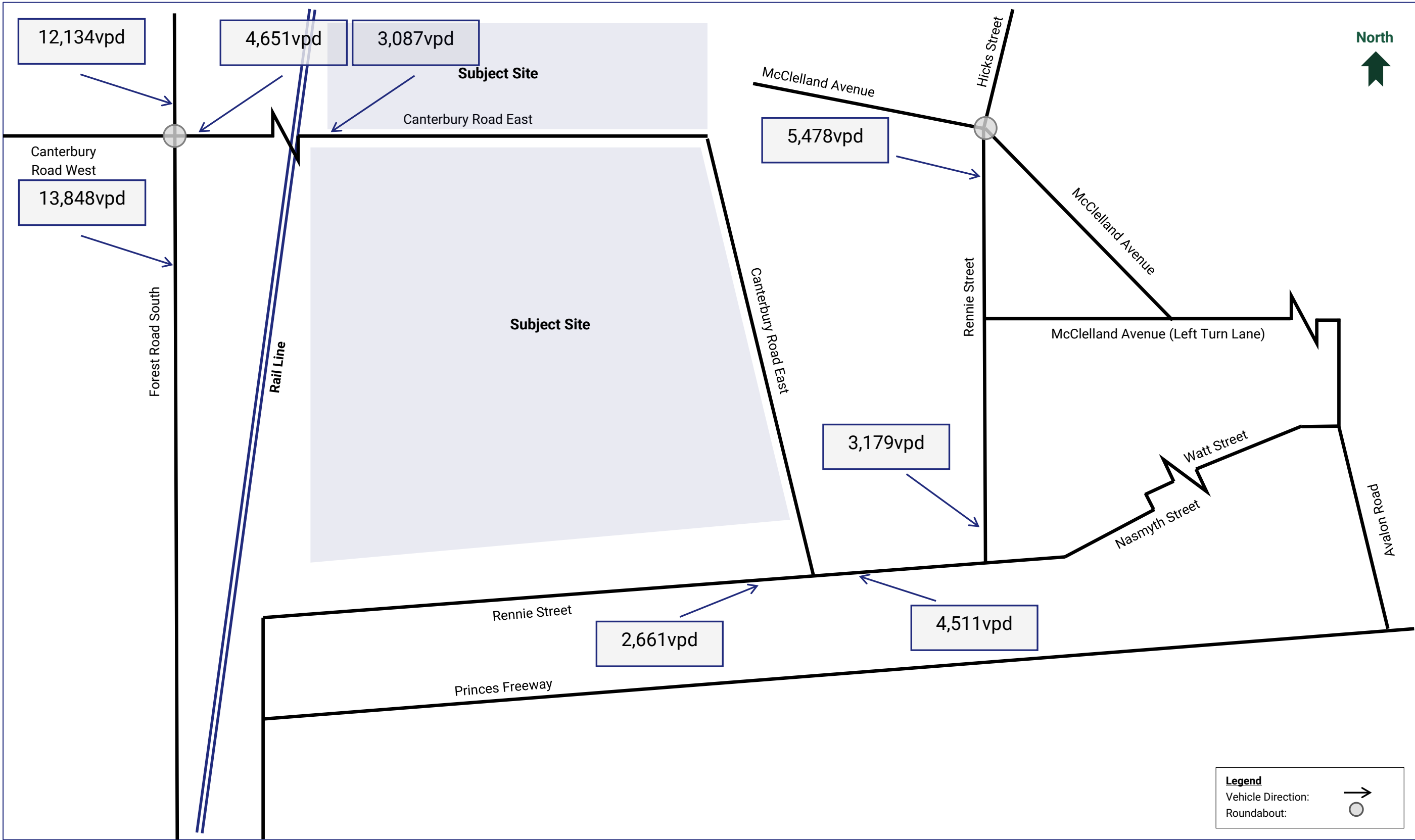


Figure 68: Estimated Weekday Daily Average – Two-Way Volumes

Transport Impact Assessment

Canterbury Road East & Princes Highway, Lara

Table 15: Post-Development Daily Traffic Volumes and Road Characteristic Volume

Road Name	Location	Classification	Post-Development Traffic Volume (v)	Key Characteristic Volume (vpd)	Within Target Volume?
Canterbury Road East	East of Train Line	Category 2 – Local Access – Urban	3,087	<2,000	No
Canterbury Road East	East of Forest Road South	Category 3 – Secondary Distributor	4,651	3,000-5,000	Yes
Forest Road South	North of Canterbury Road East	Transport Zone 2	12,134	<18,000 ^(Note 1)	Yes
	South of Canterbury Road East		13,848		Yes
Rennie Street	North of Canterbury Road East	Category 3 – Collector Road Rural	4,511	3,000-5,000 ^(Note 2)	Yes
	South of Canterbury Road East		2,661		Yes
	South of McClelland Avenue	Category 3 – Secondary Distributor	5,478	3,000-5,000	No

Notes:

5. It is generally accepted that a traffic volume of less than 18,000 vehicles per day is acceptable for an arterial road with one in each direction. Beyond this threshold, duplication would be considered.
6. Not specifically stated in the Road Management Plan. However, have assumed based on other Category 3 roads.

The above indicates that the impact of the Possible Regional Sports Reserve will not fundamentally change the impact to the wider area compared with the development of the subject site in isolation.

4.10. Pedestrian and Cyclist Considerations

The following sets out our analysis of the likely pedestrian and cyclist volumes generated by the development of the land and any infrastructure upgrades/provision that would be required as a result of these demands. We note that this analysis includes the development associated with the subject site as well as a potential future rezoning on the north side of Canterbury Road East.

As set out at Section 3.5.3 and 3.5.4 there is currently a lack of pedestrian infrastructure immediately adjacent to the site. This is consistent with the current zoning of the land as Farming Zone. Notably, there are no footpaths provided along Canterbury Road East between the rail line and Rennie Street and there is no pedestrian crossing at the level crossing to the west of the site.

4.10.1. Pedestrian Volume Generation

In order to determine the likely pedestrian generation for a residential development on the subject land we have reviewed the VISTA data between 2012 and 2020 (Victorian Integrated Survey of Travel and Activity) available for download at <https://dtp.vic.gov.au/about/data-and-research/vista/vista-data-and-publications>. The method of data collection for the VISTA data is through participants keeping a travel diary of a single specified day.

Based on our review of all trips generated in the Lara state suburb, the following breakdown of mode of travel has been determined:

- Private Vehicle Trips – 80%
- **Walking – 12%**
- Motorcycle – 1%
- School Bus – 1%
- **Bicycle – 1%**
- Other – 5%

The above breakdown of mode of travel is based on the first method of travel for a journey. Accordingly, a subset of the 12% of walking trips were recorded as the first part of the journey, with the remainder of the trip undertaken via public transport. The above is based upon a data set of 348 responses, and therefore represents a robust data set.

As set out at Section 4.1, vehicle movements are expected to be generated at a rate of 8 vehicle movements per dwelling per day, for a total of 6,400 vehicle movements. Accordingly, if 6,400 vehicle movements represent 80% of the total trips as per the above mode of travel distribution, a total pedestrian volume of 960 pedestrian movements can be expected to be generated by the site based on a mode share of 12%. We are satisfied that this is a conservative assessment, as the mode share established by the VISTA data is based on dwellings which would in all likelihood be located closer to existing services, when compared with the subject site which is located a minimum walking distance of 2.5km from the Lara Town Centre.

The 12% of trips relates to pure walking trips to a destination, as well as the first mode of a longer trip. i.e. walking to the railway station or to a bus stop.

The VISTA data also presents the trip purpose for all mode styles. In the 'Geelong' area, the purpose of walking trips is broken down as follows:

- Work related – 30%
- Education – 10%
- Shopping – 20%
- Social/Recreation – 33%
- Accompanying//pick-up/drop-off – 5%
- Other – 2%

4.10.2. Pedestrian Distribution

Similar to the approach undertaken at Section 4.2, trip purposes will be distributed towards the likely destinations for the appropriate trip purposes. The following general distributions would be expected:

- The majority of work related pedestrian movements will be distributed towards the town centre and towards the railway station or to bus routes likely to be internal.
- Education trips will generally be distributed towards Lara Lake Primary School, with some trips being take to Lara High School.
- Shopping will be primarily focussed towards the town centre.
- Social/Recreational trips will be evenly distributed to the east and west towards the walking tracks, but also internally towards internal parks, visiting friends, etc.
- Accompanying/pick-up/drop-off and other trips will be evenly distributed.

Table 16 sets out our pedestrian movements distribution based on the above assumptions.

Table 16: Pedestrian Directional Distribution

Trip Purpose	% of Total Trips (Note 1)	No. of Pedestrian Movements	Directional Distributions		
			East % (no. ped)	West % (no. ped)	Internal % (no. ped)
Work Related	30%	288	70% (202)	30% (86)	-
Education	10%	96	20% (19)	80% (77)	-
Shopping	20%	192	40% (77)	60% (115)	-
Social/Recreation	33%	317	30% (95)	30% (95)	40% (127)
Accompanying/Pick-Up/Drop off and other	7%	77	30% (23)	30% (23)	40% (31)
TOTAL			43% (416)	41% (396)	16% (158)

Based on the table above it is expected that 158 pedestrian movements will be generated internally, 416 pedestrian movements will be generated to the east along Canterbury Road

East towards the walking tracks to the east of the site, with the remaining 396 pedestrian movements generated to the west along Canterbury Road East, requiring movement across the railway line.

4.10.3. Cyclist Volume Generation

The table below applies the same directional distribution applied to pedestrians to the cyclist movements likely to be generated. Based on the VISTA data presented at Section 4.10.1, it is expected that cyclist movements will make up 1% of the total movements from the site. Based on the historic data collected, a total of 80 cyclist movements per day are expected.

Table 17: Cyclist Directional Distribution

Trip Purpose	% of Total Trips (Note 1)	No. of Cyclist Movements	Directional Distributions		
			East % (no. cycl)	West % (no. cycl)	Internal % (no. cycl)
Work Related	30%	24	70% (17)	30% (7)	-
Education	10%	8	20% (2)	80% (6)	-
Shopping	20%	16	40% (6)	60% (10)	-
Social/Recreation	33%	26	30% (8)	30% (8)	40% (10)
Accompanying/Pick-Up/Drop off and other	7%	6	30% (2)	30% (2)	40% (2)
TOTAL			43% (35)	41% (33)	16% (12)

Based on the above, it is expected that 12 cyclist movements will be generated internally, 35 cyclist movements will be generated to the east along Canterbury Road East towards the shared paths to the east of the site, with the remaining 33 cyclist movements generated to the west along Canterbury Road East, requiring movement across the railway line.

4.10.4. Pedestrian and Cyclist Infrastructure Requirements

The existing level crossing on Canterbury Road East does not currently provide any pedestrian facilities and would be required to be upgraded to accommodate pedestrian/cyclist movements across the rail line as part of the development of the land.

The crossing of the rail line by pedestrians and cyclists would need to be suitable to accommodate a combined volume of in the order of 406 movements per day (396 predicted pedestrian volume + existing volume of 10 pedestrians) and a cyclist volume of 77 movements per day (33 predicted volume + 34 existing weekend trips, noting that this would be conservative as this demand is not present during the week).

In our view the most appropriate solution would be incorporating an 'active gated control' into the existing level crossing on both sides of the road. The alternative solution of a grade separated pedestrian crossing would be impractical in this case. The active gated control would be suitable to accommodate pedestrians and cyclist (once cyclists have dismounted as per normal practice at a level crossing).

The below extracts use the term 'pedestrians'. However in this context, cyclists would also be referred to as pedestrians, as they will have dismounted their bicycle to wheel the bicycle across.

In order to determine an appropriate treatment at the level crossing we have reviewed the Australian Standards – Manual of Uniform Traffic Control Devices – Part 7 Railway Crossings (AS1742.7-2016).

Section 6.2 of this standard sets out a hierarchy of control for at-grade crossing facilities for pedestrians and states the following:

Where at-grade crossing facilities are to be provided for pedestrians, the hierarchy of control shall be in ascending order of level of control as follows:

- (a) *Passive control for pedestrians with or without vehicular traffic – minimum treatment*
- (b) *Passive control for pedestrians with or without vehicular traffic – with pedestrian mazes*
- (c) *Active control for vehicular traffic only*
- (d) *Active signal control for pedestrians, without gates*
- (e) *Active gated control for pedestrians*

We note that; *This Standard does not provide guidance on when a crossing should progress from one hierarchical step in the type of control to the next, i.e. passive control to active control and active control to elimination.*

In order for a passive control to be provided for pedestrians at a level crossing i.e. no gates or signals for pedestrians, there must be sufficient sight distance in each direction.

At Section 6.3.1, the formula to calculate sight distance is provided as follows:

$$SD = \frac{V}{3.6} \left(\frac{d}{1.0} + 2 \right)$$

Where:

V = speed of trains – in this case 150km/h has been assumed.

D = the distance required to be traversed by pedestrians – in this case 15m has been adopted.

Accordingly, a sight distance of 700m is required in both directions from the pedestrian crossing. This is provided to the south of the crossing but not to the north, where a sight distance of approximately 400m is provided.

If the sight distance is not available, one of the following would need to be provided:

- (a) *Removal of obstructions to achieve the required sight distance.*
- (b) *Provision of active control.*
- (c) *Closure or relocation of the crossing.*
- (d) *Reduction of train speed.*
- (e) *Grade Separation.*

Option (a) would not be possible, as the obstruction to sight distance relates to a vertical alignment issue. i.e. the track is not visible over a crest approximately 400m from the crossing.

Option (c) is not practical, and option (d) is not an equitable outcome. Accordingly, the two options remaining are the provision of an active control or grade separation.

Our recommendation is that an 'active gated control' be provided on both sides of the level crossing in this instance.

The recommendation is due to the relatively low number of pedestrian movements expected to be crossing the rail line (406 pedestrians and 77 cyclists per day), and the relatively low number of trains which travel past the level crossing (approximately 110 trains per day).

There are a number of examples that we are aware of within similar contexts where an active control has been implemented instead of the use of grade separation. These are discussed as follows.

Diamond Creek to Wattle Glen Rail Line Duplication Project

This project included the provision of a new active pedestrian crossing, in the location set out in the image below.

The example below is a project which was completed in the first quarter of this year where a new active pedestrian crossing was chosen to be provided instead of a grade separated crossing. This example connects directly to Diamond Creek Primary School and Diamond Valley College. Sacred Heart Primary School is also located on the north side of the rail line.

This pedestrian level crossing is likely to carry in the order of what is proposed as part of the proposed rezoning, but will include a far greater number of school children, and a similar number of train services once the rail duplication is completed.

The project was undertaken by the state government as part of 'Victoria's Big Build'.

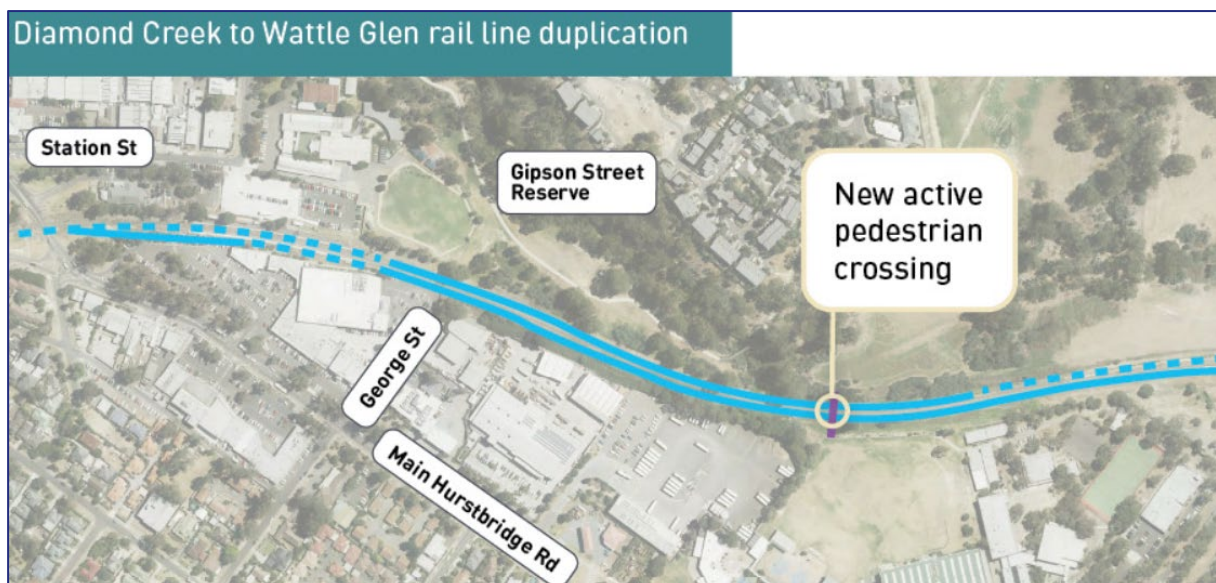


Figure 69: Diamond Creek to Wattle Glen Rail Line Duplication Project Map Extract

Donnybrook Railway Station Carpark Upgrade

An upgrade to the Donnybrook Railway Station carpark and peripheries was completed mid-2020 when 150 car spaces were added to the carpark. The project did not include the upgrade of the pedestrian crossing along Donnybrook Road to be grade separated. This is a case whereby a new demand for 150 pedestrian movements associated with 150 car spaces did not necessitate the grade separation of the pedestrian crossing over the rail line.

Other examples of recently completed new pedestrian level crossings include:

- **Surf Coast Highway, Mount Duneed** – where a pedestrian level crossing was implemented on one side of Surf Coast Highway in 2022.
- **Cardinia Road, Pakenham** – where a pedestrian level crossing was implemented on one side of Cardinia Road in 2019.

We have also reviewed the Victorian Railway Crossing Safety Strategy 2018-2027 prepared on behalf of the State Government. This document sets out strategies for safety at level crossings throughout the state. This document does not mention grade separation for pedestrian crossings.

In relation to the Statewide Level Crossing Upgrade Program, the document states:

In 2016–2017, 21 pedestrian crossings in the Melbourne area were upgraded as part of the program, including new automatic gates at seven crossings and upgrades to automatic gates at a further 13. These works were delivered by VicTrack. In 2017–2018 the program upgraded 14 high risk pedestrian crossings in the Melbourne area.

None of these upgrades were to grade separate a level crossing.

Similarly, under the Safer Country Crossings Program, the document states:

The Safer Country Crossings Program is a four-year program being delivered by the Victorian Government to improve safety at regional level crossings. The \$50 million program will boost safety at 52 priority roads and level crossings which carry high speed passenger trains or a high number of heavy vehicles. The upgrades will include works to install flashing lights and boom gates. The program, delivered by V/Line and VicTrack, is also upgrading 25 pedestrian crossings at 13 priority locations. The Safer Country Crossings Program is also well advanced. As of July 2018, 38 road crossings and 23 pedestrian crossings have been upgraded to improve safety.

Again, we understand that none of these upgrades were to grade separate a level crossing.

The provision of a grade separated crossing would create a distinct barrier in the pedestrian network, which would act as a deterrent for pedestrian trips across the rail line.

Assuming that a ramp to achieve a 5m headroom clearance above the tracks is constructed at a maximum grade of 1 in 40, the total length of ramp would be 400m.

The addition of an estimated 400m to a pedestrian trip is significant, considering the average walking trip distance is 1.4km within Geelong and 1.1km within outer Melbourne².

Accordingly, the extension of a walking trip by 400m would represent an increase of between 28-36% to the average trip distance and would be a barrier to sustainable/active transport in the area.

2 Victorian Integrated Survey of Travel & Activity (VISTA) database

Based on the above, we are satisfied that the most appropriate treatment is for the provision of an 'active gated control' on the south side of Canterbury Road East. The timing of these works can be determined through the planning stage of the project.

4.10.5. Design of Active Gated Control

An example of an active gated control system is provided below, extracted from the Australian Standards (AS1742.7: 2016). This type of control is suitable for pedestrians and for cyclists to traverse (cyclists to traverse once dismounted from their bicycles). We are satisfied that this type of control is suitable in this case.

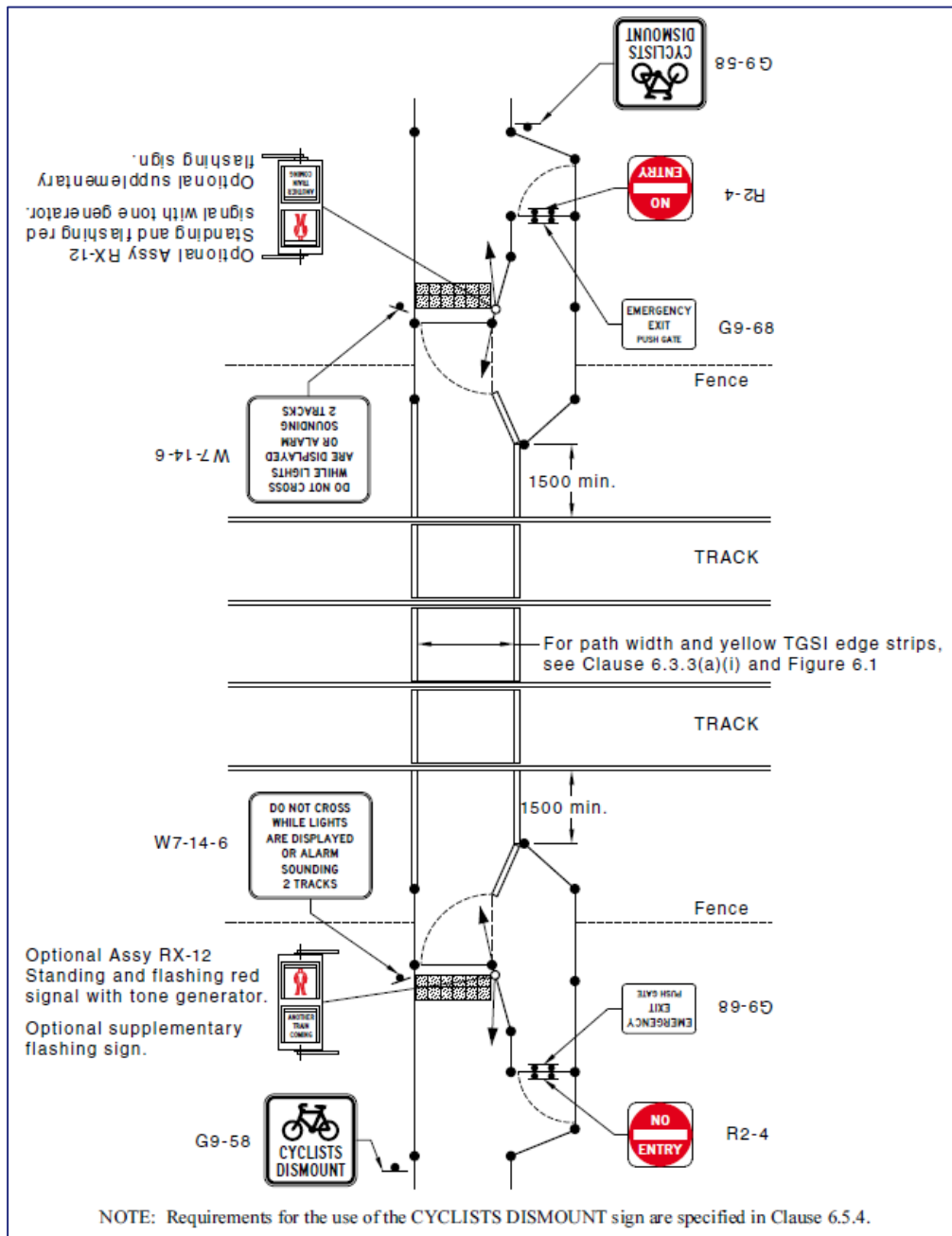


Figure 70: Active Gated Control Example (Figure F6, AS1742.7: 2016)

4.11. Site Access Arrangements

4.11.1. Sight Distance

We have reviewed the indicative access points shown on the South-East Lara Structure Plan, prepared by Tract, in the context of their relative sight distances. The following assumptions have been made about the development of the land and the speed limits of adjacent roads. We have assumed:

- The development of the land will include some form of structure on the property boundary (i.e. fence line or similar which would inhibit sight lines around the bend in Canterbury Road East.
- The speed limit of Canterbury Road East will be reduced from 80km/h to 60km/h to reflect the urbanisation of this road and to be consistent with Canterbury Road East to the west of the rail line.
- The speed limit of Rennie Street to the south-west of the subject land will be reduced from 100km/h to 60km/h to reflect the urbanisation of this road and to be consistent with Rennie Street to the north-west of Canterbury Road East and along the site frontage.

Sight distance criteria is set out at Section 3 of *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*. Safe intersection sight distance (SISD) is the minimum sight distance which should be provided on the major road at any intersection. SISD is the measurement between two points to provide inter-visibility between drivers and vehicles on the major road and minor road approaches.

Each of the access points to the site will need to satisfy the SISD requirements for a 60km/h speed environment of 123m (based on reaction time of 2.0 seconds).

Figure 2 in Section 2.4 details the proposed access locations and includes a numbering of the access points 1-4. The sight distance for each of these access points is reported in the table below, with discussions regarding the access points provided below the table.

Access Location	Sight Distance Available to East	Sight Distance Available to West	Achieves 123m Sight Distance Requirement?
Access Point 1	175m	150m	Yes
Access Point 2	130m	200m	Yes
Access Point 3	200m+	200m+	Yes
Access Point 4	200m+	200m+	Yes

As detailed above, the sight distance available to the east of Access Point 2 is measured at 130m. This is quite close to the SISD requirement and should be checked to ensure compliance with SISD requirements during the planning application stage involving this access location. The access point may be required to shift to the west to ensure compliance with the SISD requirements.

Based on the above, we are satisfied that the indicative site access locations set out in the South-East Lara Structure Plan prepared by Tract are appropriate. However, we recommend that Access Point 2 (to the northern land parcel) should be assessed against the SISD requirements at the application stage to confirm compliance.

4.12. Internal Street Network

Given the land use zoning of the land as residential, without commercial component or any through links to the south proposed (aside from the access to the possible regional sports reserve), we are satisfied that a standard local road reservation width is throughout the land is appropriate in this case.

A road reservation of 16m, including a 7.3m wide pavement width and footpaths on both sides would be appropriate in this case. Banning car parking along the primary access into the site between Canterbury Road East and the possible regional sports reserve should be considered to allow for uninterrupted two-way vehicle movements.

For any roads which abut a reserve or similar space where no services are required on one side of the road, the road reserve could be reduced to 14.5m.

Both of the cross sections above would accommodate a two-way road with on-street car parking provided on one or both sides of the road. Bicycles would be accommodated within the 7.3m wide road reserve and would be appropriate to mix with standard vehicle traffic.

The following figures detail a possible cross section for the typical road reservation discussed above.

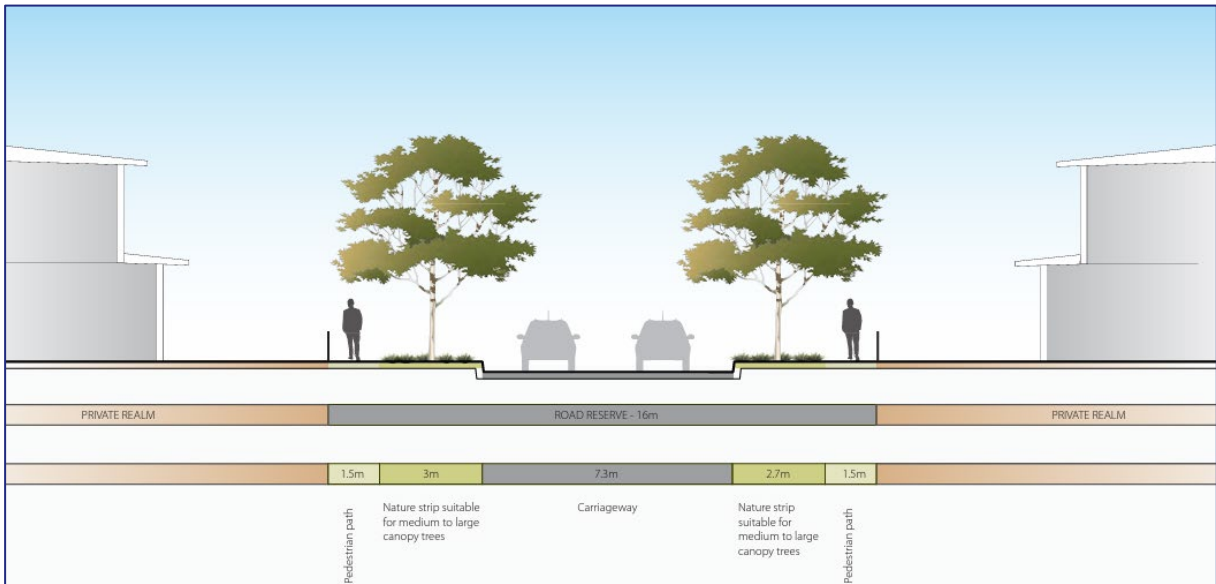


Figure 71: Potential Typical Road Reservation

4.12.1. Canterbury Road East Road Cross Section

The road reserve of Canterbury Road East is a minimum of 20m wide. This width reservation can accommodate the cross section of a typical connector style road, consistent with the balance of Canterbury Road East to the west of the rail line or Canterbury Road West, to the west of Forest Road South which each have a 20m wide road reservation.

The 20m wide road reservation in the case of Canterbury Road West accommodates a 7.6m wide trafficable pavement width, indented car parking on one side and footpaths on both sides of the road. We note that within a 20m wide road reserve, a shared path could be provided on one side of the road instead of one of the footpaths, if desired by Council.

The above represents the ultimate arrangement for Canterbury Road East, at a time when both sides of Canterbury Road East are developed. The interim arrangement for Canterbury Road East, i.e. when the southern side of Canterbury Road East is developed only, the arrangement will include urbanisation of the south side of the road, with kerb and channel and appropriate footpath/shared path. The northern side of Canterbury Road East would remain without kerb and channel or footpath until such time that the northern side were developed.

This is a common arrangement in developing areas, including at the western end of Canterbury Road East, near Ohallorans Road, detailed below.

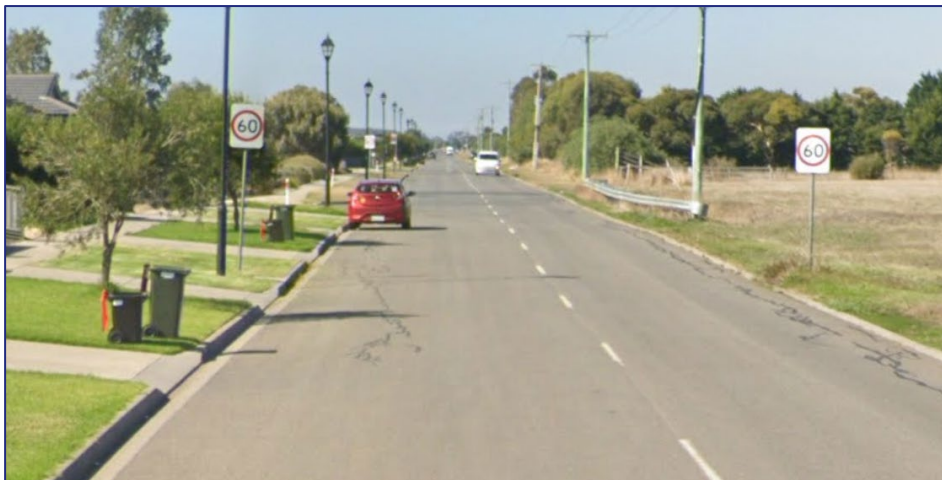


Figure 72: Example of Rural and Urban sides of Road

4.12.2. Rennie Street Cross Section

To the north of Canterbury Road, a footpath or shared path will need to be provided on Rennie Street in order to connect the footpaths provided along Canterbury Road East to the existing shared paths along Hovells Creek and through Hovells Creek Reserve (also discussed at Section 4.14). This could take the form of a kerbside shared path on the north or south side of Rennie Street, or via an off-road shared path through the Public Park and Recreation Zone on the north side Rennie Street or along the freeway reserve along the south side of Rennie Street. A change to the cross section of Rennie Street would not be required outside of the provision of a shared path (i.e. no road widening).

A speed limit of 60km/h applies to Rennie Street to the north and south of the intersection with Canterbury Road East. This speed limit is appropriate for this style of road in this context and does not present a road safety issue.

Depending on the ultimate alignment of the shared path or footpath, raised shared path crossings could be provided to facilitate the crossing of Rennie Street either on the north side of the intersection with Canterbury Road east or closer to the Hovell Creek Crossing. This measure would have the added benefit of controlling speed through this section of Rennie Street.

No changes to the road width would be required to accommodate the increase in traffic associated with development of the site for either section of Rennie Street (north or south of Canterbury Road East). Accordingly, the presentation of Rennie Street for through traffic traveling north or south along Rennie Street would not vary from the north to south sides of the intersection.

Urbanisation of the north-west side of Rennie Street will be required along the subject site's frontage, including providing kerb and channel, footpaths and any verge landscaping etc. The speed limit of Rennie Street along the site's frontage and to the immediate west of the site should be limited to 60km/h, with the speed limit reducing an appropriate distance from the access to the subject land. We do not consider any further traffic calming to be required in this case.

4.13. Public Transport Considerations

New subdivisions should ensure that dwellings are located within 400m of a public transport route. In this case, no bus routes operate within immediate proximity to the site. However, once the site is developed, the existing bus routes which operate almost to the site boundaries (Routes 10 and 11) should be extended such that at least one of them travel past the site along Canterbury Road East. This is the responsibility of the Department of Transport and Planning to determine.

We recommend that DTP review the existing public transport coverage in the area, in the context of additional residential land being provided on the subject site. We understand that there is currently no current proposal to extend bus route in this location by DTP.

The depth of the southern portion of the land is approximately 400m and accordingly, almost all dwellings will be located within 400m of a bus route. There is likely to be a very small number of dwellings located outside of 400m of a bus route, however in an area such as Lara with a low level of public transport uptake, this is acceptable. If a bus route were to divert into a residential area such as the subject site for the benefit of a small number of dwellings, the associated extension to the service would decrease the level of efficiency of the service by extending its length.

Similarly, the depth of the developable area in the northern land parcel does not necessitate the extension of a bus route through the subject land.

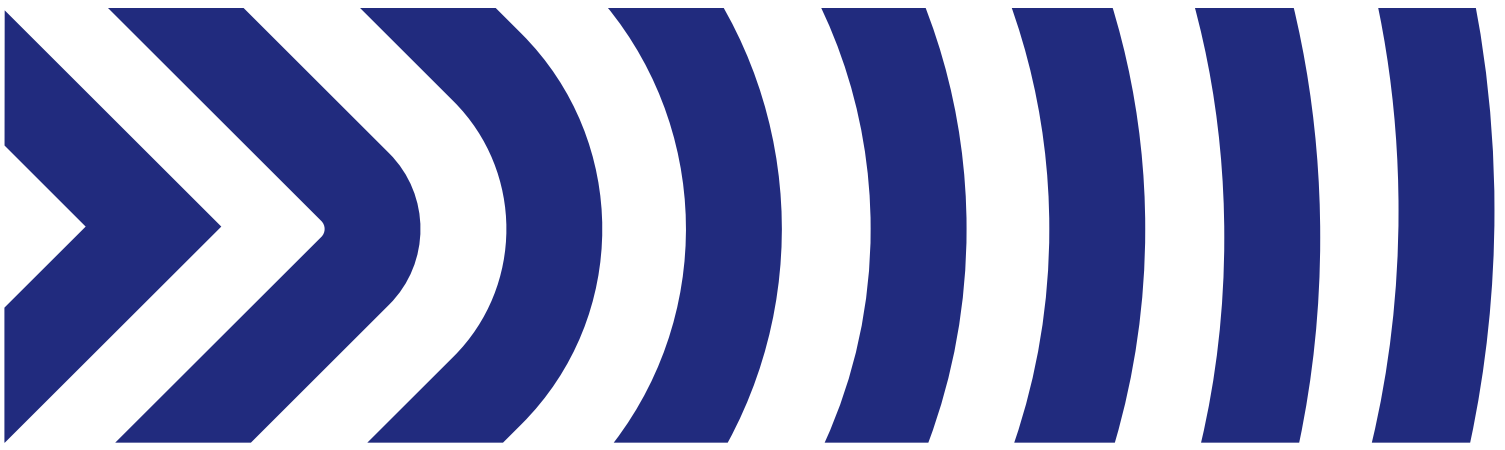
4.14. Walking and Cycling Network

Off-road shared paths are provided to the east of the subject site, including the Hovells Creek Trail on the east side of Hovells Creek, which extends to the Railway Station and the Town Centre precinct. Off-road shared paths are also provided to the north-west of the subject site through Lakelands Wetlands. These paths are detailed at Figure 35 in Section 3.5.3.

5. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed rezoning of 76-156 Canterbury Road East & 785-805 Princes Highway, Lara, we are of the opinion that:

- a) A development of the land yielding 666 standard residential lots can be accommodated by the surrounding road network.
- b) To accommodate the development traffic, the following mitigating works are required:
 - i) The upgrade of the existing Canterbury Road East level crossing to include an active gated control to facilitate safe pedestrian and dismounted cyclist movements across the rail line.
 - ii) The provision of a short channelised right turn lane and a basic left turn treatment to be provided on Rennie Street at the Canterbury Road East/Rennie Street Intersection.
 - iii) The upgrade of Canterbury Road East to a connector style road, consistent with the balance of Canterbury Road East to the west of the rail line.
- c) The traffic generated by the rezoning of the land for residential purposes can be accommodated by the surrounding road network, with only minor impacts to the operation of some intersections. Sensitivity analysis was undertaken in this regard for a higher traffic generation rate.
- d) The indicative site access points are considered appropriate.
- e) The surrounding bus network is able to be extended along Canterbury Road East. This would ensure the vast majority of future dwellings would be adequately serviced by public transport.
- f) The site is well serviced by quality off-road bicycle trails to the east of the subject site and to the north-west of the subject site.
- g) There are no traffic engineering reasons why the proposed rezoning of the land at 76-156 Canterbury Road East & 785-805 Princes Highway, Lara should not proceed to exhibition, subject to appropriate conditions.



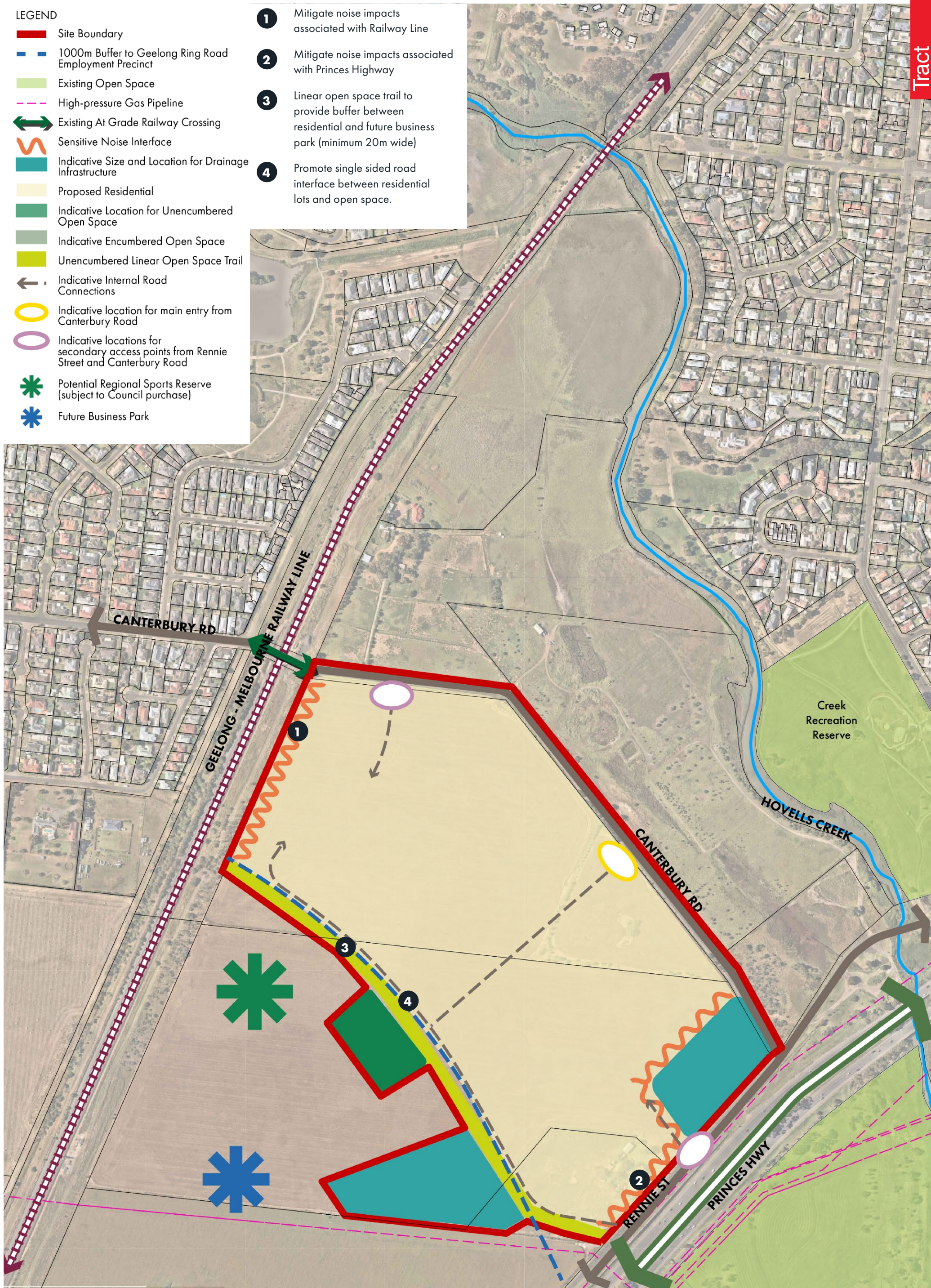
Appendix A

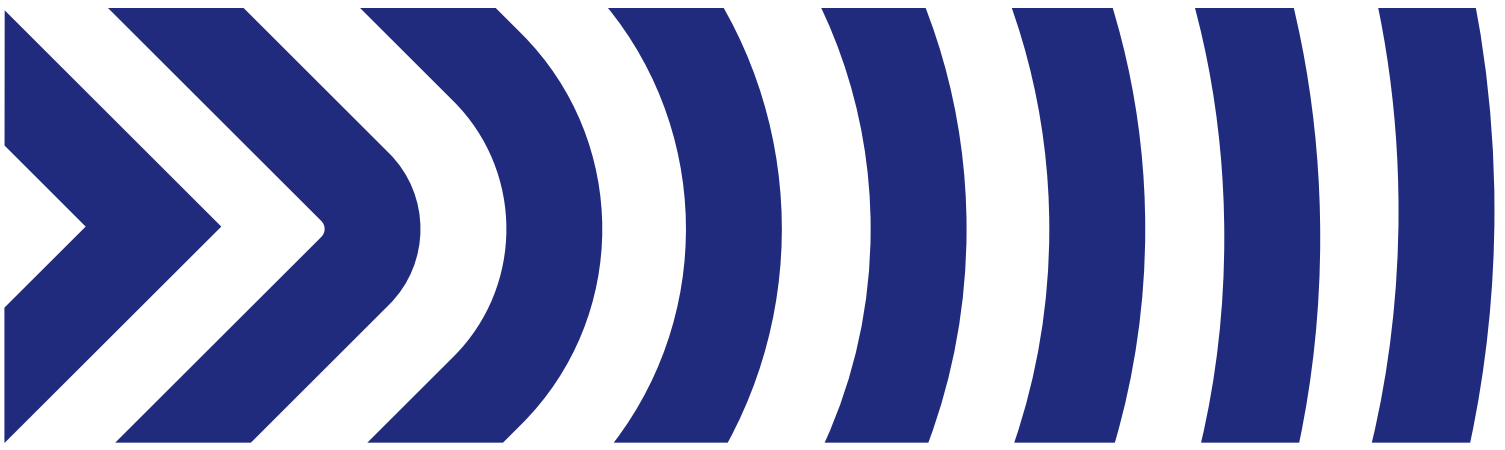
Proposed Masterplan

LEGEND

- Site Boundary
- 1000m Buffer to Geelong Ring Road Employment Precinct
- Existing Open Space
- High-pressure Gas Pipeline
- ↔ Existing At Grade Railway Crossing
- ~ Sensitive Noise Interface
- Indicative Size and Location for Drainage Infrastructure
- Proposed Residential
- Indicative Location for Unencumbered Open Space
- Indicative Encumbered Open Space
- Unencumbered Linear Open Space Trail
- Indicative Internal Road Connections
- Indicative location for main entry from Canterbury Road
- Indicative locations for secondary access points from Rennie Street and Canterbury Road
- ✱ Potential Regional Sports Reserve (subject to Council purchase)
- ✱ Future Business Park

- 1 Mitigate noise impacts associated with Railway Line
- 2 Mitigate noise impacts associated with Princes Highway
- 3 Linear open space trail to provide buffer between residential and future business park (minimum 20m wide)
- 4 Promote single sided road interface between residential lots and open space.





Appendix B

Tube Count Results

Transport Impact Assessment

Canterbury Road East & Princes Highway, Lara

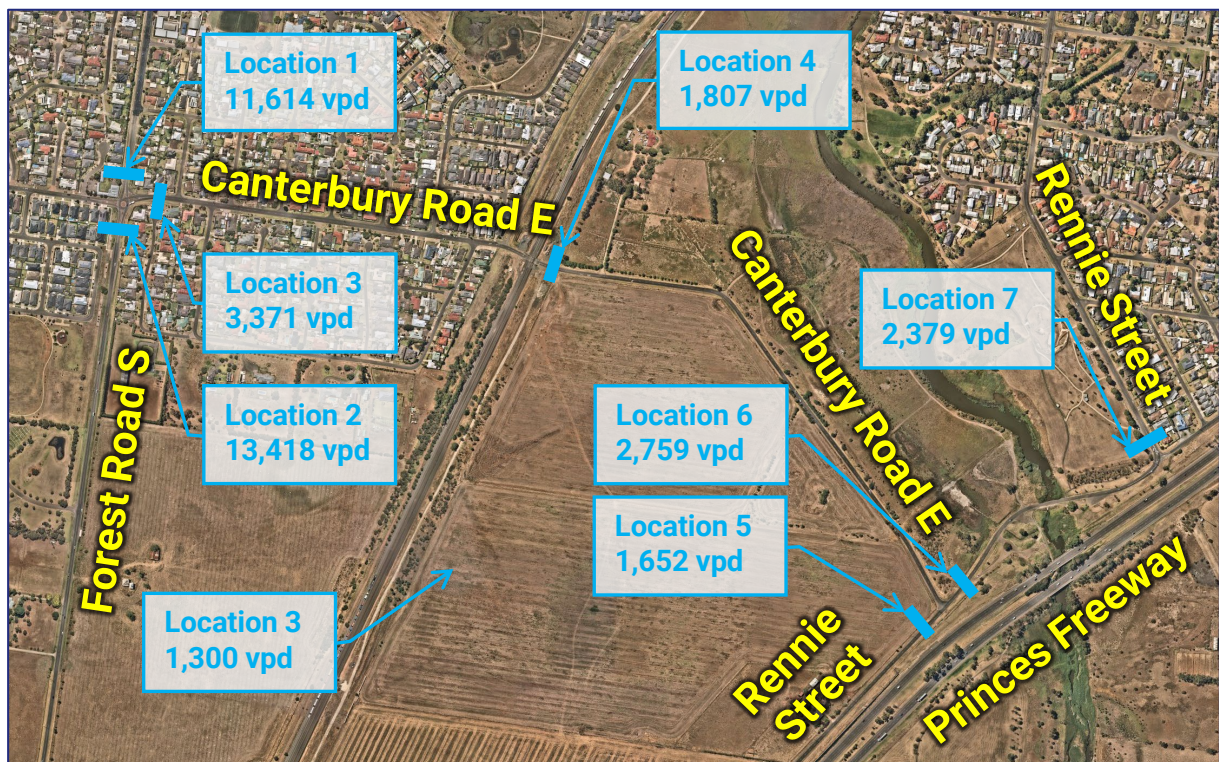


Figure G1: Tube Count Summary (April, 2023)



Figure G2: Tube Count Summary (April, 2023)

Transport Impact Assessment

Canterbury Road East & Princes Highway, Lara

Table G1: Tube Count Data Summary – Forest Road S, north of Canterbury Road E - **Location 1**

Characteristic	Vehicles per day		
	Forest Road S, North of Canterbury Road E		
	Northbound	Southbound	Total
Daily Weekday Average	5,745	5,869	11,614
Recorded Weekday AM Peak Hour Volume	391 (9am-10am)	515 (9am-10am)	906 (9am-10am)
Recorded Weekday PM Peak Hour Volume	553 (5pm-6pm)	479 (4pm-5pm)	1,008 (5pm-6pm)
Typical AM Peak Hour Volume (8am-9am)	294	423	717
Typical PM Peak Hour Volume (5pm-6pm)	553	456	1,008
Typical School Peak Hour Volume (3pm-4pm)	469	402	871
Commercial Vehicle %	3.3%	3.7%	3.5%

Table G2: Tube Count Data Summary – Forest Road S, south of Canterbury Road E - **Location 2**

Characteristic	Vehicles per day		
	Forest Road S, South of Canterbury Road E		
	Northbound	Southbound	Total
Daily Weekday Average	6,168	7,250	13,418
Recorded Weekday AM Peak Hour Volume	342 (11am-12pm)	682 (9am-10am)	987 (9am-10am)
Recorded Weekday PM Peak Hour Volume	652 (5pm-6pm)	553 (5pm-6pm)	1,205 (5pm-6pm)
Typical AM Peak Hour Volume (8am-9am)	219	594	814
Typical PM Peak Hour Volume (5pm-6pm)	652	553	1,205
Typical School Peak Hour Volume (3pm-4pm)	527	457	984
Commercial Vehicle %	3.9%	3.2%	3.5%

Transport Impact Assessment

Canterbury Road East & Princes Highway, Lara

Table G3: Tube Count Data Summary – Canterbury Road E, east of Forest Road S - **Location 3**

Characteristic	Vehicles per day		
	Canterbury Road E, East of Forest Road S		
	Eastbound	Westbound	Total
Daily Weekday Average	1,737	1,634	3,371
Recorded Weekday AM Peak Hour Volume	152 (9am-10am)	150 (9am-10am)	302 (9am-10am)
Recorded Weekday PM Peak Hour Volume	178 (4pm-5pm)	159 (4pm-5pm)	337 (4pm-5pm)
Typical AM Peak Hour Volume (8am-9am)	101	119	220
Typical PM Peak Hour Volume (5pm-6pm)	172	143	314
Typical School Peak Hour Volume (3pm-4pm)	143	127	269
Commercial Vehicle %	7.3%	7.0%	7.2%

Table G4: Tube Count Data Summary – Canterbury Road E, east of the railway line - **Location 4**

Characteristic	Vehicles per day		
	Canterbury Road E, East of the Railway Line		
	Eastbound	Westbound	Total
Daily Weekday Average	922	885	1,807
Recorded Weekday AM Peak Hour Volume	106 (9am-10am)	65 (9am-10am)	172 (9am-10am)
Recorded Weekday PM Peak Hour Volume	90 (4pm-5pm)	104 (5pm-6pm)	190 (4pm-5pm)
Typical AM Peak Hour Volume (8am-9am)	93	43	136
Typical PM Peak Hour Volume (5pm-6pm)	73	104	177
Typical School Peak Hour Volume (3pm-4pm)	70	74	144
Commercial Vehicle %	6.0%	5.3%	5.7%

Transport Impact Assessment

Canterbury Road East & Princes Highway, Lara

Table G5: Tube Count Data Summary – Rennie Street, south of Canterbury Road E - **Location 5**

Characteristic	Vehicles per day		
	Rennie Street, South of Canterbury Road E		
	Northbound	Southbound	Total
Daily Weekday Average	842	810	1,652
Recorded Weekday AM Peak Hour Volume	37 (11am-12pm)	84 (9am-10am)	116 (9am-10am)
Recorded Weekday PM Peak Hour Volume	114 (5pm-6pm)	62 (4pm-5pm)	169 (5pm-6pm)
Typical AM Peak Hour Volume (8am-9am)	27	84	111
Typical PM Peak Hour Volume (5pm-6pm)	114	55	169
Typical School Peak Hour Volume (3pm-4pm)	78	56	134
Commercial Vehicle %	5.0%	4.5%	4.8%

Table G6: Tube Count Data Summary – Rennie Street, north of Canterbury Road E - **Location 6**

Characteristic	Vehicles per day		
	Rennie Street, North of Canterbury Road E		
	Northbound	Southbound	Total
Daily Weekday Average	1,414	1,345	2,759
Recorded Weekday AM Peak Hour Volume	110 (9am-10am)	120 (9am-10am)	230 (9am-10am)
Recorded Weekday PM Peak Hour Volume	158 (4pm-5pm)	123 (4pm-5pm)	281 (4pm-5pm)
Typical AM Peak Hour Volume (8am-9am)	92	102	195
Typical PM Peak Hour Volume (5pm-6pm)	149	120	269
Typical School Peak Hour Volume (3pm-4pm)	117	103	220
Commercial Vehicle %	2.5%	2.0%	2.3%

Transport Impact Assessment

Canterbury Road East & Princes Highway, Lara

Table G7: Tube Count Data Summary – Rennie Street, north of Nasmyth Street - **Location 7**

Characteristic	Vehicles per day		
	Rennie Street, North of Nasmyth Street		
	Northbound	Southbound	Total
Daily Weekday Average	1,215	1,164	2,379
Recorded Weekday AM Peak Hour Volume	97 (9am-10am)	107 (9am-10am)	204 (9am-10am)
Recorded Weekday PM Peak Hour Volume	140 (4pm-5pm)	101 (4pm-5pm)	241 (4pm-5pm)
Typical AM Peak Hour Volume (8am-9am)	80	97	177
Typical PM Peak Hour Volume (5pm-6pm)	135	99	233
Typical School Peak Hour Volume (3pm-4pm)	108	81	189
Commercial Vehicle %	4.7%	5.2%	5.0%

Table G8: Tube Count Data Summary – Rennie Street, south of McClelland Avenue - **Location 8**

Characteristic	Vehicles per day		
	Rennie Street, South of McClelland Avenue		
	Northbound	Southbound	Total
Daily Weekday Average	2,358	2,190	4,548
Recorded Weekday AM Peak Hour Volume	211 (9am-10am)	131 (9am-10am)	342 (9am-10am)
Recorded Weekday PM Peak Hour Volume	210 (5pm-6pm)	233 (5pm-6pm)	443 (5pm-6pm)
Typical AM Peak Hour Volume (8am-9am)	192	106	297
Typical PM Peak Hour Volume (5pm-6pm)	210	233	443
Typical School Peak Hour Volume (3pm-4pm)	181	171	352
Commercial Vehicle %	2.1%	2.9%	2.5%

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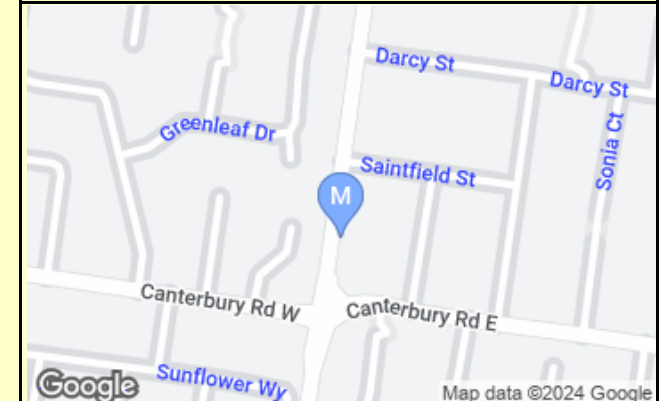
AUTOMATIC COUNT SUMMARY

Street Name :	Forest Rd S	Location :	North of Canterbury Rd E
Suburb :	Lara	Start Date :	00:00 Wed 29/March/2023
Machine ID:	DV82PBRY	Finish Date :	00:00 Wed 05/April/2023
Site ID:	15957	Speed Zone :	60 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information Lat 38° 1' 59.67 South Long 144° 23' 40.47 East		Direction of Travel		
		Both directions	Northbound	Southbound
Traffic Volume : (Vehicles/Day)	Weekdays Average	11,614	5,745	5,869
	7 Day Average	10,905	5,409	5,496
Weekday AM	09:00	906	391	515
Peak hour starts PM	17:00	1008	553	456
Speeds : (Km/Hr)	85th Percentile	53.5	51.2	55.8
	Average	48.2	46.5	49.9
Classification % :	Light Vehicles up to 5.5m	96.8%	97.2%	96.5%

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude: -38.033243, 144.394575)



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open. These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Forest Rd S

Direction Both directions ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	16:00	17:00	18:00	15:00	16:00	12:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	42	57	60	70	48	65	104	446	64	277	55	169	85
01:00	25	25	25	30	26	43	69	243	35	131	26	112	56
02:00	16	19	16	19	19	30	41	160	23	89	18	71	36
03:00	16	22	21	24	19	23	29	154	22	102	20	52	26
04:00	18	26	33	27	86	34	22	246	35	190	38	56	28
05:00	80	81	83	86	201	96	31	658	94	531	106	127	64
06:00	211	207	193	196	432	153	58	1450	207	1239	248	211	106
07:00	433	460	449	446	618	248	110	2764	395	2406	481	358	179
08:00	658	658	665	663	939	450	174	4207	601	3583	717	624	312
09:00	952	947	952	969	709	695	359	5583	798	4529	906	1054	527
10:00	695	698	722	728	650	853	543	4889	698	3493	699	1396	698
11:00	651	671	691	765	686	948	671	5083	726	3464	693	1619	810
12:00	644	680	676	755	727	816	792	5090	727	3482	696	1608	804
13:00	764	719	699	862	744	767	772	5327	761	3788	758	1539	770
14:00	692	675	736	846	838	726	764	5277	754	3787	757	1490	745
15:00	737	759	794	1056	1011	701	696	5754	822	4357	871	1397	699
16:00	970	1013	1053	935	1020	674	654	6319	903	4991	998	1328	664
17:00	943	1040	1024	1036	999	727	633	6402	915	5042	1008	1360	680
18:00	934	1010	1085	759	748	611	599	5746	821	4536	907	1210	605
19:00	663	724	754	528	459	408	466	4002	572	3128	626	874	437
20:00	387	426	483	400	338	315	314	2663	380	2034	407	629	315
21:00	246	270	304	262	251	249	201	1783	255	1333	267	450	225
22:00	145	217	233	164	224	200	137	1320	189	983	197	337	169
23:00	109	114	117	85	120	139	89	773	110	545	109	228	114
Total	11031	11518	11868	11711	11912	9971	8328	76339	10907	58040	11608	18299	9154
% Heavy	3.67%	3.41%	3.61%	3.30%	3.42%	2.21%	2.02%	3.15%		3.48%		2.12%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Forest Rd S

Direction Northbound ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	18:00	17:00	16:00	12:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	19	30	28	39	27	31	44	218	31	143	29	75	38
01:00	14	13	12	18	14	20	38	129	18	71	14	58	29
02:00	9	14	9	11	3	18	20	84	12	46	9	38	19
03:00	5	6	13	11	7	14	16	72	10	42	8	30	15
04:00	6	12	14	11	35	14	11	103	15	78	16	25	13
05:00	38	35	38	45	72	37	20	285	41	228	46	57	29
06:00	69	76	67	62	164	58	23	519	74	438	88	81	41
07:00	158	171	171	175	246	125	53	1099	157	921	184	178	89
08:00	259	243	270	273	424	145	76	1690	241	1469	294	221	111
09:00	404	403	419	423	307	315	177	2448	350	1956	391	492	246
10:00	301	310	338	332	287	392	237	2197	314	1568	314	629	315
11:00	312	310	325	359	335	479	321	2441	349	1641	328	800	400
12:00	326	345	307	382	369	427	393	2549	364	1729	346	820	410
13:00	397	352	358	436	386	391	389	2709	387	1929	386	780	390
14:00	332	355	379	439	473	378	384	2740	391	1978	396	762	381
15:00	430	422	448	554	493	396	361	3104	443	2347	469	757	379
16:00	491	527	521	498	561	362	341	3301	472	2598	520	703	352
17:00	536	557	553	561	557	408	331	3503	500	2764	553	739	370
18:00	520	555	603	426	383	285	306	3078	440	2487	497	591	296
19:00	345	387	400	285	237	195	234	2083	298	1654	331	429	215
20:00	203	225	230	199	166	156	165	1344	192	1023	205	321	161
21:00	146	150	166	135	143	144	112	996	142	740	148	256	128
22:00	89	115	142	92	142	120	60	760	109	580	116	180	90
23:00	60	56	64	43	64	72	52	411	59	287	57	124	62
Total	5469	5669	5875	5809	5895	4982	4164	37863	5409	28717	5745	9146	4579
% Heavy	3.71%	2.84%	3.46%	2.98%	3.31%	1.63%	1.27%	2.82%		3.26%		1.47%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Forest Rd S

Direction Southbound ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	16:00	16:00	16:00	15:00	15:00	12:00	12:00	N/A	16:00	N/A	16:00	N/A	12:00
00:00	23	27	32	31	21	34	60	228	33	134	27	94	47
01:00	11	12	13	12	12	23	31	114	16	60	12	54	27
02:00	7	5	7	8	16	12	21	76	11	43	9	33	17
03:00	11	16	8	13	12	9	13	82	12	60	12	22	11
04:00	12	14	19	16	51	20	11	143	20	112	22	31	16
05:00	42	46	45	41	129	59	11	373	53	303	61	70	35
06:00	142	131	126	134	268	95	35	931	133	801	160	130	65
07:00	275	289	278	271	372	123	57	1665	238	1485	297	180	90
08:00	399	415	395	390	515	305	98	2517	360	2114	423	403	202
09:00	548	544	533	546	402	380	182	3135	448	2573	515	562	281
10:00	394	388	384	396	363	461	306	2692	385	1925	385	767	384
11:00	339	361	366	406	351	469	350	2642	377	1823	365	819	410
12:00	318	335	369	373	358	389	399	2541	363	1753	351	788	394
13:00	367	367	341	426	358	376	383	2618	374	1859	372	759	380
14:00	360	320	357	407	365	348	380	2537	362	1809	362	728	364
15:00	307	337	346	502	518	305	335	2650	379	2010	402	640	320
16:00	479	486	532	437	459	312	313	3018	431	2393	479	625	313
17:00	407	483	471	475	442	319	302	2899	414	2278	456	621	311
18:00	414	455	482	333	365	326	293	2668	381	2049	410	619	310
19:00	318	337	354	243	222	213	232	1919	274	1474	295	445	223
20:00	184	201	253	201	172	159	149	1319	188	1011	202	308	154
21:00	100	120	138	127	108	105	89	787	112	593	119	194	97
22:00	56	102	91	72	82	80	77	560	80	403	81	157	79
23:00	49	58	53	42	56	67	37	362	52	258	52	104	52
Total	5562	5849	5993	5902	6017	4989	4164	38476	5496	29323	5869	9153	4582
% Heavy	3.63%	3.97%	3.75%	3.61%	3.52%	2.79%	2.76%	3.48%		3.70%		2.78%	

TRANS TRAFFIC SURVEY

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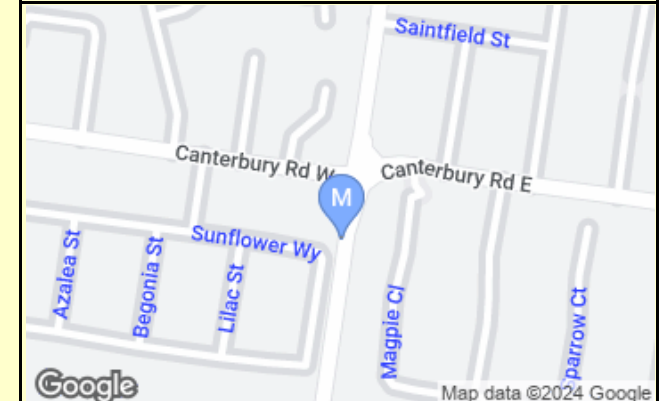
AUTOMATIC COUNT SUMMARY

Street Name :	Forest Rd S	Location :	South of Canterbury Rd E
Suburb :	Lara	Start Date :	00:00 Wed 29/March/2023
Machine ID:	K367BTNR	Finish Date :	00:00 Wed 05/April/2023
Site ID:	15958	Speed Zone :	60 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information Lat 38° 2' 4.45 South Long 144° 23' 38.94 East		Direction of Travel		
		Both directions	Northbound	Southbound
Traffic Volume : (Vehicles/Day)	Weekdays Average	13,418	6,168	7,250
	7 Day Average	12,680	5,844	6,836
Weekday AM	09:00	987	306	682
Peak hour starts PM	17:00	1205	652	553
Speeds : (Km/Hr)	85th Percentile	52.9	51.1	54.7
	Average	47.6	45.4	49.7
Classification % :	Light Vehicles up to 5.5m	96.7%	96.3%	97.1%

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude: -38.034570, 144.394150)



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open. These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Forest Rd S

Direction Both directions ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	18:00	18:00	18:00	17:00	16:00	12:00	14:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	51	73	76	104	54	75	128	561	80	358	72	203	102
01:00	25	32	31	35	27	50	96	296	42	150	30	146	73
02:00	11	22	19	21	23	39	55	190	27	96	19	94	47
03:00	19	33	22	35	24	26	43	202	29	133	27	69	35
04:00	17	25	44	33	97	45	34	295	42	216	43	79	40
05:00	92	96	95	89	271	116	40	799	114	643	129	156	78
06:00	259	268	248	241	570	192	57	1835	262	1586	317	249	125
07:00	556	597	566	553	724	289	138	3423	489	2996	599	427	214
08:00	748	816	763	785	956	506	187	4761	680	4068	814	693	347
09:00	1013	1023	1005	1100	796	808	345	6090	870	4937	987	1153	577
10:00	769	774	857	833	730	1059	654	5676	811	3963	793	1713	857
11:00	729	704	829	834	808	1229	764	5897	842	3904	781	1993	997
12:00	722	743	771	794	818	1020	917	5785	826	3848	770	1937	969
13:00	799	786	831	931	856	1019	893	6115	874	4203	841	1912	956
14:00	770	734	894	980	1017	924	924	6243	892	4395	879	1848	924
15:00	837	831	996	1125	1130	841	862	6622	946	4919	984	1703	852
16:00	992	1004	1073	1153	1286	809	753	7070	1010	5508	1102	1562	781
17:00	1100	1160	1239	1266	1261	840	720	7586	1084	6026	1205	1560	780
18:00	1144	1165	1377	895	931	645	668	6825	975	5512	1102	1313	657
19:00	784	841	893	618	552	439	510	4637	662	3688	738	949	475
20:00	441	516	541	448	403	346	322	3017	431	2349	470	668	334
21:00	324	356	356	321	313	307	233	2210	316	1670	334	540	270
22:00	202	264	289	203	265	258	159	1640	234	1223	245	417	209
23:00	141	156	156	88	167	173	104	985	141	708	142	277	139
Total	12545	13019	13971	13485	14079	12055	9606	88760	12679	67099	13423	21661	10838
% Heavy	3.73%	3.63%	3.36%	3.21%	3.72%	2.69%	2.42%	3.29%		3.53%		2.57%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Forest Rd S

Direction Northbound ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	17:00	17:00	18:00	17:00	16:00	15:00	13:00	N/A	17:00	N/A	17:00	N/A	15:00
00:00	26	47	41	61	39	47	69	330	47	214	43	116	58
01:00	14	22	17	21	14	29	54	171	24	88	18	83	42
02:00	8	16	13	12	4	26	27	106	15	53	11	53	27
03:00	5	10	12	16	8	16	27	94	13	51	10	43	22
04:00	3	7	15	9	21	12	19	86	12	55	11	31	16
05:00	21	20	19	26	47	25	23	181	26	133	27	48	24
06:00	33	44	41	28	149	48	17	360	51	295	59	65	33
07:00	129	146	132	138	186	103	44	878	125	731	146	147	74
08:00	188	188	199	213	308	124	58	1278	183	1096	219	182	91
09:00	297	297	314	323	298	276	116	1921	274	1529	306	392	196
10:00	303	302	337	321	304	397	211	2175	311	1567	313	608	304
11:00	319	307	351	372	363	528	297	2537	362	1712	342	825	413
12:00	345	368	318	392	399	475	406	2703	386	1822	364	881	441
13:00	438	400	407	461	418	444	450	3018	431	2124	425	894	447
14:00	372	386	420	483	520	477	449	3107	444	2181	436	926	463
15:00	476	457	503	613	585	492	446	3572	510	2634	527	938	469
16:00	576	587	550	602	660	431	398	3804	543	2975	595	829	415
17:00	633	662	642	698	626	446	385	4092	585	3261	652	831	416
18:00	629	658	727	496	433	286	337	3566	509	2943	589	623	312
19:00	411	436	430	324	283	208	252	2344	335	1884	377	460	230
20:00	241	285	272	246	213	182	164	1603	229	1257	251	346	173
21:00	190	215	221	193	200	195	135	1349	193	1019	204	330	165
22:00	134	155	177	134	181	164	89	1034	148	781	156	253	127
23:00	86	92	97	54	107	109	70	615	88	436	87	179	90
Total	5877	6107	6255	6236	6366	5540	4543	40924	5844	30841	6168	10083	5048
% Heavy	4.07%	4.04%	3.71%	3.56%	4.16%	3.43%	3.13%	3.76%		3.91%		3.29%	



Site Forest Rd S

Direction Southbound ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	18:00	18:00	18:00	17:00	17:00	13:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	25	26	35	43	15	28	59	231	33	144	29	87	44
01:00	11	10	14	14	13	21	42	125	18	62	12	63	32
02:00	3	6	6	9	19	13	28	84	12	43	9	41	21
03:00	14	23	10	19	16	10	16	108	15	82	16	26	13
04:00	14	18	29	24	76	33	15	209	30	161	32	48	24
05:00	71	76	76	63	224	91	17	618	88	510	102	108	54
06:00	226	224	207	213	421	144	40	1475	211	1291	258	184	92
07:00	427	451	434	415	538	186	94	2545	364	2265	453	280	140
08:00	560	628	564	572	648	382	129	3483	498	2972	594	511	256
09:00	716	726	691	777	498	532	229	4169	596	3408	682	761	381
10:00	466	472	520	512	426	662	443	3501	500	2396	479	1105	553
11:00	410	397	478	462	445	701	467	3360	480	2192	438	1168	584
12:00	377	375	453	402	419	545	511	3082	440	2026	405	1056	528
13:00	361	386	424	470	438	575	443	3097	442	2079	416	1018	509
14:00	398	348	474	497	497	447	475	3136	448	2214	443	922	461
15:00	361	374	493	512	545	349	416	3050	436	2285	457	765	383
16:00	416	417	523	551	626	378	355	3266	467	2533	507	733	367
17:00	467	498	597	568	635	394	335	3494	499	2765	553	729	365
18:00	515	507	650	399	498	359	331	3259	466	2569	514	690	345
19:00	373	405	463	294	269	231	258	2293	328	1804	361	489	245
20:00	200	231	269	202	190	164	158	1414	202	1092	218	322	161
21:00	134	141	135	128	113	112	98	861	123	651	130	210	105
22:00	68	109	112	69	84	94	70	606	87	442	88	164	82
23:00	55	64	59	34	60	64	34	370	53	272	54	98	49
Total	6668	6912	7716	7249	7713	6515	5063	47836	6836	36258	7250	11578	5794
% Heavy	3.43%	3.27%	3.07%	2.91%	3.36%	2.06%	1.78%	2.90%		3.20%		1.93%	

TRANS TRAFFIC SURVEY

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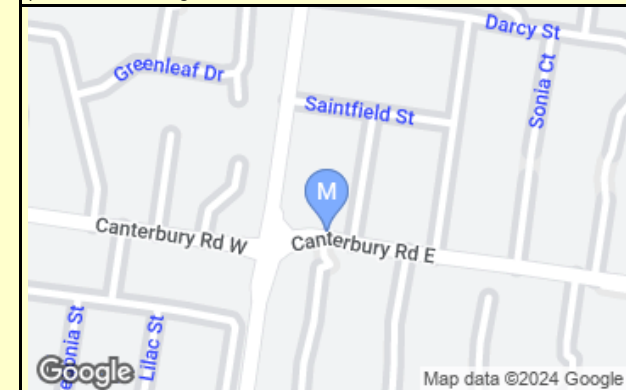
AUTOMATIC COUNT SUMMARY

Street Name :	Canterbury Rd E	Location :	East of Forest Rd S
Suburb :	Lara	Start Date :	00:00 Wed 29/March/2023
Machine ID:	K354KXNE	Finish Date :	00:00 Wed 05/April/2023
Site ID:	15959	Speed Zone :	60 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Direction of Travel		
Lat	38° 2' 1.71 South	Both directions	Westbound	Eastbound
Long	144° 23' 42.33 East			
Traffic Volume : (Vehicles/Day)	Weekdays Average	3,371	1,634	1,737
	7 Day Average	3,155	1,521	1,634
Weekday AM	09:00	302	150	152
Peak hour start PM	16:00	337	159	178
Speeds : (Km/Hr)	85th Percentile	48.2	46.4	49.9
	Average	43.3	41.9	44.7
Classification % :	Light Vehicles up to 5.5m	93.3%	93.2%	93.3%

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude) -38.033807, 144.395091



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015

OH&S SYSTEM CERTIFIED TO ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open. These results should be used for indicative assessment only."



Site Canterbury Rd E

Direction Both directions ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	10:00	11:00	N/A	09:00	N/A	09:00	N/A	10:00
PM Peak	16:00	16:00	18:00	15:00	15:00	17:00	12:00	N/A	16:00	N/A	16:00	N/A	12:00
00:00	3	9	14	12	8	20	27	93	13	46	9	47	24
01:00	6	2	4	3	7	10	14	46	7	22	4	24	12
02:00	4	1	3	1	1	4	8	22	3	10	2	12	6
03:00	0	6	1	5	7	6	5	30	4	19	4	11	6
04:00	8	4	11	5	15	20	8	71	10	43	9	28	14
05:00	14	20	21	19	72	17	9	172	25	146	29	26	13
06:00	73	73	66	69	111	45	6	443	63	392	78	51	26
07:00	104	120	114	107	210	79	27	761	109	655	131	106	53
08:00	181	181	198	205	335	132	57	1289	184	1100	220	189	95
09:00	344	308	338	317	205	170	106	1788	255	1512	302	276	138
10:00	205	176	199	197	149	282	147	1355	194	926	185	429	215
11:00	144	166	168	176	167	238	182	1241	177	821	164	420	210
12:00	170	171	166	183	174	190	267	1321	189	864	173	457	229
13:00	190	164	159	187	191	186	212	1289	184	891	178	398	199
14:00	189	164	191	212	266	191	238	1451	207	1022	204	429	215
15:00	209	201	210	336	390	193	207	1746	249	1346	269	400	200
16:00	366	347	353	334	287	220	208	2115	302	1687	337	428	214
17:00	300	335	303	321	312	226	203	2000	286	1571	314	429	215
18:00	300	332	374	235	234	169	186	1830	261	1475	295	355	178
19:00	203	239	233	146	135	113	149	1218	174	956	191	262	131
20:00	120	147	130	121	89	80	112	799	114	607	121	192	96
21:00	60	84	96	52	70	71	60	493	70	362	72	131	66
22:00	39	54	55	47	47	50	30	322	46	242	48	80	40
23:00	31	22	32	14	30	37	22	188	27	129	26	59	30
Total	3263	3326	3439	3304	3512	2749	2490	22083	3153	16844	3365	5239	2625
% Heavy	7.11%	7.28%	6.78%	7.87%	6.89%	5.67%	4.82%	6.72%		7.18%		5.27%	



Site Canterbury Rd E

Direction Westbound ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	10:00	11:00	N/A	09:00	N/A	09:00	N/A	10:00
PM Peak	16:00	16:00	16:00	15:00	15:00	16:00	12:00	N/A	16:00	N/A	16:00	N/A	12:00
00:00	1	3	7	2	1	10	10	34	5	14	3	20	10
01:00	4	2	2	1	4	5	5	23	3	13	3	10	5
02:00	1	0	1	0	1	1	5	9	1	3	1	6	3
03:00	0	4	1	2	3	3	1	14	2	10	2	4	2
04:00	3	2	6	3	10	12	3	39	6	24	5	15	8
05:00	10	13	13	11	42	10	5	104	15	89	18	15	8
06:00	36	41	41	39	73	30	3	263	38	230	46	33	17
07:00	62	83	76	69	114	44	17	465	66	404	81	61	31
08:00	103	106	112	120	155	67	37	700	100	596	119	104	52
09:00	148	166	168	165	105	102	60	914	131	752	150	162	81
10:00	102	99	104	107	74	147	88	721	103	486	97	235	118
11:00	74	89	83	98	80	125	100	649	93	424	85	225	113
12:00	97	89	86	98	76	84	137	667	95	446	89	221	111
13:00	99	85	71	88	82	88	103	616	88	425	85	191	96
14:00	102	94	97	102	128	82	107	712	102	523	105	189	95
15:00	113	112	91	157	160	101	87	821	117	633	127	188	94
16:00	168	170	172	155	131	109	91	996	142	796	159	200	100
17:00	140	155	138	143	137	95	86	894	128	713	143	181	91
18:00	141	163	161	100	110	78	67	820	117	675	135	145	73
19:00	92	97	110	65	47	47	57	515	74	411	82	104	52
20:00	51	65	44	37	36	26	49	308	44	233	47	75	38
21:00	25	23	38	12	25	30	25	178	25	123	25	55	28
22:00	15	20	21	19	16	22	6	119	17	91	18	28	14
23:00	10	6	10	7	10	14	6	63	9	43	9	20	10
Total	1597	1687	1653	1600	1620	1332	1155	10644	1521	8157	1634	2487	1250
% Heavy	6.51%	6.52%	7.50%	7.81%	6.67%	6.16%	5.37%	6.72%		7.00%		5.79%	



Site Canterbury Rd E

Direction Eastbound ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	10:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	16:00	17:00	18:00	15:00	15:00	17:00	14:00	N/A	16:00	N/A	16:00	N/A	17:00
00:00	2	6	7	10	7	10	17	59	8	32	6	27	14
01:00	2	0	2	2	3	5	9	23	3	9	2	14	7
02:00	3	1	2	1	0	3	3	13	2	7	1	6	3
03:00	0	2	0	3	4	3	4	16	2	9	2	7	4
04:00	5	2	5	2	5	8	5	32	5	19	4	13	7
05:00	4	7	8	8	30	7	4	68	10	57	11	11	6
06:00	37	32	25	30	38	15	3	180	26	162	32	18	9
07:00	42	37	38	38	96	35	10	296	42	251	50	45	23
08:00	78	75	86	85	180	65	20	589	84	504	101	85	43
09:00	196	142	170	152	100	68	46	874	125	760	152	114	57
10:00	103	77	95	90	75	135	59	634	91	440	88	194	97
11:00	70	77	85	78	87	113	82	592	85	397	79	195	98
12:00	73	82	80	85	98	106	130	654	93	418	84	236	118
13:00	91	79	88	99	109	98	109	673	96	466	93	207	104
14:00	87	70	94	110	138	109	131	739	106	499	100	240	120
15:00	96	89	119	179	230	92	120	925	132	713	143	212	106
16:00	198	177	181	179	156	111	117	1119	160	891	178	228	114
17:00	160	180	165	178	175	131	117	1106	158	858	172	248	124
18:00	159	169	213	135	124	91	119	1010	144	800	160	210	105
19:00	111	142	123	81	88	66	92	703	100	545	109	158	79
20:00	69	82	86	84	53	54	63	491	70	374	75	117	59
21:00	35	61	58	40	45	41	35	315	45	239	48	76	38
22:00	24	34	34	28	31	28	24	203	29	151	30	52	26
23:00	21	16	22	7	20	23	16	125	18	86	17	39	20
Total	1666	1639	1786	1704	1892	1417	1335	11439	1634	8687	1737	2752	1381
% Heavy	7.68%	8.05%	6.10%	7.92%	7.08%	5.22%	4.34%	6.73%		7.34%		4.80%	

TRANS TRAFFIC SURVEY

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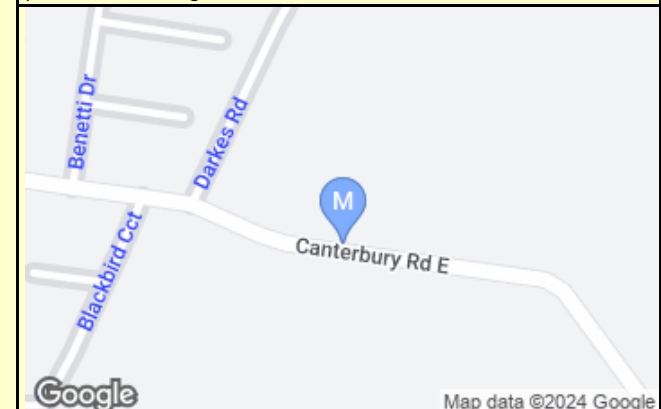
AUTOMATIC COUNT SUMMARY

Street Name :	Canterbury Rd E	Location :	East of Railway Line
Suburb :	Lara	Start Date :	00:00 Wed 29/March/2023
Machine ID:	K354KXNE	Finish Date :	00:00 Wed 05/April/2023
Site ID:	15960	Speed Zone :	60 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information Lat 38° 2' 6.12 South Long 144° 24' 13.32 East		Direction of Travel		
		Both directions	Westbound	Eastbound
Traffic Volume : (Vehicles/Day)	Weekdays Average	1,807	885	922
	7 Day Average	1,642	804	838
Weekday AM	09:00	172	65	106
Peak hour start PM	16:00	190	100	90
Speeds : (Km/Hr)	85th Percentile	66.8	65.8	67.8
	Average	59.8	58.5	61.2
Classification % :	Light Vehicles up to 5.5m	94.7%	95.1%	94.3%

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude -38.035033, 144.403699)



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015

OH&S SYSTEM CERTIFIED TO ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.

These results should be used for indicative assessment only."



Site Canterbury Rd E

Direction Both directions ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	10:00	11:00	N/A	09:00	N/A	09:00	N/A	10:00
PM Peak	16:00	17:00	16:00	16:00	15:00	16:00	12:00	N/A	16:00	N/A	16:00	N/A	12:00
00:00	6	5	13	10	3	18	19	74	11	37	7	37	19
01:00	7	4	6	6	2	7	11	43	6	25	5	18	9
02:00	3	1	4	0	2	4	3	17	2	10	2	7	4
03:00	1	1	3	2	5	4	4	20	3	12	2	8	4
04:00	8	5	7	10	14	16	2	62	9	44	9	18	9
05:00	10	20	20	15	70	13	4	152	22	135	27	17	9
06:00	63	81	63	60	67	20	16	370	53	334	67	36	18
07:00	75	64	67	71	102	45	11	435	62	379	76	56	28
08:00	129	117	123	115	197	65	27	773	110	681	136	92	46
09:00	185	183	212	174	104	84	55	997	142	858	172	139	70
10:00	110	87	117	109	70	129	73	695	99	493	99	202	101
11:00	72	69	80	76	81	113	74	565	81	378	76	187	94
12:00	58	77	60	90	68	93	125	571	82	353	71	218	109
13:00	84	77	91	91	89	84	84	600	86	432	86	168	84
14:00	81	73	90	100	129	98	89	660	94	473	95	187	94
15:00	116	108	100	177	218	85	95	899	128	719	144	180	90
16:00	191	199	204	191	165	115	102	1167	167	950	190	217	109
17:00	171	201	176	170	165	107	92	1082	155	883	177	199	100
18:00	179	200	188	129	95	66	73	930	133	791	158	139	70
19:00	104	102	100	65	81	47	68	567	81	452	90	115	58
20:00	55	57	61	43	48	38	49	351	50	264	53	87	44
21:00	24	33	30	30	25	28	30	200	29	142	28	58	29
22:00	21	33	24	20	22	26	11	157	22	120	24	37	19
23:00	16	9	15	12	15	19	18	104	15	67	13	37	19
Total	1769	1806	1854	1766	1837	1324	1135	11491	1642	9032	1807	2459	1236
% Heavy	5.60%	5.32%	4.91%	6.17%	6.37%	4.15%	3.79%	5.31%		5.67%		3.99%	



Site Canterbury Rd E

Direction Westbound ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	10:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	18:00	18:00	18:00	17:00	15:00	16:00	12:00	N/A	16:00	N/A	17:00	N/A	16:00
00:00	4	4	9	8	2	12	11	50	7	27	5	23	12
01:00	6	3	4	3	1	6	8	31	4	17	3	14	7
02:00	2	0	1	0	0	3	3	9	1	3	1	6	3
03:00	0	0	2	0	2	1	2	7	1	4	1	3	2
04:00	0	1	3	3	4	7	1	19	3	11	2	8	4
05:00	2	4	6	4	17	3	1	37	5	33	7	4	2
06:00	15	19	17	12	21	11	3	98	14	84	17	14	7
07:00	28	24	21	20	40	12	3	148	21	133	27	15	8
08:00	37	34	40	35	69	20	11	246	35	215	43	31	16
09:00	73	72	73	76	33	40	25	392	56	327	65	65	33
10:00	41	28	45	44	39	56	31	284	41	197	39	87	44
11:00	39	31	43	46	35	53	37	284	41	194	39	90	45
12:00	26	36	26	38	39	53	59	277	40	165	33	112	56
13:00	46	43	47	44	42	43	36	301	43	222	44	79	40
14:00	43	49	54	59	74	47	45	371	53	279	56	92	46
15:00	68	57	52	90	103	51	43	464	66	370	74	94	47
16:00	92	99	109	97	103	69	58	627	90	500	100	127	64
17:00	108	113	99	106	92	53	43	614	88	518	104	96	48
18:00	115	141	113	71	58	36	31	565	81	498	100	67	34
19:00	66	65	72	41	47	21	32	344	49	291	58	53	27
20:00	34	29	32	23	29	19	27	193	28	147	29	46	23
21:00	15	11	18	13	17	14	17	105	15	74	15	31	16
22:00	15	19	15	13	12	14	5	93	13	74	15	19	10
23:00	10	4	7	11	8	11	12	63	9	40	8	23	12
Total	885	886	908	857	887	655	544	5622	804	4423	885	1199	606
% Heavy	5.88%	5.53%	4.07%	5.25%	5.75%	3.51%	3.49%	4.91%		5.29%		3.50%	



Site Canterbury Rd E

Direction ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	10:00	10:00	N/A	09:00	N/A	09:00	N/A	10:00
PM Peak	16:00	16:00	16:00	16:00	15:00	17:00	12:00	N/A	16:00	N/A	16:00	N/A	12:00
00:00	2	1	4	2	1	6	8	24	3	10	2	14	7
01:00	1	1	2	3	1	1	3	12	2	8	2	4	2
02:00	1	1	3	0	2	1	0	8	1	7	1	1	1
03:00	1	1	1	2	3	3	2	13	2	8	2	5	3
04:00	8	4	4	7	10	9	1	43	6	33	7	10	5
05:00	8	16	14	11	53	10	3	115	16	102	20	13	7
06:00	48	62	46	48	46	9	13	272	39	250	50	22	11
07:00	47	40	46	51	62	33	8	287	41	246	49	41	21
08:00	92	83	83	80	128	45	16	527	75	466	93	61	31
09:00	112	111	139	98	71	44	30	605	86	531	106	74	37
10:00	69	59	72	65	31	73	42	411	59	296	59	115	58
11:00	33	38	37	30	46	60	37	281	40	184	37	97	49
12:00	32	41	34	52	29	40	66	294	42	188	38	106	53
13:00	38	34	44	47	47	41	48	299	43	210	42	89	45
14:00	38	24	36	41	55	51	44	289	41	194	39	95	48
15:00	48	51	48	87	115	34	52	435	62	349	70	86	43
16:00	99	100	95	94	62	46	44	540	77	450	90	90	45
17:00	63	88	77	64	73	54	49	468	67	365	73	103	52
18:00	64	59	75	58	37	30	42	365	52	293	59	72	36
19:00	38	37	28	24	34	26	36	223	32	161	32	62	31
20:00	21	28	29	20	19	19	22	158	23	117	23	41	21
21:00	9	22	12	17	8	14	13	95	14	68	14	27	14
22:00	6	14	9	7	10	12	6	64	9	46	9	18	9
23:00	6	5	8	1	7	8	6	41	6	27	5	14	7
Total	884	920	946	909	950	669	591	5869	838	4609	922	1260	636
% Heavy	5.32%	5.11%	5.71%	7.04%	6.95%	4.78%	4.06%	5.69%		6.03%		4.44%	

TRANS TRAFFIC SURVEY

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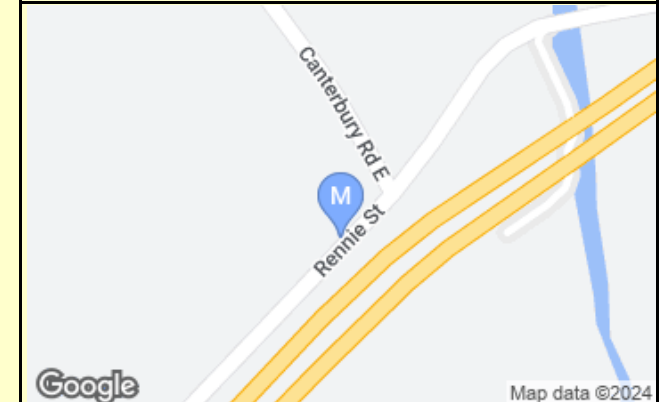
AUTOMATIC COUNT SUMMARY

Street Name :	Rennie St	Location :	South of Canterbury Rd E
Suburb :	Lara	Start Date :	00:00 Wed 29/March/2023
Machine ID:	K365MK64	Finish Date :	00:00 Wed 05/April/2023
Site ID:	15961	Speed Zone :	80 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information Lat 38° 2' 26.55 South Long 144° 24' 36.09 East		Direction of Travel		
		Both directions	Northbound	Southbound
Traffic Volume : (Vehicles/Day)	Weekdays Average	1,652	842	810
	7 Day Average	1,534	780	754
Weekday AM	09:00	116	32	84
Peak hour starts PM	17:00	169	114	55
Speeds : (Km/Hr)	85th Percentile	81.3	85.1	78.0
	Average	71.0	74.4	68.0
Classification % :	Light Vehicles up to 5.5m	95.6%	95.3%	96.0%

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude: -38.040707, 144.410025)



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open. These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Rennie St

Direction ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	18:00	17:00	17:00	16:00	16:00	16:00	13:00	N/A	16:00	N/A	17:00	N/A	12:00
00:00	7	6	12	10	7	11	14	67	10	42	8	25	13
01:00	4	6	4	3	5	4	8	34	5	22	4	12	6
02:00	0	5	6	3	1	3	10	28	4	15	3	13	7
03:00	1	0	3	0	2	3	4	13	2	6	1	7	4
04:00	0	2	0	0	5	3	2	12	2	7	1	5	3
05:00	3	4	3	6	30	7	5	58	8	46	9	12	6
06:00	33	28	30	24	72	20	12	219	31	187	37	32	16
07:00	73	84	81	81	90	37	20	466	67	409	82	57	29
08:00	101	120	125	94	114	54	34	642	92	554	111	88	44
09:00	123	125	126	114	94	80	52	714	102	582	116	132	66
10:00	79	91	100	103	94	105	69	641	92	467	93	174	87
11:00	76	81	84	93	85	116	89	624	89	419	84	205	103
12:00	76	86	95	113	102	117	111	700	100	472	94	228	114
13:00	82	84	92	109	100	92	120	679	97	467	93	212	106
14:00	92	107	120	116	144	109	105	793	113	579	116	214	107
15:00	116	124	133	138	157	98	73	839	120	668	134	171	86
16:00	148	149	178	179	180	121	100	1055	151	834	167	221	111
17:00	161	189	182	151	161	96	83	1023	146	844	169	179	90
18:00	169	178	145	106	86	87	70	841	120	684	137	157	79
19:00	92	78	99	65	56	62	55	507	72	390	78	117	59
20:00	55	55	54	52	30	38	35	319	46	246	49	73	37
21:00	27	36	36	28	42	43	20	232	33	169	34	63	32
22:00	14	26	32	21	13	18	12	136	19	106	21	30	15
23:00	5	14	8	8	14	21	11	81	12	49	10	32	16
Total	1537	1678	1748	1617	1684	1345	1114	10723	1533	8264	1651	2459	1236
% Heavy	5.60%	4.83%	4.81%	4.02%	4.69%	3.64%	2.15%	4.36%		4.78%		2.97%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Rennie St

Direction Northbound ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	11:00	09:00	10:00	11:00	10:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	18:00	17:00	17:00	16:00	16:00	12:00	13:00	N/A	17:00	N/A	17:00	N/A	16:00
00:00	3	5	8	7	3	5	8	39	6	26	5	13	7
01:00	3	2	0	1	2	2	5	15	2	8	2	7	4
02:00	0	2	1	1	0	2	8	14	2	4	1	10	5
03:00	1	0	2	0	1	1	3	8	1	4	1	4	2
04:00	0	0	0	0	1	0	0	1	0	1	0	0	0
05:00	1	0	0	1	8	5	3	18	3	10	2	8	4
06:00	6	7	5	5	20	5	2	50	7	43	9	7	4
07:00	16	18	19	13	23	8	7	104	15	89	18	15	8
08:00	24	32	27	20	32	15	14	164	23	135	27	29	15
09:00	35	37	28	25	35	27	19	206	29	160	32	46	23
10:00	23	36	35	38	49	45	24	250	36	181	36	69	35
11:00	43	29	34	44	37	59	34	280	40	187	37	93	47
12:00	37	42	44	54	53	67	56	353	50	230	46	123	62
13:00	44	50	54	59	54	50	67	378	54	261	52	117	59
14:00	50	64	70	66	89	57	61	457	65	339	68	118	59
15:00	66	76	81	84	83	60	41	491	70	390	78	101	51
16:00	91	101	100	112	120	67	67	658	94	524	105	134	67
17:00	112	130	123	97	109	56	46	673	96	571	114	102	51
18:00	122	121	97	61	55	41	45	542	77	456	91	86	43
19:00	58	49	73	39	33	35	33	320	46	252	50	68	34
20:00	36	38	32	28	18	23	21	196	28	152	30	44	22
21:00	13	20	24	14	26	20	11	128	18	97	19	31	16
22:00	11	16	21	14	6	10	8	86	12	68	14	18	9
23:00	2	6	3	4	8	12	5	40	6	23	5	17	9
Total	797	881	881	787	865	672	588	5471	780	4211	842	1260	636
% Heavy	5.27%	4.99%	5.33%	4.83%	4.62%	4.02%	2.72%	4.64%		5.01%		3.41%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Rennie St

Direction ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	08:00	08:00	09:00	08:00	10:00	11:00	N/A	09:00	N/A	08:00	N/A	11:00
PM Peak	16:00	17:00	16:00	16:00	15:00	16:00	12:00	N/A	16:00	N/A	16:00	N/A	12:00
00:00	4	1	4	3	4	6	6	28	4	16	3	12	6
01:00	1	4	4	2	3	2	3	19	3	14	3	5	3
02:00	0	3	5	2	1	1	2	14	2	11	2	3	2
03:00	0	0	1	0	1	2	1	5	1	2	0	3	2
04:00	0	2	0	0	4	3	2	11	2	6	1	5	3
05:00	2	4	3	5	22	2	2	40	6	36	7	4	2
06:00	27	21	25	19	52	15	10	169	24	144	29	25	13
07:00	57	66	62	68	67	29	13	362	52	320	64	42	21
08:00	77	88	98	74	82	39	20	478	68	419	84	59	30
09:00	88	88	98	89	59	53	33	508	73	422	84	86	43
10:00	56	55	65	65	45	60	45	391	56	286	57	105	53
11:00	33	52	50	49	48	57	55	344	49	232	46	112	56
12:00	39	44	51	59	49	50	55	347	50	242	48	105	53
13:00	38	34	38	50	46	42	53	301	43	206	41	95	48
14:00	42	43	50	50	55	52	44	336	48	240	48	96	48
15:00	50	48	52	54	74	38	32	348	50	278	56	70	35
16:00	57	48	78	67	60	54	33	397	57	310	62	87	44
17:00	49	59	59	54	52	40	37	350	50	273	55	77	39
18:00	47	57	48	45	31	46	25	299	43	228	46	71	36
19:00	34	29	26	26	23	27	22	187	27	138	28	49	25
20:00	19	17	22	24	12	15	14	123	18	94	19	29	15
21:00	14	16	12	14	16	23	9	104	15	72	14	32	16
22:00	3	10	11	7	7	8	4	50	7	38	8	12	6
23:00	3	8	5	4	6	9	6	41	6	26	5	15	8
Total	740	797	867	830	819	673	526	5252	754	4053	810	1199	607
% Heavy	5.95%	4.64%	4.27%	3.25%	4.76%	3.27%	1.52%	4.07%		4.54%		2.50%	

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

Street Name :	Rennie St	Location :	North of Canterbury Rd E
Suburb :	Lara	Start Date :	00:00 Wed 29/March/2023
Machine ID:	K365MK64	Finish Date :	00:00 Wed 05/April/2023
Site ID:	15962	Speed Zone :	80 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Lat 38° 2' 23.08 South	Direction of Travel		
			Both directions	Northbound	Southbound
		Long 144° 24' 40.15 East			
Traffic Volume : (Vehicles/Day)	Weekdays Average		2,759	1,414	1,345
	7 Day Average		2,548	1,307	1,241
Weekday	AM	09:00	230	110	120
Peak hour starts	PM	16:00	281	158	123
Speeds : (Km/Hr)	85th Percentile		71.3	79.4	63.2
	Average		62.9	68.9	56.9
Classification % :		Light Vehicles up to 5.5m	98.0%	97.6%	98.4%

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude: -38.039745, 144.411152)



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open. These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Rennie St

Direction ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	10:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	16:00	17:00	16:00	16:00	15:00	16:00	12:00	N/A	16:00	N/A	16:00	N/A	12:00
00:00	9	10	20	19	10	21	28	117	17	68	14	49	25
01:00	6	6	9	7	4	10	18	60	9	32	6	28	14
02:00	3	4	6	3	2	7	10	35	5	18	4	17	9
03:00	2	1	7	2	8	7	6	33	5	20	4	13	7
04:00	8	5	5	9	15	15	4	61	9	42	8	19	10
05:00	10	22	17	14	89	17	9	178	25	152	30	26	13
06:00	79	94	80	77	95	24	14	463	66	425	85	38	19
07:00	114	119	110	106	158	64	24	695	99	607	121	88	44
08:00	187	189	180	169	248	95	39	1107	158	973	195	134	67
09:00	250	245	251	234	170	130	85	1365	195	1150	230	215	108
10:00	152	154	174	179	129	193	118	1099	157	788	158	311	156
11:00	118	126	129	138	129	193	148	981	140	640	128	341	171
12:00	107	125	131	157	145	170	185	1020	146	665	133	355	178
13:00	124	135	165	162	145	148	170	1049	150	731	146	318	159
14:00	135	133	174	174	204	176	167	1163	166	820	164	343	172
15:00	184	179	190	248	297	150	140	1388	198	1098	220	290	145
16:00	270	274	299	280	282	198	155	1758	251	1405	281	353	177
17:00	269	305	278	250	244	171	147	1664	238	1346	269	318	159
18:00	253	292	265	195	142	131	128	1406	201	1147	229	259	130
19:00	160	154	151	107	115	95	104	886	127	687	137	199	100
20:00	84	93	101	78	68	63	68	555	79	424	85	131	66
21:00	46	62	52	57	55	53	42	367	52	272	54	95	48
22:00	29	45	45	35	34	38	23	249	36	188	38	61	31
23:00	17	19	18	18	30	31	20	153	22	102	20	51	26
Total	2616	2791	2857	2718	2818	2200	1852	17852	2551	13800	2759	4052	2034
% Heavy	2.37%	2.08%	2.28%	2.50%	2.09%	1.32%	1.62%	2.08%		2.26%		1.46%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Rennie St

Direction Northbound ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	16:00	17:00	17:00	16:00	15:00	16:00	13:00	N/A	16:00	N/A	16:00	N/A	14:00
00:00	3	6	10	9	4	7	13	52	7	32	6	20	10
01:00	2	1	1	3	2	3	8	20	3	9	2	11	6
02:00	1	2	2	1	1	3	6	16	2	7	1	9	5
03:00	2	1	3	2	5	4	5	22	3	13	3	9	5
04:00	8	3	3	6	9	7	1	37	5	29	6	8	4
05:00	7	15	10	9	56	13	6	116	17	97	19	19	10
06:00	46	62	45	50	44	7	7	261	37	247	49	14	7
07:00	47	43	45	42	68	32	12	289	41	245	49	44	22
08:00	89	90	78	78	127	49	19	530	76	462	92	68	34
09:00	122	117	122	97	93	53	37	641	92	551	110	90	45
10:00	74	84	86	88	64	95	55	546	78	396	79	150	75
11:00	62	55	56	59	64	104	64	464	66	296	59	168	84
12:00	55	65	66	82	70	87	96	521	74	338	68	183	92
13:00	62	71	88	86	78	76	97	558	80	385	77	173	87
14:00	69	65	89	87	108	94	92	604	86	418	84	186	93
15:00	91	98	103	133	159	77	77	738	105	584	117	154	77
16:00	155	166	156	162	149	96	89	973	139	788	158	185	93
17:00	143	175	158	128	143	94	82	923	132	747	149	176	88
18:00	136	136	138	97	72	65	79	723	103	579	116	144	72
19:00	80	73	77	52	54	54	59	449	64	336	67	113	57
20:00	44	57	56	39	34	35	34	299	43	230	46	69	35
21:00	19	39	29	32	28	25	20	192	27	147	29	45	23
22:00	14	23	24	17	16	19	15	128	18	94	19	34	17
23:00	7	9	8	5	15	15	6	65	9	44	9	21	11
Total	1338	1456	1453	1364	1463	1114	979	9167	1307	7074	1414	2093	1052
% Heavy	2.54%	2.13%	2.62%	2.79%	2.46%	1.97%	2.25%	2.41%		2.50%		2.10%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Rennie St

Direction Southbound

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	10:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	18:00	16:00	17:00	15:00	16:00	12:00	N/A	16:00	N/A	16:00	N/A	12:00
00:00	6	4	10	10	6	14	15	65	9	36	7	29	15
01:00	4	5	8	4	2	7	10	40	6	23	5	17	9
02:00	2	2	4	2	1	4	4	19	3	11	2	8	4
03:00	0	0	4	0	3	3	1	11	2	7	1	4	2
04:00	0	2	2	3	6	8	3	24	3	13	3	11	6
05:00	3	7	7	5	33	4	3	62	9	55	11	7	4
06:00	33	32	35	27	51	17	7	202	29	178	36	24	12
07:00	67	76	65	64	90	32	12	406	58	362	72	44	22
08:00	98	99	102	91	121	46	20	577	82	511	102	66	33
09:00	128	128	129	137	77	77	48	724	103	599	120	125	63
10:00	78	70	88	91	65	98	63	553	79	392	78	161	81
11:00	56	71	73	79	65	89	84	517	74	344	69	173	87
12:00	52	60	65	75	75	83	89	499	71	327	65	172	86
13:00	62	64	77	76	67	72	73	491	70	346	69	145	73
14:00	66	68	85	87	96	82	75	559	80	402	80	157	79
15:00	93	81	87	115	138	73	63	650	93	514	103	136	68
16:00	115	108	143	118	133	102	66	785	112	617	123	168	84
17:00	126	130	120	122	101	77	65	741	106	599	120	142	71
18:00	117	156	127	98	70	66	49	683	98	568	114	115	58
19:00	80	81	74	55	61	41	45	437	62	351	70	86	43
20:00	40	36	45	39	34	28	34	256	37	194	39	62	31
21:00	27	23	23	25	27	28	22	175	25	125	25	50	25
22:00	15	22	21	18	18	19	8	121	17	94	19	27	14
23:00	10	10	10	13	15	16	14	88	13	58	12	30	15
Total	1278	1335	1404	1354	1355	1086	873	8685	1241	6726	1345	1959	985
% Heavy	2.19%	2.02%	1.92%	2.22%	1.70%	0.64%	0.92%	1.73%		2.01%		0.77%	

TRANS TRAFFIC SURVEY

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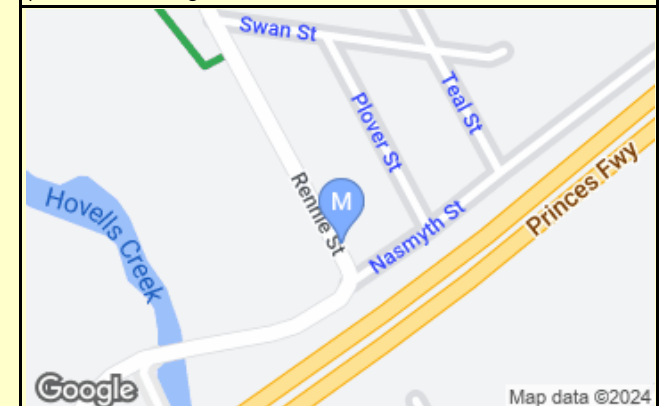
AUTOMATIC COUNT SUMMARY

Street Name :	Rennie St	Location :	North of Nasmyth St
Suburb :	Lara	Start Date :	00:00 Wed 29/March/2023
Machine ID:	K367BTNR	Finish Date :	00:00 Wed 05/April/2023
Site ID:	15963	Speed Zone :	60 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information Lat 38° 2' 15.41 South 	
--	--

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude: -38.037613, 144.414770)



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open. These results should be used for indicative assessment only."



Site Rennie St

Direction Both directions ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	10:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	16:00	16:00	15:00	16:00	12:00	N/A	16:00	N/A	16:00	N/A	16:00
00:00	8	4	12	12	9	16	23	84	12	45	9	39	20
01:00	4	3	4	4	5	10	13	43	6	20	4	23	12
02:00	0	4	5	2	1	4	7	23	3	12	2	11	6
03:00	1	0	5	0	5	6	6	23	3	11	2	12	6
04:00	3	3	2	4	8	9	5	34	5	20	4	14	7
05:00	5	14	12	10	61	8	8	118	17	102	20	16	8
06:00	59	54	53	47	72	17	9	311	44	285	57	26	13
07:00	87	90	90	88	141	46	17	559	80	496	99	63	32
08:00	167	173	165	155	226	83	35	1004	143	886	177	118	59
09:00	232	211	215	213	148	129	75	1223	175	1019	204	204	102
10:00	133	147	154	170	117	176	104	1001	143	721	144	280	140
11:00	97	116	109	121	112	170	123	848	121	555	111	293	147
12:00	104	113	113	145	135	151	162	923	132	610	122	313	157
13:00	110	126	144	143	122	130	147	922	132	645	129	277	139
14:00	110	114	148	150	175	162	159	1018	145	697	139	321	161
15:00	161	149	163	216	256	127	107	1179	168	945	189	234	117
16:00	229	236	263	240	238	176	151	1533	219	1206	241	327	164
17:00	242	262	228	219	215	148	141	1455	208	1166	233	289	145
18:00	213	253	232	170	117	110	115	1210	173	985	197	225	113
19:00	139	135	141	101	101	87	103	807	115	617	123	190	95
20:00	76	88	88	65	57	56	61	491	70	374	75	117	59
21:00	42	60	42	46	48	45	37	320	46	238	48	82	41
22:00	27	39	36	30	30	35	20	217	31	162	32	55	28
23:00	11	16	13	13	26	29	13	121	17	79	16	42	21
Total	2260	2410	2437	2364	2425	1930	1641	15467	2208	11896	2377	3571	1792
% Heavy	5.09%	5.19%	5.25%	5.03%	4.29%	3.52%	3.23%	4.60%		4.97%		3.39%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Rennie St

Direction Northbound ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	16:00	16:00	15:00	16:00	16:00	N/A	16:00	N/A	16:00	N/A	16:00
00:00	3	2	6	6	3	6	12	38	5	20	4	18	9
01:00	2	0	0	1	2	3	7	15	2	5	1	10	5
02:00	0	2	2	1	0	3	4	12	2	5	1	7	4
03:00	1	0	2	0	2	3	5	13	2	5	1	8	4
04:00	3	1	0	1	2	3	1	11	2	7	1	4	2
05:00	2	7	6	5	30	5	5	60	9	50	10	10	5
06:00	24	24	21	21	28	4	3	125	18	118	24	7	4
07:00	28	26	29	29	58	18	8	196	28	170	34	26	13
08:00	72	82	67	64	115	37	17	454	65	400	80	54	27
09:00	114	101	102	88	78	58	34	575	82	483	97	92	46
10:00	60	76	72	82	58	87	47	482	69	348	70	134	67
11:00	47	52	46	52	54	88	48	387	55	251	50	136	68
12:00	58	51	58	70	65	81	82	465	66	302	60	163	82
13:00	52	66	77	76	66	64	79	480	69	337	67	143	72
14:00	57	57	75	80	95	84	85	533	76	364	73	169	85
15:00	87	86	92	131	145	68	58	667	95	541	108	126	63
16:00	133	145	146	143	135	87	86	875	125	702	140	173	87
17:00	135	158	137	117	126	81	79	833	119	673	135	160	80
18:00	120	121	125	86	63	52	70	637	91	515	103	122	61
19:00	72	68	76	52	49	50	58	425	61	317	63	108	54
20:00	43	56	48	32	31	34	33	277	40	210	42	67	34
21:00	18	38	28	26	26	22	19	177	25	136	27	41	21
22:00	13	22	20	16	15	18	13	117	17	86	17	31	16
23:00	5	7	6	4	11	13	3	49	7	33	7	16	8
Total	1149	1248	1241	1183	1257	969	856	7903	1130	6078	1215	1825	917
% Heavy	4.61%	5.21%	4.67%	4.73%	4.38%	3.20%	2.69%	4.31%		4.72%		2.96%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Rennie St

Direction Southbound ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	10:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	18:00	16:00	17:00	15:00	16:00	12:00	N/A	16:00	N/A	16:00	N/A	16:00
00:00	5	2	6	6	6	10	11	46	7	25	5	21	11
01:00	2	3	4	3	3	7	6	28	4	15	3	13	7
02:00	0	2	3	1	1	1	3	11	2	7	1	4	2
03:00	0	0	3	0	3	3	1	10	1	6	1	4	2
04:00	0	2	2	3	6	6	4	23	3	13	3	10	5
05:00	3	7	6	5	31	3	3	58	8	52	10	6	3
06:00	35	30	32	26	44	13	6	186	27	167	33	19	10
07:00	59	64	61	59	83	28	9	363	52	326	65	37	19
08:00	95	91	98	91	111	46	18	550	79	486	97	64	32
09:00	118	110	113	125	70	71	41	648	93	536	107	112	56
10:00	73	71	82	88	59	89	57	519	74	373	75	146	73
11:00	50	64	63	69	58	82	75	461	66	304	61	157	79
12:00	46	62	55	75	70	70	80	458	65	308	62	150	75
13:00	58	60	67	67	56	66	68	442	63	308	62	134	67
14:00	53	57	73	70	80	78	74	485	69	333	67	152	76
15:00	74	63	71	85	111	59	49	512	73	404	81	108	54
16:00	96	91	117	97	103	89	65	658	94	504	101	154	77
17:00	107	104	91	102	89	67	62	622	89	493	99	129	65
18:00	93	132	107	84	54	58	45	573	82	470	94	103	52
19:00	67	67	65	49	52	37	45	382	55	300	60	82	41
20:00	33	32	40	33	26	22	28	214	31	164	33	50	25
21:00	24	22	14	20	22	23	18	143	20	102	20	41	21
22:00	14	17	16	14	15	17	7	100	14	76	15	24	12
23:00	6	9	7	9	15	16	10	72	10	46	9	26	13
Total	1111	1162	1196	1181	1168	961	785	7564	1081	5818	1164	1746	877
% Heavy	5.58%	5.16%	5.85%	5.33%	4.20%	3.85%	3.82%	4.90%		5.23%		3.84%	

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

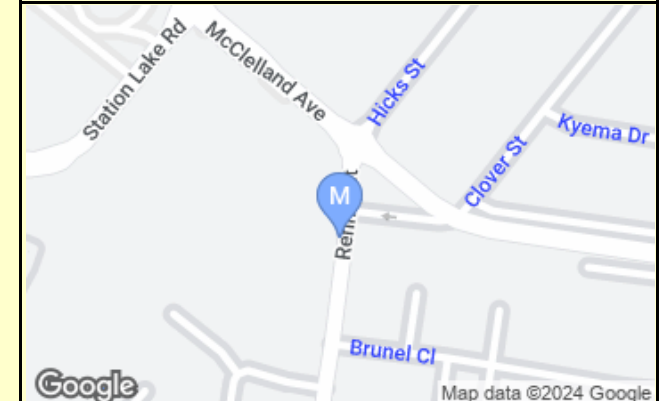
AUTOMATIC COUNT SUMMARY

Street Name :	Rennie St	Location :	South of McClelland Ave
Suburb :	Lara	Start Date :	00:00 Wed 29/March/2023
Machine ID:	K367BTNR	Finish Date :	00:00 Wed 05/April/2023
Site ID:	15964	Speed Zone :	60 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information Lat 38° 1' 29.97 South Long 144° 24' 49.58 East		Direction of Travel		
		Both directions	Northbound	Southbound
Traffic Volume : (Vehicles/Day)	Weekdays Average	4,548	2,358	2,190
	7 Day Average	4,284	2,214	2,070
Weekday AM	09:00	342	211	131
Peak hour starts PM	17:00	443	210	233
Speeds : (Km/Hr)	85th Percentile	52.6	49.0	56.2
	Average	46.1	44.3	47.9
Classification % :	Light Vehicles up to 5.5m	97.7%	98.1%	97.2%

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude: -38.024992, 144.413773)



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open. These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Rennie St

Direction Both directions ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	18:00	17:00	15:00	12:00	13:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	20	9	30	23	19	43	48	192	27	101	20	91	46
01:00	9	6	7	13	7	12	26	80	11	42	8	38	19
02:00	4	3	11	2	7	4	3	34	5	27	5	7	4
03:00	1	10	3	3	4	5	7	33	5	21	4	12	6
04:00	5	5	2	3	17	9	7	48	7	32	6	16	8
05:00	23	24	26	18	83	23	7	204	29	174	35	30	15
06:00	81	72	88	73	134	46	17	511	73	448	90	63	32
07:00	132	164	142	154	239	87	32	950	136	831	166	119	60
08:00	254	283	275	286	389	158	69	1714	245	1487	297	227	114
09:00	376	368	356	333	275	283	152	2143	306	1708	342	435	218
10:00	248	251	269	306	276	342	214	1906	272	1350	270	556	278
11:00	218	275	257	270	304	346	278	1948	278	1324	265	624	312
12:00	212	257	246	300	278	326	294	1913	273	1293	259	620	310
13:00	221	246	248	312	265	261	312	1865	266	1292	258	573	287
14:00	254	240	273	286	313	260	278	1904	272	1366	273	538	269
15:00	315	283	316	355	491	251	256	2267	324	1760	352	507	254
16:00	414	430	415	407	432	324	249	2671	382	2098	420	573	287
17:00	422	464	413	432	482	318	280	2811	402	2213	443	598	299
18:00	354	444	467	332	316	262	293	2468	353	1913	383	555	278
19:00	294	306	335	263	195	180	231	1804	258	1393	279	411	206
20:00	146	171	226	163	141	133	146	1126	161	847	169	279	140
21:00	96	111	128	80	95	93	87	690	99	510	102	180	90
22:00	43	58	65	60	66	67	57	416	59	292	58	124	62
23:00	51	44	39	25	50	59	26	294	42	209	42	85	43
Total	4193	4524	4637	4499	4878	3892	3369	29992	4285	22731	4546	7261	3637
% Heavy	2.50%	2.74%	2.67%	2.40%	2.23%	1.88%	1.93%	2.36%		2.51%		1.90%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Rennie St

Direction Northbound ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	10:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	16:00	17:00	18:00	16:00	17:00	17:00	14:00	N/A	17:00	N/A	17:00	N/A	17:00
00:00	9	2	15	8	7	16	22	79	11	41	8	38	19
01:00	4	2	0	5	4	4	12	31	4	15	3	16	8
02:00	2	1	3	0	3	0	2	11	2	9	2	2	1
03:00	1	7	2	1	2	2	5	20	3	13	3	7	4
04:00	5	2	1	3	14	6	3	34	5	25	5	9	5
05:00	20	21	20	16	68	20	4	169	24	145	29	24	12
06:00	68	59	73	62	93	32	11	398	57	355	71	43	22
07:00	92	115	92	100	144	65	21	629	90	543	109	86	43
08:00	163	181	179	186	250	98	47	1104	158	959	192	145	73
09:00	234	238	222	206	154	169	92	1315	188	1054	211	261	131
10:00	135	140	143	168	157	186	133	1062	152	743	149	319	160
11:00	108	146	132	139	153	186	151	1015	145	678	136	337	169
12:00	114	133	130	141	138	156	148	960	137	656	131	304	152
13:00	110	125	128	165	128	127	150	933	133	656	131	277	139
14:00	115	107	134	131	176	116	151	930	133	663	133	267	134
15:00	172	144	160	188	241	121	106	1132	162	905	181	227	114
16:00	189	197	198	193	205	155	111	1248	178	982	196	266	133
17:00	183	225	196	190	254	166	142	1356	194	1048	210	308	154
18:00	157	211	216	139	143	128	146	1140	163	866	173	274	137
19:00	133	136	152	115	87	92	120	835	119	623	125	212	106
20:00	65	88	106	74	59	61	67	520	74	392	78	128	64
21:00	39	45	57	36	44	46	39	306	44	221	44	85	43
22:00	17	23	30	22	24	25	22	163	23	116	23	47	24
23:00	21	14	13	6	21	25	8	108	15	75	15	33	17
Total	2156	2362	2402	2294	2569	2002	1713	15498	2214	11783	2358	3715	1864
% Heavy	2.27%	2.41%	2.58%	1.44%	1.91%	1.40%	1.17%	1.92%		2.12%		1.29%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

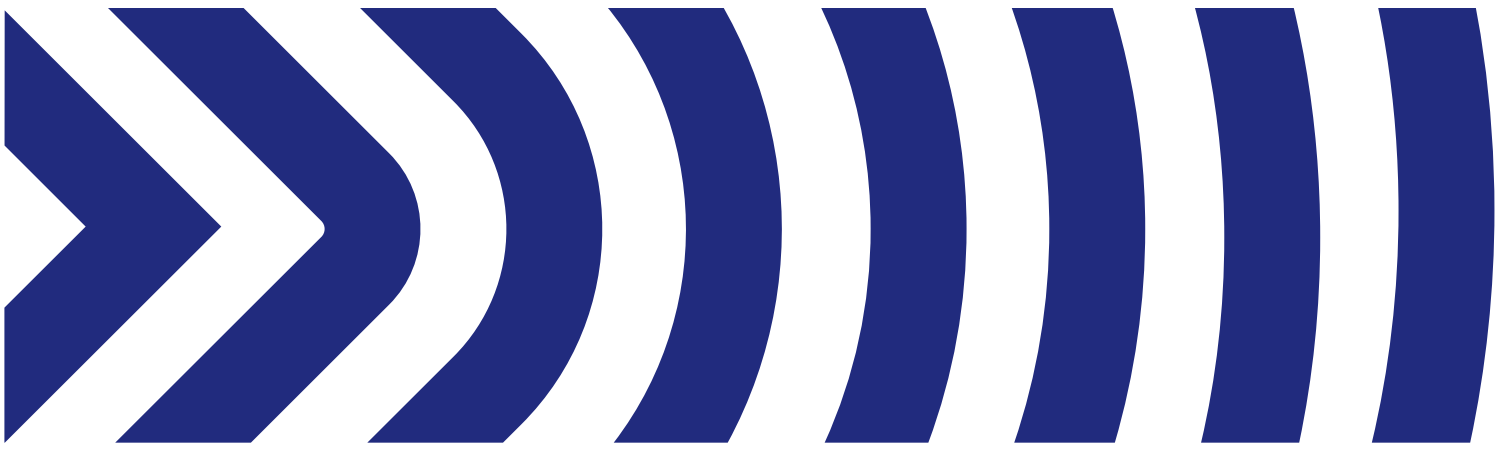


Site Rennie St

Direction ▼

[Back to Site Summary Page](#)

Day Date	Monday 3/04/2023	Tuesday 4/04/2023	Wednesday 29/03/2023	Thursday 30/03/2023	Friday 31/03/2023	Saturday 1/04/2023	Sunday 2/04/2023	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	10:00	11:00	11:00	11:00	N/A	11:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	18:00	17:00	15:00	12:00	13:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	11	7	15	15	12	27	26	113	16	60	12	53	27
01:00	5	4	7	8	3	8	14	49	7	27	5	22	11
02:00	2	2	8	2	4	4	1	23	3	18	4	5	3
03:00	0	3	1	2	2	3	2	13	2	8	2	5	3
04:00	0	3	1	0	3	3	4	14	2	7	1	7	4
05:00	3	3	6	2	15	3	3	35	5	29	6	6	3
06:00	13	13	15	11	41	14	6	113	16	93	19	20	10
07:00	40	49	50	54	95	22	11	321	46	288	58	33	17
08:00	91	102	96	100	139	60	22	610	87	528	106	82	41
09:00	142	130	134	127	121	114	60	828	118	654	131	174	87
10:00	113	111	126	138	119	156	81	844	121	607	121	237	119
11:00	110	129	125	131	151	160	127	933	133	646	129	287	144
12:00	98	124	116	159	140	170	146	953	136	637	127	316	158
13:00	111	121	120	147	137	134	162	932	133	636	127	296	148
14:00	139	133	139	155	137	144	127	974	139	703	141	271	136
15:00	143	139	156	167	250	130	150	1135	162	855	171	280	140
16:00	225	233	217	214	227	169	138	1423	203	1116	223	307	154
17:00	239	239	217	242	228	152	138	1455	208	1165	233	290	145
18:00	197	233	251	193	173	134	147	1328	190	1047	209	281	141
19:00	161	170	183	148	108	88	111	969	138	770	154	199	100
20:00	81	83	120	89	82	72	79	606	87	455	91	151	76
21:00	57	66	71	44	51	47	48	384	55	289	58	95	48
22:00	26	35	35	38	42	42	35	253	36	176	35	77	39
23:00	30	30	26	19	29	34	18	186	27	134	27	52	26
Total	2037	2162	2235	2205	2309	1890	1656	14494	2070	10948	2190	3546	1780
% Heavy	2.75%	3.10%	2.77%	3.40%	2.60%	2.38%	2.72%	2.83%		2.92%		2.54%	



Appendix C

SIDRA Results – Existing Conditions

MOVEMENT SUMMARY

▼ Site: 101 [Watt Street/Avalon Road (AM Peak) (Site Folder: Existing Conditions)]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	37	5	39	13.5	0.181	6.8	LOS A	0.0	0.3	0.01	0.07	0.01	61.2
2	T1	303	24	319	7.9	0.181	0.0	LOS A	0.0	0.3	0.01	0.07	0.01	69.0
3u	U	1	0	1	0.0	0.181	12.3	LOS A	0.0	0.3	0.01	0.07	0.01	65.3
Approach		341	29	359	8.5	0.181	0.8	LOS A	0.0	0.3	0.01	0.07	0.01	68.0
North: Avalon Road														
8	T1	446	36	469	8.1	0.253	0.1	LOS A	0.1	0.8	0.03	0.01	0.03	69.7
9	R2	8	2	8	25.0	0.253	8.9	LOS A	0.1	0.8	0.03	0.01	0.03	60.7
Approach		454	38	478	8.4	0.253	0.2	LOS A	0.1	0.8	0.03	0.01	0.03	69.5
West: Watt Street														
10	L2	5	1	5	20.0	0.145	7.2	LOS A	0.5	3.3	0.60	0.83	0.60	48.2
12	R2	70	0	74	0.0	0.145	10.6	LOS A	0.5	3.3	0.60	0.83	0.60	52.2
Approach		75	1	79	1.3	0.145	10.4	LOS A	0.5	3.3	0.60	0.83	0.60	51.9
All Vehicles		870	68	916	7.8	0.253	1.3	LOS A	0.5	3.3	0.07	0.10	0.07	67.0

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Watt Street/Avalon Road (School Peak) (Site Folder: Existing Conditions)]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	101	1	106	1.0	0.268	6.4	LOS A	0.0	0.0	0.00	0.12	0.00	64.6
2	T1	418	23	440	5.5	0.268	0.1	LOS A	0.0	0.0	0.00	0.12	0.00	68.2
Approach		519	24	546	4.6	0.268	1.3	LOS A	0.0	0.0	0.00	0.12	0.00	67.4
North: Avalon Road														
8	T1	308	20	324	6.5	0.179	0.2	LOS A	0.1	1.1	0.05	0.02	0.05	69.4
9	R2	10	1	11	10.0	0.179	9.6	LOS A	0.1	1.1	0.05	0.02	0.05	61.3
Approach		318	21	335	6.6	0.179	0.5	LOS A	0.1	1.1	0.05	0.02	0.05	69.1
West: Watt Street														
10	L2	13	2	14	15.4	0.135	7.8	LOS A	0.4	3.4	0.60	0.82	0.60	49.0
12	R2	54	6	57	11.1	0.135	11.5	LOS A	0.4	3.4	0.60	0.82	0.60	49.6
Approach		67	8	71	11.9	0.135	10.8	LOS A	0.4	3.4	0.60	0.82	0.60	49.5
All Vehicles		904	53	952	5.9	0.268	1.7	LOS A	0.4	3.4	0.06	0.14	0.06	66.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Watt Street/Avalon Road (PM Peak) (Site Folder: Existing Conditions)]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	95	0	100	0.0	0.285	6.4	LOS A	0.0	0.0	0.00	0.11	0.00	65.2
2	T1	465	14	489	3.0	0.285	0.1	LOS A	0.0	0.0	0.00	0.11	0.00	68.4
Approach		560	14	589	2.5	0.285	1.1	LOS A	0.0	0.0	0.00	0.11	0.00	67.8
North: Avalon Road														
8	T1	342	8	360	2.3	0.195	0.2	LOS A	0.2	1.3	0.06	0.02	0.06	69.3
9	R2	11	1	12	9.1	0.195	9.9	LOS A	0.2	1.3	0.06	0.02	0.06	61.3
Approach		353	9	372	2.5	0.195	0.5	LOS A	0.2	1.3	0.06	0.02	0.06	69.0
West: Watt Street														
10	L2	6	0	6	0.0	0.106	7.5	LOS A	0.3	2.4	0.64	0.84	0.64	51.9
12	R2	43	2	45	4.7	0.106	11.7	LOS A	0.3	2.4	0.64	0.84	0.64	50.6
Approach		49	2	52	4.1	0.106	11.2	LOS A	0.3	2.4	0.64	0.84	0.64	50.8
All Vehicles		962	25	1013	2.6	0.285	1.4	LOS A	0.3	2.4	0.05	0.11	0.05	67.1

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Watt Street/Avalon Road (Weekend Peak) (Site Folder: Existing Conditions)]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	75	0	79	0.0	0.226	6.4	LOS A	0.0	0.0	0.00	0.11	0.00	65.2
2	T1	367	14	386	3.8	0.226	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	68.4
Approach		442	14	465	3.2	0.226	1.1	LOS A	0.0	0.0	0.00	0.11	0.00	67.8
North: Avalon Road														
8	T1	270	8	284	3.0	0.153	0.1	LOS A	0.1	0.8	0.05	0.02	0.05	69.4
9	R2	9	1	9	11.1	0.153	8.8	LOS A	0.1	0.8	0.05	0.02	0.05	61.3
Approach		279	9	294	3.2	0.153	0.4	LOS A	0.1	0.8	0.05	0.02	0.05	69.1
West: Watt Street														
10	L2	5	0	5	0.0	0.066	6.9	LOS A	0.2	1.5	0.52	0.77	0.52	53.4
12	R2	34	2	36	5.9	0.066	9.6	LOS A	0.2	1.5	0.52	0.77	0.52	51.7
Approach		39	2	41	5.1	0.066	9.3	LOS A	0.2	1.5	0.52	0.77	0.52	51.9
All Vehicles		760	25	800	3.3	0.226	1.3	LOS A	0.2	1.5	0.04	0.11	0.04	67.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (AM Peak) (Site Folder: Existing Conditions)]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	17	0	18	0.0	0.018	5.1	LOS A	0.1	0.5	0.26	0.50	0.26	53.9
26	R2	1	0	1	0.0	0.018	6.8	LOS A	0.1	0.5	0.26	0.50	0.26	53.3
Approach		18	0	19	0.0	0.018	5.2	LOS A	0.1	0.5	0.26	0.50	0.26	53.9
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.069	5.6	LOS A	0.3	2.3	0.08	0.54	0.08	53.4
29	R2	113	2	119	1.8	0.069	5.6	LOS A	0.3	2.3	0.08	0.54	0.08	53.4
Approach		114	2	120	1.8	0.069	5.6	LOS A	0.3	2.3	0.08	0.54	0.08	53.4
SouthWest: Rennie Street														
30	L2	104	1	109	1.0	0.057	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	19	0	20	0.0	0.011	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		123	1	129	0.8	0.057	4.7	LOS A	0.0	0.0	0.00	0.49	0.00	54.5
All Vehicles		255	3	268	1.2	0.069	5.2	LOS A	0.3	2.3	0.05	0.51	0.05	53.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (School Peak) (Site Folder: Existing Conditions)]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	32	0	34	0.0	0.032	5.0	LOS A	0.1	0.9	0.24	0.50	0.24	54.0
26	R2	1	0	1	0.0	0.032	7.1	LOS A	0.1	0.9	0.24	0.50	0.24	53.4
Approach		33	0	35	0.0	0.032	5.1	LOS A	0.1	0.9	0.24	0.50	0.24	54.0
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.062	5.6	LOS A	0.3	2.1	0.09	0.54	0.09	53.3
29	R2	100	3	105	3.0	0.062	5.7	LOS A	0.3	2.1	0.09	0.54	0.09	53.3
29u	U	1	0	1	0.0	0.062	7.7	LOS A	0.3	2.1	0.09	0.54	0.09	53.0
Approach		102	3	107	2.9	0.062	5.7	LOS A	0.3	2.1	0.09	0.54	0.09	53.3
SouthWest: Rennie Street														
30	L2	141	1	148	0.7	0.078	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	25	1	26	4.0	0.015	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		166	2	175	1.2	0.078	4.7	LOS A	0.0	0.0	0.00	0.49	0.00	54.5
All Vehicles		301	5	317	1.7	0.078	5.1	LOS A	0.3	2.1	0.06	0.51	0.06	54.0

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (PM Peak) (Site Folder: Existing Conditions)]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	26	0	27	0.0	0.030	5.0	LOS A	0.1	0.9	0.25	0.51	0.25	53.9
26	R2	4	0	4	0.0	0.030	6.8	LOS A	0.1	0.9	0.25	0.51	0.25	53.3
Approach		30	0	32	0.0	0.030	5.2	LOS A	0.1	0.9	0.25	0.51	0.25	53.8
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.061	5.6	LOS A	0.3	2.0	0.08	0.54	0.08	53.4
29	R2	102	0	107	0.0	0.061	5.6	LOS A	0.3	2.0	0.08	0.54	0.08	53.4
Approach		103	0	108	0.0	0.061	5.6	LOS A	0.3	2.0	0.08	0.54	0.08	53.4
SouthWest: Rennie Street														
30	L2	109	1	115	0.9	0.060	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	20	0	21	0.0	0.011	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		129	1	136	0.8	0.060	4.7	LOS A	0.0	0.0	0.00	0.49	0.00	54.5
All Vehicles		262	1	276	0.4	0.061	5.1	LOS A	0.3	2.0	0.06	0.51	0.06	54.0

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (Weekend Peak)
(Site Folder: Existing Conditions)]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	20	0	21	0.0	0.022	4.8	LOS A	0.1	0.6	0.21	0.50	0.21	54.0
26	R2	3	0	3	0.0	0.022	6.5	LOS A	0.1	0.6	0.21	0.50	0.21	53.4
Approach		23	0	24	0.0	0.022	5.1	LOS A	0.1	0.6	0.21	0.50	0.21	54.0
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.047	5.6	LOS A	0.2	1.5	0.07	0.55	0.07	53.4
29	R2	78	0	82	0.0	0.047	5.6	LOS A	0.2	1.5	0.07	0.55	0.07	53.5
Approach		79	0	83	0.0	0.047	5.6	LOS A	0.2	1.5	0.07	0.55	0.07	53.5
SouthWest: Rennie Street														
30	L2	84	1	88	1.2	0.046	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	15	0	16	0.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		99	1	104	1.0	0.046	4.7	LOS A	0.0	0.0	0.00	0.49	0.00	54.4
All Vehicles		201	1	212	0.5	0.047	5.1	LOS A	0.2	1.5	0.05	0.51	0.05	54.0

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (AM Peak) (Site Folder: Existing Conditions)]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	29	1	31	3.4	0.016	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	135	32	142	23.7	0.098	6.3	LOS A	0.5	3.9	0.23	0.58	0.23	51.3
Approach		164	33	173	20.1	0.098	5.2	LOS A	0.5	3.9	0.19	0.48	0.19	52.6
North: Rennie Street														
7	L2	3	0	3	0.0	0.055	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	58.2
8	T1	98	0	103	0.0	0.055	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		101	0	106	0.0	0.055	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
All Vehicles		265	33	279	12.5	0.098	3.3	NA	0.5	3.9	0.12	0.30	0.12	55.1

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (School Peak) (Site Folder: Existing Conditions)]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	90	1	95	1.1	0.050	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	259	36	273	13.9	0.173	6.0	LOS A	0.9	7.0	0.20	0.58	0.20	51.8
Approach		349	37	367	10.6	0.173	4.5	LOS A	0.9	7.0	0.15	0.43	0.15	53.7
North: Rennie Street														
7	L2	2	0	2	0.0	0.038	5.5	LOS A	0.0	0.0	0.00	0.02	0.00	58.2
8	T1	68	0	72	0.0	0.038	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		70	0	74	0.0	0.038	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
All Vehicles		419	37	441	8.8	0.173	3.8	NA	0.9	7.0	0.12	0.36	0.12	54.6

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (PM Peak) (Site Folder: Existing Conditions)]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	110	0	116	0.0	0.060	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	173	31	182	17.9	0.116	6.0	LOS A	0.6	4.6	0.16	0.57	0.16	51.7
Approach		283	31	298	11.0	0.116	3.7	LOS A	0.6	4.6	0.10	0.35	0.10	54.6
North: Rennie Street														
7	L2	1	0	1	0.0	0.030	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
8	T1	52	3	55	5.8	0.030	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		53	3	56	5.7	0.030	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		336	34	354	10.1	0.116	3.1	NA	0.6	4.6	0.08	0.30	0.08	55.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (Weekend Peak)
(Site Folder: Existing Conditions)]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	87	0	92	0.0	0.048	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	137	31	144	22.6	0.093	6.0	LOS A	0.4	3.7	0.14	0.58	0.14	51.5
Approach		224	31	236	13.8	0.093	3.7	LOS A	0.4	3.7	0.09	0.35	0.09	54.5
North: Rennie Street														
7	L2	1	0	1	0.0	0.024	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
8	T1	41	3	43	7.3	0.024	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		42	3	44	7.1	0.024	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		266	34	280	12.8	0.093	3.1	NA	0.4	3.7	0.07	0.30	0.07	55.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Canterbury Road E (AM Peak) (Site Folder: Existing Conditions)]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	64	2	67	3.1	0.076	0.1	LOS A	0.3	2.3	0.09	0.29	0.09	57.0
26	R2	66	0	69	0.0	0.076	5.5	LOS A	0.3	2.3	0.09	0.29	0.09	60.7
Approach		130	2	137	1.5	0.076	2.8	LOS A	0.3	2.3	0.09	0.29	0.09	58.8
NorthWest: Canterbury Road E														
27	L2	103	0	108	0.0	0.098	7.0	LOS A	0.4	2.7	0.07	0.61	0.07	58.9
29	R2	33	0	35	0.0	0.098	7.3	LOS A	0.4	2.7	0.07	0.61	0.07	58.3
Approach		136	0	143	0.0	0.098	7.1	LOS A	0.4	2.7	0.07	0.61	0.07	58.8
SouthWest: Rennie Street														
30	L2	7	0	7	0.0	0.015	5.5	LOS A	0.0	0.0	0.00	0.15	0.00	57.0
31	T1	20	1	21	5.0	0.015	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	58.6
Approach		27	1	28	3.7	0.015	1.4	LOS A	0.0	0.0	0.00	0.15	0.00	58.1
All Vehicles		293	3	308	1.0	0.098	4.7	LOS A	0.4	2.7	0.07	0.43	0.07	58.7

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Canterbury Road E (School Peak)
(Site Folder: Existing Conditions)]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	68	0	72	0.0	0.085	0.2	LOS A	0.4	2.6	0.18	0.30	0.18	56.7
26	R2	73	0	77	0.0	0.085	5.7	LOS A	0.4	2.6	0.18	0.30	0.18	60.3
Approach		141	0	148	0.0	0.085	3.1	LOS A	0.4	2.6	0.18	0.30	0.18	58.5
NorthWest: Canterbury Road E														
27	L2	87	2	92	2.3	0.067	7.2	LOS A	0.3	1.9	0.15	0.59	0.15	58.4
29	R2	7	0	7	0.0	0.067	7.5	LOS A	0.3	1.9	0.15	0.59	0.15	58.0
Approach		94	2	99	2.1	0.067	7.2	LOS A	0.3	1.9	0.15	0.59	0.15	58.4
SouthWest: Rennie Street														
30	L2	30	0	32	0.0	0.051	5.6	LOS A	0.0	0.0	0.00	0.19	0.00	56.7
31	T1	63	1	66	1.6	0.051	0.0	LOS A	0.0	0.0	0.00	0.19	0.00	58.2
Approach		93	1	98	1.1	0.051	1.8	LOS A	0.0	0.0	0.00	0.19	0.00	57.7
All Vehicles		328	3	345	0.9	0.085	3.9	LOS A	0.4	2.6	0.12	0.35	0.12	58.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 [Rennie Street/Canterbury Road E (PM Peak) (Site Folder: Existing Conditions)]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	47	3	49	6.4	0.071	0.3	LOS A	0.3	2.4	0.21	0.34	0.21	56.2
26	R2	67	2	71	3.0	0.071	5.8	LOS A	0.3	2.4	0.21	0.34	0.21	58.9
Approach		114	5	120	4.4	0.071	3.6	LOS A	0.3	2.4	0.21	0.34	0.21	57.7
NorthWest: Canterbury Road E														
27	L2	68	0	72	0.0	0.053	7.2	LOS A	0.2	1.5	0.17	0.59	0.17	58.5
29	R2	6	0	6	0.0	0.053	7.4	LOS A	0.2	1.5	0.17	0.59	0.17	57.9
Approach		74	0	78	0.0	0.053	7.2	LOS A	0.2	1.5	0.17	0.59	0.17	58.4
SouthWest: Rennie Street														
30	L2	30	0	32	0.0	0.060	5.6	LOS A	0.0	0.0	0.00	0.16	0.00	57.0
31	T1	80	0	84	0.0	0.060	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	58.5
Approach		110	0	116	0.0	0.060	1.5	LOS A	0.0	0.0	0.00	0.16	0.00	58.1
All Vehicles		298	5	314	1.7	0.071	3.7	LOS A	0.3	2.4	0.12	0.34	0.12	58.0

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Canterbury Road E (Weekend Peak)
(Site Folder: Existing Conditions)]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	32	3	34	9.4	0.048	0.2	LOS A	0.2	1.6	0.17	0.34	0.17	56.3
26	R2	46	2	48	4.3	0.048	5.7	LOS A	0.2	1.6	0.17	0.34	0.17	58.6
Approach		78	5	82	6.4	0.048	3.5	LOS A	0.2	1.6	0.17	0.34	0.17	57.7
NorthWest: Canterbury Road E														
27	L2	4	0	4	0.0	0.046	7.1	LOS A	0.2	1.1	0.20	0.61	0.20	58.6
29	R2	47	0	49	0.0	0.046	7.2	LOS A	0.2	1.1	0.20	0.61	0.20	58.0
Approach		51	0	54	0.0	0.046	7.2	LOS A	0.2	1.1	0.20	0.61	0.20	58.1
SouthWest: Rennie Street														
30	L2	21	0	22	0.0	0.042	5.5	LOS A	0.0	0.0	0.00	0.16	0.00	57.0
31	T1	55	0	58	0.0	0.042	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	58.5
Approach		76	0	80	0.0	0.042	1.5	LOS A	0.0	0.0	0.00	0.16	0.00	58.1
All Vehicles		205	5	216	2.4	0.048	3.7	LOS A	0.2	1.6	0.12	0.34	0.12	57.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 [Forest Road S/Canterbury Road W (AM Peak) (Site Folder: Existing Conditions)]**

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	35	2	37	5.7	0.282	5.7	LOS A	1.6	11.7	0.40	0.56	0.40	52.3
2	T1	240	16	253	6.7	0.282	5.8	LOS A	1.6	11.7	0.40	0.56	0.40	53.3
3	R2	22	1	23	4.5	0.282	9.0	LOS A	1.6	11.7	0.40	0.56	0.40	53.0
Approach		297	19	313	6.4	0.282	6.0	LOS A	1.6	11.7	0.40	0.56	0.40	53.2
East: Canterbury Road E														
4	L2	81	2	85	2.5	0.253	8.9	LOS A	1.5	10.8	0.72	0.82	0.72	50.1
5	T1	35	0	37	0.0	0.253	8.9	LOS A	1.5	10.8	0.72	0.82	0.72	51.1
6	R2	59	2	62	3.4	0.253	12.4	LOS A	1.5	10.8	0.72	0.82	0.72	50.7
Approach		175	4	184	2.3	0.253	10.1	LOS A	1.5	10.8	0.72	0.82	0.72	50.5
North: Forest Road S														
7	L2	51	2	54	3.9	0.040	5.0	LOS A	0.2	1.3	0.24	0.53	0.24	53.4
8	T1	418	15	440	3.6	0.416	6.0	LOS A	2.8	19.8	0.51	0.62	0.51	52.8
9	R2	67	1	71	1.5	0.416	9.2	LOS A	2.8	19.8	0.51	0.62	0.51	52.5
9u	U	8	0	8	0.0	0.416	10.9	LOS A	2.8	19.8	0.51	0.62	0.51	53.1
Approach		544	18	573	3.3	0.416	6.4	LOS A	2.8	19.8	0.49	0.61	0.49	52.8
West: Canterbury Road W														
10	L2	107	0	113	0.0	0.382	7.1	LOS A	2.5	17.3	0.62	0.73	0.62	51.2
11	T1	93	0	98	0.0	0.382	7.3	LOS A	2.5	17.3	0.62	0.73	0.62	52.1
12	R2	143	1	151	0.7	0.382	10.6	LOS A	2.5	17.3	0.62	0.73	0.62	51.7
12u	U	1	0	1	0.0	0.382	12.2	LOS A	2.5	17.3	0.62	0.73	0.62	52.3
Approach		344	1	362	0.3	0.382	8.6	LOS A	2.5	17.3	0.62	0.73	0.62	51.7
All Vehicles		1360	42	1432	3.1	0.416	7.3	LOS A	2.8	19.8	0.53	0.66	0.53	52.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Forest Road S/Canterbury Road W (School Peak)**
(Site Folder: Existing Conditions)]

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	128	1	135	0.8	0.582	6.4	LOS A	4.5	32.5	0.59	0.65	0.59	51.8
2	T1	408	19	429	4.7	0.582	6.6	LOS A	4.5	32.5	0.59	0.65	0.59	52.6
3	R2	82	2	86	2.4	0.582	9.8	LOS A	4.5	32.5	0.59	0.65	0.59	52.3
Approach		618	22	651	3.6	0.582	7.0	LOS A	4.5	32.5	0.59	0.65	0.59	52.4
East: Canterbury Road E														
4	L2	45	2	47	4.4	0.213	8.4	LOS A	1.2	8.7	0.67	0.78	0.67	50.4
5	T1	54	1	57	1.9	0.213	8.4	LOS A	1.2	8.7	0.67	0.78	0.67	51.4
6	R2	56	3	59	5.4	0.213	11.8	LOS A	1.2	8.7	0.67	0.78	0.67	50.9
Approach		155	6	163	3.9	0.213	9.6	LOS A	1.2	8.7	0.67	0.78	0.67	51.0
North: Forest Road S														
7	L2	59	3	62	5.1	0.046	5.0	LOS A	0.2	1.5	0.24	0.53	0.24	53.3
8	T1	386	13	406	3.4	0.391	5.7	LOS A	2.4	17.5	0.43	0.59	0.43	53.0
9	R2	103	3	108	2.9	0.391	8.9	LOS A	2.4	17.5	0.43	0.59	0.43	52.6
9u	U	2	0	2	0.0	0.391	10.6	LOS A	2.4	17.5	0.43	0.59	0.43	53.3
Approach		550	19	579	3.5	0.391	6.2	LOS A	2.4	17.5	0.41	0.58	0.41	53.0
West: Canterbury Road W														
10	L2	58	1	61	1.7	0.249	8.5	LOS A	1.5	11.1	0.72	0.80	0.72	50.1
11	T1	29	1	31	3.4	0.249	8.8	LOS A	1.5	11.1	0.72	0.80	0.72	50.9
12	R2	87	2	92	2.3	0.249	12.0	LOS A	1.5	11.1	0.72	0.80	0.72	50.6
12u	U	1	0	1	0.0	0.249	13.6	LOS A	1.5	11.1	0.72	0.80	0.72	51.2
Approach		175	4	184	2.3	0.249	10.3	LOS A	1.5	11.1	0.72	0.80	0.72	50.5
All Vehicles		1498	51	1577	3.4	0.582	7.4	LOS A	4.5	32.5	0.55	0.65	0.55	52.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Forest Road S/Canterbury Road W (PM Peak) (Site Folder: Existing Conditions)]**

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	176	0	185	0.0	0.654	6.7	LOS B	5.9	41.1	0.63	0.66	0.65	51.7
2	T1	457	1	481	0.2	0.654	6.8	LOS B	5.9	41.1	0.63	0.66	0.65	52.7
3	R2	92	0	97	0.0	0.654	10.0	LOS B	5.9	41.1	0.63	0.66	0.65	52.3
Approach		725	1	763	0.1	0.654	7.2	LOS B	5.9	41.1	0.63	0.66	0.65	52.4
East: Canterbury Road E														
4	L2	48	0	51	0.0	0.184	7.5	LOS A	1.0	7.1	0.61	0.74	0.61	51.0
5	T1	42	0	44	0.0	0.184	7.7	LOS A	1.0	7.1	0.61	0.74	0.61	51.9
6	R2	58	0	61	0.0	0.184	10.9	LOS A	1.0	7.1	0.61	0.74	0.61	51.6
Approach		148	0	156	0.0	0.184	8.9	LOS A	1.0	7.1	0.61	0.74	0.61	51.5
North: Forest Road S														
7	L2	65	0	68	0.0	0.050	5.0	LOS A	0.2	1.6	0.26	0.53	0.26	53.5
8	T1	302	9	318	3.0	0.334	5.7	LOS A	2.0	14.2	0.43	0.60	0.43	52.9
9	R2	102	1	107	1.0	0.334	9.0	LOS A	2.0	14.2	0.43	0.60	0.43	52.6
9u	U	5	1	5	20.0	0.334	11.0	LOS A	2.0	14.2	0.43	0.60	0.43	52.4
Approach		474	11	499	2.3	0.334	6.4	LOS A	2.0	14.2	0.41	0.59	0.41	52.9
West: Canterbury Road W														
10	L2	66	0	69	0.0	0.297	9.1	LOS A	1.9	13.6	0.77	0.84	0.77	49.8
11	T1	39	0	41	0.0	0.297	9.2	LOS A	1.9	13.6	0.77	0.84	0.77	50.7
12	R2	93	0	98	0.0	0.297	12.5	LOS A	1.9	13.6	0.77	0.84	0.77	50.3
12u	U	1	0	1	0.0	0.297	14.2	LOS A	1.9	13.6	0.77	0.84	0.77	50.9
Approach		199	0	209	0.0	0.297	10.7	LOS A	1.9	13.6	0.77	0.84	0.77	50.2
All Vehicles		1546	12	1627	0.8	0.654	7.5	LOS B	5.9	41.1	0.58	0.67	0.59	52.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Forest Road S/Canterbury Road W (Weekend Peak)**
(Site Folder: Existing Conditions)]

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	145	0	153	0.0	0.522	5.9	LOS A	3.8	26.5	0.49	0.59	0.49	52.2
2	T1	376	1	396	0.3	0.522	6.0	LOS A	3.8	26.5	0.49	0.59	0.49	53.2
3	R2	76	0	80	0.0	0.522	9.2	LOS A	3.8	26.5	0.49	0.59	0.49	52.8
Approach		597	1	628	0.2	0.522	6.4	LOS A	3.8	26.5	0.49	0.59	0.49	52.9
East: Canterbury Road E														
4	L2	39	0	41	0.0	0.140	6.8	LOS A	0.7	5.0	0.54	0.69	0.54	51.4
5	T1	35	0	37	0.0	0.140	7.0	LOS A	0.7	5.0	0.54	0.69	0.54	52.4
6	R2	48	0	51	0.0	0.140	10.2	LOS A	0.7	5.0	0.54	0.69	0.54	52.0
Approach		122	0	128	0.0	0.140	8.2	LOS A	0.7	5.0	0.54	0.69	0.54	51.9
North: Forest Road S														
7	L2	53	0	56	0.0	0.040	4.9	LOS A	0.2	1.2	0.22	0.52	0.22	53.6
8	T1	248	9	261	3.6	0.267	5.5	LOS A	1.5	10.5	0.37	0.57	0.37	53.1
9	R2	84	1	88	1.2	0.267	8.7	LOS A	1.5	10.5	0.37	0.57	0.37	52.8
9u	U	4	1	4	25.0	0.267	10.8	LOS A	1.5	10.5	0.37	0.57	0.37	52.4
Approach		389	11	409	2.8	0.267	6.2	LOS A	1.5	10.5	0.35	0.57	0.35	53.1
West: Canterbury Road W														
10	L2	54	0	57	0.0	0.213	7.9	LOS A	1.3	8.9	0.66	0.76	0.66	50.6
11	T1	32	0	34	0.0	0.213	8.1	LOS A	1.3	8.9	0.66	0.76	0.66	51.5
12	R2	77	0	81	0.0	0.213	11.4	LOS A	1.3	8.9	0.66	0.76	0.66	51.1
12u	U	1	0	1	0.0	0.213	13.0	LOS A	1.3	8.9	0.66	0.76	0.66	51.7
Approach		164	0	173	0.0	0.213	9.6	LOS A	1.3	8.9	0.66	0.76	0.66	51.0
All Vehicles		1272	12	1339	0.9	0.522	6.9	LOS A	3.8	26.5	0.47	0.62	0.47	52.6

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (AM Peak) (Site Folder: Existing Conditions)]**

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	141	3	148	2.1	0.224	5.9	LOS A	1.2	8.5	0.56	0.68	0.56	53.3
3a	R1	24	0	25	0.0	0.224	9.8	LOS A	1.2	8.5	0.56	0.68	0.56	53.3
3	R2	46	0	48	0.0	0.224	10.8	LOS A	1.2	8.5	0.56	0.68	0.56	56.2
3u	U	1	0	1	0.0	0.224	12.9	LOS A	1.2	8.5	0.56	0.68	0.56	54.7
Approach		212	3	223	1.4	0.224	7.4	LOS A	1.2	8.5	0.56	0.68	0.56	53.9
East: McClelland Avenue														
4	L2	35	0	37	0.0	0.025	5.0	LOS A	0.1	0.9	0.25	0.49	0.25	58.0
6a	R1	370	27	389	7.3	0.288	9.7	LOS A	1.9	14.4	0.40	0.62	0.40	54.5
6b	R3	14	0	15	0.0	0.288	11.8	LOS A	1.9	14.4	0.40	0.62	0.40	55.9
6u	U	1	0	1	0.0	0.288	13.0	LOS A	1.9	14.4	0.40	0.62	0.40	56.4
Approach		420	27	442	6.4	0.288	9.4	LOS A	1.9	14.4	0.39	0.61	0.39	54.8
NorthEast: Hicks Street														
24b	L3	10	2	11	20.0	0.088	6.4	LOS A	0.4	3.2	0.50	0.68	0.50	49.5
24a	L1	16	3	17	18.8	0.088	5.9	LOS A	0.4	3.2	0.50	0.68	0.50	52.0
26	R2	51	6	54	11.8	0.088	10.8	LOS A	0.4	3.2	0.50	0.68	0.50	52.3
26u	U	1	0	1	0.0	0.088	12.6	LOS A	0.4	3.2	0.50	0.68	0.50	53.7
Approach		78	11	82	14.1	0.088	9.3	LOS A	0.4	3.2	0.50	0.68	0.50	51.9
NorthWest: McClelland Avenue														
27	L2	87	6	92	6.9	0.095	5.0	LOS A	0.6	4.3	0.33	0.49	0.33	54.1
27a	L1	337	12	355	3.6	0.287	4.2	LOS A	2.2	16.0	0.33	0.47	0.33	54.7
29a	R1	80	0	84	0.0	0.287	8.2	LOS A	2.2	16.0	0.33	0.47	0.33	57.3
29u	U	2	0	2	0.0	0.287	11.3	LOS A	2.2	16.0	0.33	0.47	0.33	56.2
Approach		506	18	533	3.6	0.287	5.0	LOS A	2.2	16.0	0.33	0.47	0.33	55.0
All Vehicles		1216	59	1280	4.9	0.288	7.2	LOS A	2.2	16.0	0.40	0.57	0.40	54.6

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (School Peak)]**
(Site Folder: Existing Conditions)]

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	137	2	144	1.5	0.223	6.1	LOS A	1.2	8.9	0.59	0.70	0.59	53.3
3a	R1	28	2	29	7.1	0.223	10.2	LOS A	1.2	8.9	0.59	0.70	0.59	52.9
3	R2	36	1	38	2.8	0.223	11.1	LOS A	1.2	8.9	0.59	0.70	0.59	55.5
3u	U	1	0	1	0.0	0.223	13.1	LOS A	1.2	8.9	0.59	0.70	0.59	54.7
Approach		202	5	213	2.5	0.223	7.6	LOS A	1.2	8.9	0.59	0.70	0.59	53.6
East: McClelland Avenue														
4	L2	60	0	63	0.0	0.045	5.4	LOS A	0.2	1.7	0.35	0.52	0.35	57.6
6a	R1	368	11	387	3.0	0.318	10.4	LOS A	2.2	15.9	0.54	0.68	0.54	54.2
6b	R3	16	2	17	12.5	0.318	12.9	LOS A	2.2	15.9	0.54	0.68	0.54	54.8
6u	U	1	0	1	0.0	0.318	13.7	LOS A	2.2	15.9	0.54	0.68	0.54	55.8
Approach		445	13	468	2.9	0.318	9.8	LOS A	2.2	15.9	0.52	0.66	0.52	54.7
NorthEast: Hicks Street														
24b	L3	26	0	27	0.0	0.180	6.1	LOS A	0.9	6.5	0.53	0.70	0.53	54.0
24a	L1	46	1	48	2.2	0.180	5.8	LOS A	0.9	6.5	0.53	0.70	0.53	52.7
26	R2	97	5	102	5.2	0.180	10.9	LOS A	0.9	6.5	0.53	0.70	0.53	52.9
26u	U	1	0	1	0.0	0.180	12.8	LOS A	0.9	6.5	0.53	0.70	0.53	54.0
Approach		170	6	179	3.5	0.180	8.8	LOS A	0.9	6.5	0.53	0.70	0.53	53.0
NorthWest: McClelland Avenue														
27	L2	80	3	84	3.8	0.085	4.9	LOS A	0.5	3.8	0.33	0.48	0.33	54.2
27a	L1	294	14	309	4.8	0.295	4.3	LOS A	2.3	16.8	0.33	0.49	0.33	54.4
29a	R1	132	4	139	3.0	0.295	8.2	LOS A	2.3	16.8	0.33	0.49	0.33	56.2
29u	U	2	1	2	50.0	0.295	12.1	LOS A	2.3	16.8	0.33	0.49	0.33	53.8
Approach		508	22	535	4.3	0.295	5.4	LOS A	2.3	16.8	0.33	0.49	0.33	54.8
All Vehicles		1325	46	1395	3.5	0.318	7.7	LOS A	2.3	16.8	0.46	0.60	0.46	54.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (PM Peak) (Site Folder: Existing Conditions)]**

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	134	1	141	0.7	0.228	6.5	LOS A	1.3	9.2	0.63	0.72	0.63	53.1
3a	R1	26	2	27	7.7	0.228	10.6	LOS A	1.3	9.2	0.63	0.72	0.63	52.7
3	R2	35	0	37	0.0	0.228	11.4	LOS A	1.3	9.2	0.63	0.72	0.63	55.9
3u	U	1	0	1	0.0	0.228	13.5	LOS A	1.3	9.2	0.63	0.72	0.63	54.5
Approach		196	3	206	1.5	0.228	7.9	LOS A	1.3	9.2	0.63	0.72	0.63	53.5
East: McClelland Avenue														
4	L2	59	0	62	0.0	0.045	5.4	LOS A	0.2	1.7	0.36	0.52	0.36	57.6
6a	R1	385	3	405	0.8	0.342	10.8	LOS A	2.5	17.4	0.61	0.71	0.61	54.1
6b	R3	13	0	14	0.0	0.342	13.0	LOS A	2.5	17.4	0.61	0.71	0.61	55.1
6u	U	1	0	1	0.0	0.342	14.1	LOS A	2.5	17.4	0.61	0.71	0.61	55.6
Approach		458	3	482	0.7	0.342	10.1	LOS A	2.5	17.4	0.58	0.68	0.58	54.5
NorthEast: Hicks Street														
24b	L3	58	0	61	0.0	0.275	6.4	LOS A	1.5	10.5	0.57	0.73	0.57	53.8
24a	L1	52	0	55	0.0	0.275	6.0	LOS A	1.5	10.5	0.57	0.73	0.57	52.6
26	R2	149	5	157	3.4	0.275	11.1	LOS A	1.5	10.5	0.57	0.73	0.57	52.8
26u	U	1	0	1	0.0	0.275	13.1	LOS A	1.5	10.5	0.57	0.73	0.57	53.8
Approach		260	5	274	1.9	0.275	9.0	LOS A	1.5	10.5	0.57	0.73	0.57	53.0
NorthWest: McClelland Avenue														
27	L2	71	6	75	8.5	0.077	4.9	LOS A	0.5	3.5	0.32	0.48	0.32	54.1
27a	L1	306	3	322	1.0	0.298	4.2	LOS A	2.4	16.9	0.32	0.48	0.32	54.5
29a	R1	136	2	143	1.5	0.298	8.1	LOS A	2.4	16.9	0.32	0.48	0.32	56.7
29u	U	3	0	3	0.0	0.298	11.2	LOS A	2.4	16.9	0.32	0.48	0.32	56.0
Approach		516	11	543	2.1	0.298	5.4	LOS A	2.4	16.9	0.32	0.48	0.32	55.0
All Vehicles		1430	22	1505	1.5	0.342	7.9	LOS A	2.5	17.4	0.49	0.62	0.49	54.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (Weekend Peak)**
(Site Folder: Existing Conditions)]

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	116	1	122	0.9	0.184	5.9	LOS A	1.0	7.0	0.56	0.68	0.56	53.4
3a	R1	23	2	24	8.7	0.184	10.1	LOS A	1.0	7.0	0.56	0.68	0.56	53.0
3	R2	30	0	32	0.0	0.184	10.9	LOS A	1.0	7.0	0.56	0.68	0.56	56.3
3u	U	1	0	1	0.0	0.184	13.0	LOS A	1.0	7.0	0.56	0.68	0.56	54.8
Approach		170	3	179	1.8	0.184	7.4	LOS A	1.0	7.0	0.56	0.68	0.56	53.9
East: McClelland Avenue														
4	L2	47	0	49	0.0	0.035	5.3	LOS A	0.2	1.3	0.33	0.51	0.33	57.7
6a	R1	334	3	352	0.9	0.286	10.4	LOS A	2.0	13.8	0.55	0.68	0.55	54.3
6b	R3	11	0	12	0.0	0.286	12.6	LOS A	2.0	13.8	0.55	0.68	0.55	55.3
6u	U	1	0	1	0.0	0.286	13.8	LOS A	2.0	13.8	0.55	0.68	0.55	55.8
Approach		393	3	414	0.8	0.286	9.9	LOS A	2.0	13.8	0.52	0.66	0.52	54.7
NorthEast: Hicks Street														
24b	L3	50	0	53	0.0	0.227	5.9	LOS A	1.1	8.1	0.51	0.70	0.51	54.1
24a	L1	45	0	47	0.0	0.227	5.5	LOS A	1.1	8.1	0.51	0.70	0.51	52.8
26	R2	129	5	136	3.9	0.227	10.6	LOS A	1.1	8.1	0.51	0.70	0.51	53.0
26u	U	1	0	1	0.0	0.227	12.6	LOS A	1.1	8.1	0.51	0.70	0.51	54.1
Approach		225	5	237	2.2	0.227	8.6	LOS A	1.1	8.1	0.51	0.70	0.51	53.2
NorthWest: McClelland Avenue														
27	L2	62	6	65	9.7	0.067	4.8	LOS A	0.4	3.0	0.29	0.47	0.29	54.1
27a	L1	265	3	279	1.1	0.256	4.1	LOS A	2.0	13.8	0.28	0.48	0.28	54.7
29a	R1	118	2	124	1.7	0.256	8.1	LOS A	2.0	13.8	0.28	0.48	0.28	56.8
29u	U	3	0	3	0.0	0.256	11.2	LOS A	2.0	13.8	0.28	0.48	0.28	56.1
Approach		448	11	472	2.5	0.256	5.3	LOS A	2.0	13.8	0.28	0.48	0.28	55.1
All Vehicles		1236	22	1301	1.8	0.286	7.6	LOS A	2.0	13.8	0.44	0.60	0.44	54.5

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

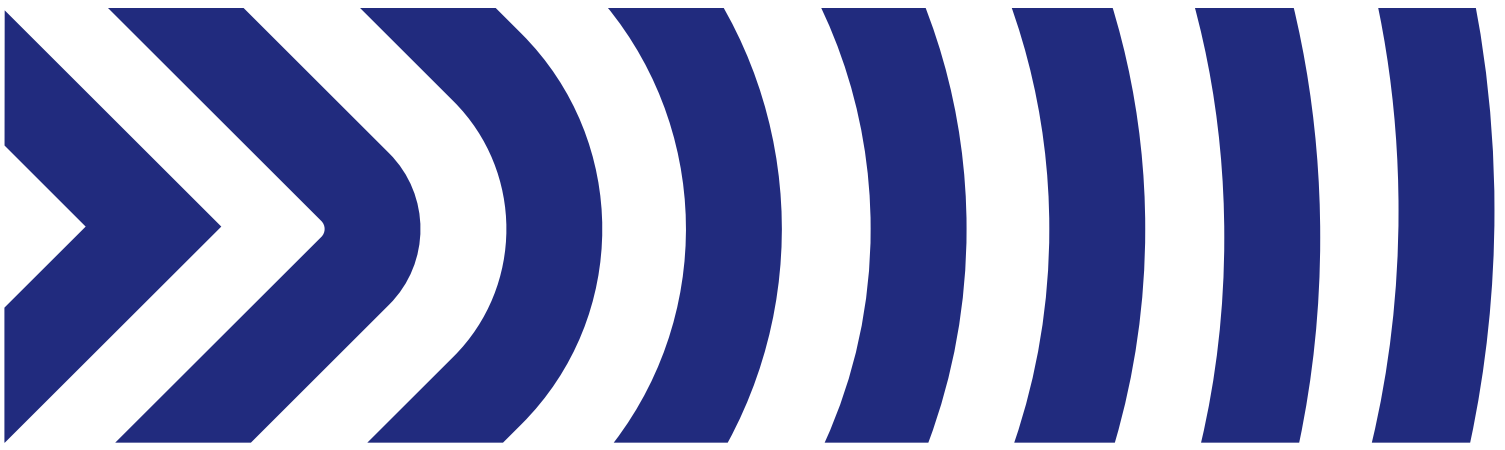
Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



Appendix D

SIDRA Results – Post-Development Conditions

MOVEMENT SUMMARY

▼ Site: 101 [Watt Street/Avalon Road (AM Peak) - PD - Copy
(Site Folder: Post Development (Existing + 666))]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	74	5	78	6.8	0.200	6.6	LOS A	0.0	0.3	0.01	0.12	0.01	61.0
2	T1	303	24	319	7.9	0.200	0.0	LOS A	0.0	0.3	0.01	0.12	0.01	68.2
3u	U	1	0	1	0.0	0.200	12.4	LOS A	0.0	0.3	0.01	0.12	0.01	64.6
Approach		378	29	398	7.7	0.200	1.4	LOS A	0.0	0.3	0.01	0.12	0.01	66.7
North: Avalon Road														
8	T1	446	36	469	8.1	0.257	0.1	LOS A	0.2	1.2	0.04	0.02	0.04	69.5
9	R2	12	2	13	16.7	0.257	8.9	LOS A	0.2	1.2	0.04	0.02	0.04	61.1
Approach		458	38	482	8.3	0.257	0.3	LOS A	0.2	1.2	0.04	0.02	0.04	69.3
West: Watt Street														
10	L2	15	1	16	6.7	0.337	7.7	LOS A	1.3	9.5	0.66	0.90	0.82	50.0
12	R2	157	0	165	0.0	0.337	12.2	LOS A	1.3	9.5	0.66	0.90	0.82	51.2
Approach		172	1	181	0.6	0.337	11.8	LOS A	1.3	9.5	0.66	0.90	0.82	51.1
All Vehicles		1008	68	1061	6.7	0.337	2.7	LOS A	1.3	9.5	0.13	0.21	0.16	64.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Watt Street/Avalon Road (School Peak) - PD - Copy
(Site Folder: Post Development (Existing + 666))]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	166	1	175	0.6	0.302	6.4	LOS A	0.0	0.0	0.00	0.18	0.00	64.1
2	T1	418	23	440	5.5	0.302	0.1	LOS A	0.0	0.0	0.00	0.18	0.00	67.4
Approach		584	24	615	4.1	0.302	1.9	LOS A	0.0	0.0	0.00	0.18	0.00	66.4
North: Avalon Road														
8	T1	308	20	324	6.5	0.188	0.4	LOS A	0.3	2.0	0.10	0.03	0.10	68.8
9	R2	17	1	18	5.9	0.188	10.0	LOS A	0.3	2.0	0.10	0.03	0.10	61.1
Approach		325	21	342	6.5	0.188	0.9	LOS A	0.3	2.0	0.10	0.03	0.10	68.4
West: Watt Street														
10	L2	20	2	21	10.0	0.288	8.3	LOS A	1.1	7.9	0.66	0.89	0.78	49.2
12	R2	119	6	125	5.0	0.288	12.6	LOS A	1.1	7.9	0.66	0.89	0.78	50.0
Approach		139	8	146	5.8	0.288	12.0	LOS A	1.1	7.9	0.66	0.89	0.78	49.9
All Vehicles		1048	53	1103	5.1	0.302	2.9	LOS A	1.1	7.9	0.12	0.23	0.13	64.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Watt Street/Avalon Road (PM Peak) - PD - Copy
(Site Folder: Post Development (Existing + 666))]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	184	0	194	0.0	0.331	6.4	LOS A	0.0	0.0	0.00	0.18	0.00	64.3
2	T1	465	14	489	3.0	0.331	0.1	LOS A	0.0	0.0	0.00	0.18	0.00	67.4
Approach		649	14	683	2.2	0.331	1.9	LOS A	0.0	0.0	0.00	0.18	0.00	66.5
North: Avalon Road														
8	T1	342	8	360	2.3	0.209	0.5	LOS A	0.4	2.7	0.12	0.04	0.12	68.5
9	R2	21	1	22	4.8	0.209	10.7	LOS A	0.4	2.7	0.12	0.04	0.12	61.0
Approach		363	9	382	2.5	0.209	1.1	LOS A	0.4	2.7	0.12	0.04	0.12	68.0
West: Watt Street														
10	L2	13	0	14	0.0	0.265	8.1	LOS A	0.9	6.7	0.70	0.90	0.80	50.8
12	R2	102	2	107	2.0	0.265	13.3	LOS A	0.9	6.7	0.70	0.90	0.80	50.1
Approach		115	2	121	1.7	0.265	12.7	LOS A	0.9	6.7	0.70	0.90	0.80	50.2
All Vehicles		1127	25	1186	2.2	0.331	2.7	LOS A	0.9	6.7	0.11	0.21	0.12	64.8

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Watt Street/Avalon Road (Weekend Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	149	0	157	0.0	0.264	6.4	LOS A	0.0	0.0	0.00	0.18	0.00	64.3
2	T1	367	14	386	3.8	0.264	0.1	LOS A	0.0	0.0	0.00	0.18	0.00	67.4
Approach		516	14	543	2.7	0.264	1.9	LOS A	0.0	0.0	0.00	0.18	0.00	66.5
North: Avalon Road														
8	T1	270	8	284	3.0	0.162	0.3	LOS A	0.2	1.7	0.10	0.04	0.10	68.9
9	R2	17	1	18	5.9	0.162	9.2	LOS A	0.2	1.7	0.10	0.04	0.10	61.2
Approach		287	9	302	3.1	0.162	0.8	LOS A	0.2	1.7	0.10	0.04	0.10	68.4
West: Watt Street														
10	L2	13	0	14	0.0	0.213	7.1	LOS A	0.7	5.2	0.58	0.82	0.60	52.8
12	R2	108	2	114	1.9	0.213	10.3	LOS A	0.7	5.2	0.58	0.82	0.60	52.1
Approach		121	2	127	1.7	0.213	10.0	LOS A	0.7	5.2	0.58	0.82	0.60	52.2
All Vehicles		924	25	973	2.7	0.264	2.6	LOS A	0.7	5.2	0.11	0.22	0.11	64.7

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 [Rennie Street/Nasmyth Street (AM Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	59	0	62	0.0	0.063	5.4	LOS A	0.3	1.9	0.32	0.53	0.32	53.8
26	R2	1	0	1	0.0	0.063	9.0	LOS A	0.3	1.9	0.32	0.53	0.32	53.2
Approach		60	0	63	0.0	0.063	5.5	LOS A	0.3	1.9	0.32	0.53	0.32	53.8
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.104	6.0	LOS A	0.5	3.5	0.24	0.54	0.24	52.9
29	R2	158	2	166	1.3	0.104	6.0	LOS A	0.5	3.5	0.24	0.54	0.24	52.9
Approach		159	2	167	1.3	0.104	6.0	LOS A	0.5	3.5	0.24	0.54	0.24	52.9
SouthWest: Rennie Street														
30	L2	208	1	219	0.5	0.114	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	116	0	122	0.0	0.066	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		324	1	341	0.3	0.114	3.6	LOS A	0.0	0.0	0.00	0.37	0.00	55.7
All Vehicles		543	3	572	0.6	0.114	4.5	LOS A	0.5	3.5	0.11	0.44	0.11	54.6

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (School Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	104	0	109	0.0	0.112	5.6	LOS A	0.5	3.5	0.36	0.56	0.36	53.7
26	R2	1	0	1	0.0	0.112	9.3	LOS A	0.5	3.5	0.36	0.56	0.36	53.1
Approach		105	0	111	0.0	0.112	5.7	LOS A	0.5	3.5	0.36	0.56	0.36	53.7
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.116	6.0	LOS A	0.6	4.0	0.22	0.54	0.22	52.9
29	R2	177	3	186	1.7	0.116	5.9	LOS A	0.6	4.0	0.22	0.54	0.22	52.9
29u	U	1	0	1	0.0	0.116	8.4	LOS A	0.6	4.0	0.22	0.54	0.22	52.6
Approach		179	3	188	1.7	0.116	5.9	LOS A	0.6	4.0	0.22	0.54	0.22	52.9
SouthWest: Rennie Street														
30	L2	218	1	229	0.5	0.120	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	97	1	102	1.0	0.055	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		315	2	332	0.6	0.120	3.9	LOS A	0.0	0.0	0.00	0.40	0.00	55.4
All Vehicles		599	5	631	0.8	0.120	4.8	LOS A	0.6	4.0	0.13	0.47	0.13	54.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (PM Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	125	0	132	0.0	0.139	5.7	LOS A	0.6	4.3	0.36	0.56	0.36	53.6
26	R2	4	0	4	0.0	0.139	8.7	LOS A	0.6	4.3	0.36	0.56	0.36	53.0
Approach		129	0	136	0.0	0.139	5.8	LOS A	0.6	4.3	0.36	0.56	0.36	53.6
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.114	5.9	LOS A	0.6	3.9	0.20	0.54	0.20	53.0
29	R2	179	0	188	0.0	0.114	5.8	LOS A	0.6	3.9	0.20	0.54	0.20	53.1
Approach		180	0	189	0.0	0.114	5.8	LOS A	0.6	3.9	0.20	0.54	0.20	53.0
SouthWest: Rennie Street														
30	L2	160	1	168	0.6	0.088	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	86	0	91	0.0	0.049	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		246	1	259	0.4	0.088	3.6	LOS A	0.0	0.0	0.00	0.37	0.00	55.6
All Vehicles		555	1	584	0.2	0.139	4.8	LOS A	0.6	4.3	0.15	0.47	0.15	54.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (Weekend Peak) - PD
- Copy (Site Folder: Post Development (Existing + 666))]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	103	0	108	0.0	0.109	5.3	LOS A	0.5	3.4	0.31	0.54	0.31	53.8
26	R2	3	0	3	0.0	0.109	8.2	LOS A	0.5	3.4	0.31	0.54	0.31	53.2
Approach		106	0	112	0.0	0.109	5.4	LOS A	0.5	3.4	0.31	0.54	0.31	53.8
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.092	5.9	LOS A	0.4	3.0	0.21	0.54	0.21	52.9
29	R2	142	0	149	0.0	0.092	5.9	LOS A	0.4	3.0	0.21	0.54	0.21	53.0
Approach		143	0	151	0.0	0.092	5.9	LOS A	0.4	3.0	0.21	0.54	0.21	53.0
SouthWest: Rennie Street														
30	L2	148	1	156	0.7	0.081	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	98	0	103	0.0	0.055	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		246	1	259	0.4	0.081	3.4	LOS A	0.0	0.0	0.00	0.35	0.00	55.9
All Vehicles		495	1	521	0.2	0.109	4.5	LOS A	0.5	3.4	0.13	0.44	0.13	54.6

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 [Rennie Street/Princes Freeway (AM Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	48	1	51	2.1	0.027	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	135	32	142	23.7	0.103	6.5	LOS A	0.5	4.1	0.29	0.59	0.29	51.1
Approach		183	33	193	18.0	0.103	4.8	LOS A	0.5	4.1	0.21	0.43	0.21	53.2
North: Rennie Street														
7	L2	3	0	3	0.0	0.079	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
8	T1	143	0	151	0.0	0.079	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		146	0	154	0.0	0.079	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		329	33	346	10.0	0.103	2.7	NA	0.5	4.1	0.12	0.25	0.12	55.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (School Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	122	1	128	0.8	0.067	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	259	36	273	13.9	0.179	6.2	LOS A	0.9	7.2	0.25	0.58	0.25	51.7
Approach		381	37	401	9.7	0.179	4.2	LOS A	0.9	7.2	0.17	0.39	0.17	54.1
North: Rennie Street														
7	L2	2	0	2	0.0	0.055	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
8	T1	100	0	105	0.0	0.055	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		102	0	107	0.0	0.055	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		483	37	508	7.7	0.179	3.3	NA	0.9	7.2	0.13	0.31	0.13	55.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (PM Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	174	0	183	0.0	0.095	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	173	31	182	17.9	0.120	6.1	LOS A	0.6	4.7	0.21	0.58	0.21	51.6
Approach		347	31	365	8.9	0.120	3.1	LOS A	0.6	4.7	0.11	0.29	0.11	55.5
North: Rennie Street														
7	L2	1	0	1	0.0	0.046	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.3
8	T1	82	3	86	3.7	0.046	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		83	3	87	3.6	0.046	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
All Vehicles		430	34	453	7.9	0.120	2.5	NA	0.6	4.7	0.09	0.23	0.09	56.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (Weekend Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	124	0	131	0.0	0.068	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	137	31	144	22.6	0.097	6.2	LOS A	0.5	3.9	0.20	0.57	0.20	51.4
Approach		261	31	275	11.9	0.097	3.3	LOS A	0.5	3.9	0.11	0.30	0.11	55.1
North: Rennie Street														
7	L2	1	0	1	0.0	0.044	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.3
8	T1	78	3	82	3.8	0.044	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		79	3	83	3.8	0.044	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
All Vehicles		340	34	358	10.0	0.097	2.5	NA	0.5	3.9	0.08	0.23	0.08	56.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Canterbury Road E (AM Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	86	2	91	2.3	0.135	0.4	LOS A	0.7	4.6	0.24	0.35	0.24	56.1
26	R2	131	0	138	0.0	0.135	5.9	LOS A	0.7	4.6	0.24	0.35	0.24	59.6
Approach		217	2	228	0.9	0.135	3.7	LOS A	0.7	4.6	0.24	0.35	0.24	58.1
NorthWest: Canterbury Road E														
27	L2	184	0	194	0.0	0.291	7.2	LOS A	1.3	8.9	0.21	0.63	0.21	58.3
29	R2	150	0	158	0.0	0.291	8.4	LOS A	1.3	8.9	0.21	0.63	0.21	57.8
Approach		334	0	352	0.0	0.291	7.7	LOS A	1.3	8.9	0.21	0.63	0.21	58.1
SouthWest: Rennie Street														
30	L2	53	0	56	0.0	0.068	5.6	LOS A	0.0	0.0	0.00	0.26	0.00	56.2
31	T1	70	1	74	1.4	0.068	0.0	LOS A	0.0	0.0	0.00	0.26	0.00	57.7
Approach		123	1	129	0.8	0.068	2.4	LOS A	0.0	0.0	0.00	0.26	0.00	57.0
All Vehicles		674	3	709	0.4	0.291	5.5	LOS A	1.3	8.9	0.18	0.47	0.18	57.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 [Rennie Street/Canterbury Road E (School Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	105	0	111	0.0	0.187	0.6	LOS A	1.0	6.8	0.31	0.38	0.31	55.7
26	R2	185	0	195	0.0	0.187	6.1	LOS A	1.0	6.8	0.31	0.38	0.31	59.2
Approach		290	0	305	0.0	0.187	4.1	LOS A	1.0	6.8	0.31	0.38	0.31	57.9
NorthWest: Canterbury Road E														
27	L2	119	2	125	1.7	0.249	7.4	LOS A	1.0	7.1	0.27	0.66	0.27	57.8
29	R2	132	0	139	0.0	0.249	9.0	LOS A	1.0	7.1	0.27	0.66	0.27	57.3
Approach		251	2	264	0.8	0.249	8.2	LOS A	1.0	7.1	0.27	0.66	0.27	57.6
SouthWest: Rennie Street														
30	L2	75	0	79	0.0	0.097	5.6	LOS A	0.0	0.0	0.00	0.25	0.00	56.2
31	T1	100	1	105	1.0	0.097	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	57.7
Approach		175	1	184	0.6	0.097	2.4	LOS A	0.0	0.0	0.00	0.25	0.00	57.0
All Vehicles		716	3	754	0.4	0.249	5.1	LOS A	1.0	7.1	0.22	0.45	0.22	57.6

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Canterbury Road E (PM Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	91	3	96	3.3	0.192	0.7	LOS A	1.0	7.1	0.33	0.41	0.33	55.4
26	R2	199	2	209	1.0	0.192	6.2	LOS A	1.0	7.1	0.33	0.41	0.33	58.5
Approach		290	5	305	1.7	0.192	4.5	LOS A	1.0	7.1	0.33	0.41	0.33	57.5
NorthWest: Canterbury Road E														
27	L2	94	0	99	0.0	0.212	7.3	LOS A	0.8	5.7	0.28	0.66	0.28	57.9
29	R2	115	0	121	0.0	0.212	9.0	LOS A	0.8	5.7	0.28	0.66	0.28	57.3
Approach		209	0	220	0.0	0.212	8.2	LOS A	0.8	5.7	0.28	0.66	0.28	57.6
SouthWest: Rennie Street														
30	L2	80	0	84	0.0	0.104	5.6	LOS A	0.0	0.0	0.00	0.25	0.00	56.2
31	T1	109	0	115	0.0	0.104	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	57.7
Approach		189	0	199	0.0	0.104	2.4	LOS A	0.0	0.0	0.00	0.25	0.00	57.1
All Vehicles		688	5	724	0.7	0.212	5.0	LOS A	1.0	7.1	0.22	0.44	0.22	57.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 [Rennie Street/Canterbury Road E (Weekend Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	69	3	73	4.3	0.147	0.5	LOS A	0.7	5.2	0.29	0.41	0.29	55.5
26	R2	156	2	164	1.3	0.147	6.1	LOS A	0.7	5.2	0.29	0.41	0.29	58.5
Approach		225	5	237	2.2	0.147	4.4	LOS A	0.7	5.2	0.29	0.41	0.29	57.6
NorthWest: Canterbury Road E														
27	L2	114	0	120	0.0	0.190	7.3	LOS A	0.8	5.3	0.23	0.63	0.23	58.3
29	R2	96	0	101	0.0	0.190	8.4	LOS A	0.8	5.3	0.23	0.63	0.23	57.7
Approach		210	0	221	0.0	0.190	7.8	LOS A	0.8	5.3	0.23	0.63	0.23	58.0
SouthWest: Rennie Street														
30	L2	70	0	74	0.0	0.089	5.6	LOS A	0.0	0.0	0.00	0.26	0.00	56.2
31	T1	92	0	97	0.0	0.089	0.0	LOS A	0.0	0.0	0.00	0.26	0.00	57.7
Approach		162	0	171	0.0	0.089	2.4	LOS A	0.0	0.0	0.00	0.26	0.00	57.0
All Vehicles		597	5	628	0.8	0.190	5.0	LOS A	0.8	5.3	0.19	0.45	0.19	57.6

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 [Forest Road S/Canterbury Road W (AM Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]**

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	35	2	37	5.7	0.332	6.1	LOS A	2.0	14.7	0.49	0.62	0.49	51.8
2	T1	240	16	253	6.7	0.332	6.3	LOS A	2.0	14.7	0.49	0.62	0.49	52.8
3	R2	49	1	52	2.0	0.332	9.4	LOS A	2.0	14.7	0.49	0.62	0.49	52.6
Approach		324	19	341	5.9	0.332	6.7	LOS A	2.0	14.7	0.49	0.62	0.49	52.7
East: Canterbury Road E														
4	L2	144	2	152	1.4	0.437	10.0	LOS A	3.1	21.7	0.80	0.90	0.86	49.4
5	T1	48	0	51	0.0	0.437	10.1	LOS A	3.1	21.7	0.80	0.90	0.86	50.3
6	R2	110	2	116	1.8	0.437	13.4	LOS A	3.1	21.7	0.80	0.90	0.86	49.9
Approach		302	4	318	1.3	0.437	11.3	LOS A	3.1	21.7	0.80	0.90	0.86	49.7
North: Forest Road S														
7	L2	73	2	77	2.7	0.058	5.1	LOS A	0.3	1.9	0.28	0.54	0.28	53.3
8	T1	418	15	440	3.6	0.428	6.2	LOS A	2.9	20.6	0.55	0.64	0.55	52.7
9	R2	67	1	71	1.5	0.428	9.4	LOS A	2.9	20.6	0.55	0.64	0.55	52.4
9u	U	8	0	8	0.0	0.428	11.1	LOS A	2.9	20.6	0.55	0.64	0.55	53.0
Approach		566	18	596	3.2	0.428	6.5	LOS A	2.9	20.6	0.52	0.63	0.52	52.7
West: Canterbury Road W														
10	L2	107	0	113	0.0	0.417	7.8	LOS A	2.8	19.4	0.69	0.78	0.69	50.8
11	T1	98	0	103	0.0	0.417	8.0	LOS A	2.8	19.4	0.69	0.78	0.69	51.7
12	R2	143	1	151	0.7	0.417	11.3	LOS A	2.8	19.4	0.69	0.78	0.69	51.3
12u	U	1	0	1	0.0	0.417	12.9	LOS A	2.8	19.4	0.69	0.78	0.69	51.9
Approach		349	1	367	0.3	0.417	9.3	LOS A	2.8	19.4	0.69	0.78	0.69	51.2
All Vehicles		1541	42	1622	2.7	0.437	8.1	LOS A	3.1	21.7	0.61	0.71	0.62	51.8

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Forest Road S/Canterbury Road W (School Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]**

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	128	1	135	0.8	0.649	7.9	LOS B	6.2	44.7	0.72	0.76	0.78	51.1
2	T1	408	19	429	4.7	0.649	8.1	LOS B	6.2	44.7	0.72	0.76	0.78	51.9
3	R2	108	2	114	1.9	0.649	11.3	LOS B	6.2	44.7	0.72	0.76	0.78	51.6
Approach		644	22	678	3.4	0.649	8.6	LOS B	6.2	44.7	0.72	0.76	0.78	51.7
East: Canterbury Road E														
4	L2	71	2	75	2.8	0.330	8.7	LOS A	2.0	14.5	0.72	0.82	0.72	50.1
5	T1	63	1	66	1.6	0.330	8.7	LOS A	2.0	14.5	0.72	0.82	0.72	51.0
6	R2	107	3	113	2.8	0.330	12.1	LOS A	2.0	14.5	0.72	0.82	0.72	50.6
Approach		241	6	254	2.5	0.330	10.2	LOS A	2.0	14.5	0.72	0.82	0.72	50.6
North: Forest Road S														
7	L2	110	3	116	2.7	0.087	5.1	LOS A	0.4	3.0	0.29	0.54	0.29	53.3
8	T1	386	13	406	3.4	0.403	5.9	LOS A	2.5	18.3	0.47	0.61	0.47	52.9
9	R2	103	3	108	2.9	0.403	9.1	LOS A	2.5	18.3	0.47	0.61	0.47	52.5
9u	U	2	0	2	0.0	0.403	10.7	LOS A	2.5	18.3	0.47	0.61	0.47	53.2
Approach		601	19	633	3.2	0.403	6.3	LOS A	2.5	18.3	0.44	0.60	0.44	52.9
West: Canterbury Road W														
10	L2	58	1	61	1.7	0.288	9.3	LOS A	1.9	13.4	0.78	0.85	0.78	49.6
11	T1	38	1	40	2.6	0.288	9.6	LOS A	1.9	13.4	0.78	0.85	0.78	50.4
12	R2	87	2	92	2.3	0.288	12.8	LOS A	1.9	13.4	0.78	0.85	0.78	50.1
12u	U	1	0	1	0.0	0.288	14.4	LOS A	1.9	13.4	0.78	0.85	0.78	50.7
Approach		184	4	194	2.2	0.288	11.1	LOS A	1.9	13.4	0.78	0.85	0.78	50.0
All Vehicles		1670	51	1758	3.1	0.649	8.3	LOS B	6.2	44.7	0.62	0.72	0.65	51.8

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Forest Road S/Canterbury Road W (PM Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]**

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	176	0	185	0.0	0.725	8.2	LOS C	8.3	57.9	0.75	0.75	0.83	51.0
2	T1	457	1	481	0.2	0.725	8.3	LOS C	8.3	57.9	0.75	0.75	0.83	51.9
3	R2	142	0	149	0.0	0.725	11.6	LOS C	8.3	57.9	0.75	0.75	0.83	51.6
Approach		775	1	816	0.1	0.725	8.9	LOS C	8.3	57.9	0.75	0.75	0.83	51.6
East: Canterbury Road E														
4	L2	81	0	85	0.0	0.269	7.7	LOS A	1.6	10.9	0.65	0.77	0.65	50.9
5	T1	49	0	52	0.0	0.269	7.9	LOS A	1.6	10.9	0.65	0.77	0.65	51.8
6	R2	84	0	88	0.0	0.269	11.1	LOS A	1.6	10.9	0.65	0.77	0.65	51.5
Approach		214	0	225	0.0	0.269	9.1	LOS A	1.6	10.9	0.65	0.77	0.65	51.3
North: Forest Road S														
7	L2	105	0	111	0.0	0.085	5.2	LOS A	0.4	2.9	0.33	0.55	0.33	53.3
8	T1	302	9	318	3.0	0.351	6.0	LOS A	2.1	15.1	0.49	0.63	0.49	52.7
9	R2	102	1	107	1.0	0.351	9.3	LOS A	2.1	15.1	0.49	0.63	0.49	52.4
9u	U	5	1	5	20.0	0.351	11.4	LOS A	2.1	15.1	0.49	0.63	0.49	52.2
Approach		514	11	541	2.1	0.351	6.6	LOS A	2.1	15.1	0.46	0.62	0.46	52.8
West: Canterbury Road W														
10	L2	66	0	69	0.0	0.349	10.0	LOS A	2.4	16.7	0.84	0.89	0.84	49.3
11	T1	49	0	52	0.0	0.349	10.1	LOS A	2.4	16.7	0.84	0.89	0.84	50.1
12	R2	93	0	98	0.0	0.349	13.4	LOS A	2.4	16.7	0.84	0.89	0.84	49.8
12u	U	1	0	1	0.0	0.349	15.1	LOS A	2.4	16.7	0.84	0.89	0.84	50.3
Approach		209	0	220	0.0	0.349	11.6	LOS A	2.4	16.7	0.84	0.89	0.84	49.7
All Vehicles		1712	12	1802	0.7	0.725	8.5	LOS C	8.3	57.9	0.66	0.73	0.70	51.7

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Forest Road S/Canterbury Road W (Weekend Peak)**
- PD - Copy (Site Folder: Post Development (Existing + 666))]

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	135	0	142	0.0	0.544	6.1	LOS A	4.0	28.3	0.54	0.63	0.54	51.9
2	T1	352	1	371	0.3	0.544	6.2	LOS A	4.0	28.3	0.54	0.63	0.54	52.9
3	R2	112	0	118	0.0	0.544	9.5	LOS A	4.0	28.3	0.54	0.63	0.54	52.5
Approach		599	1	631	0.2	0.544	6.8	LOS A	4.0	28.3	0.54	0.63	0.54	52.6
East: Canterbury Road E														
4	L2	78	0	82	0.0	0.221	6.8	LOS A	1.2	8.4	0.55	0.71	0.55	51.5
5	T1	40	0	42	0.0	0.221	7.0	LOS A	1.2	8.4	0.55	0.71	0.55	52.4
6	R2	78	0	82	0.0	0.221	10.2	LOS A	1.2	8.4	0.55	0.71	0.55	52.0
Approach		196	0	206	0.0	0.221	8.2	LOS A	1.2	8.4	0.55	0.71	0.55	51.9
North: Forest Road S														
7	L2	83	0	87	0.0	0.064	5.1	LOS A	0.3	2.1	0.28	0.54	0.28	53.4
8	T1	232	9	244	3.9	0.259	5.7	LOS A	1.4	10.0	0.39	0.59	0.39	53.0
9	R2	79	1	83	1.3	0.259	8.9	LOS A	1.4	10.0	0.39	0.59	0.39	52.7
9u	U	4	1	4	25.0	0.259	11.0	LOS A	1.4	10.0	0.39	0.59	0.39	52.3
Approach		398	11	419	2.8	0.259	6.2	LOS A	1.4	10.0	0.37	0.58	0.37	53.0
West: Canterbury Road W														
10	L2	51	0	54	0.0	0.221	8.3	LOS A	1.3	9.4	0.69	0.78	0.69	50.4
11	T1	38	0	40	0.0	0.221	8.4	LOS A	1.3	9.4	0.69	0.78	0.69	51.3
12	R2	72	0	76	0.0	0.221	11.7	LOS A	1.3	9.4	0.69	0.78	0.69	51.0
12u	U	1	0	1	0.0	0.221	13.4	LOS A	1.3	9.4	0.69	0.78	0.69	51.5
Approach		162	0	171	0.0	0.221	9.9	LOS A	1.3	9.4	0.69	0.78	0.69	50.9
All Vehicles		1355	12	1426	0.9	0.544	7.2	LOS A	4.0	28.3	0.51	0.64	0.51	52.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (AM Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]**

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	188	3	198	1.6	0.334	6.1	LOS A	2.0	13.9	0.61	0.72	0.61	53.0
3a	R1	71	0	75	0.0	0.334	10.0	LOS A	2.0	13.9	0.61	0.72	0.61	53.0
3	R2	56	0	59	0.0	0.334	11.1	LOS A	2.0	13.9	0.61	0.72	0.61	55.9
3u	U	1	0	1	0.0	0.334	13.1	LOS A	2.0	13.9	0.61	0.72	0.61	54.4
Approach		316	3	333	0.9	0.334	7.9	LOS A	2.0	13.9	0.61	0.72	0.61	53.5
East: McClelland Avenue														
4	L2	35	0	37	0.0	0.025	5.2	LOS A	0.1	1.0	0.31	0.50	0.31	57.8
6a	R1	370	27	389	7.3	0.299	10.0	LOS A	2.0	15.2	0.45	0.64	0.45	54.3
6b	R3	14	0	15	0.0	0.299	12.1	LOS A	2.0	15.2	0.45	0.64	0.45	55.7
6u	U	1	0	1	0.0	0.299	13.2	LOS A	2.0	15.2	0.45	0.64	0.45	56.2
Approach		420	27	442	6.4	0.299	9.7	LOS A	2.0	15.2	0.44	0.63	0.44	54.7
NorthEast: Hicks Street														
24b	L3	10	2	11	20.0	0.112	6.7	LOS A	0.6	4.2	0.54	0.69	0.54	49.8
24a	L1	36	3	38	8.3	0.112	5.9	LOS A	0.6	4.2	0.54	0.69	0.54	52.5
26	R2	51	6	54	11.8	0.112	11.0	LOS A	0.6	4.2	0.54	0.69	0.54	52.6
26u	U	1	0	1	0.0	0.112	12.8	LOS A	0.6	4.2	0.54	0.69	0.54	54.0
Approach		98	11	103	11.2	0.112	8.7	LOS A	0.6	4.2	0.54	0.69	0.54	52.3
NorthWest: McClelland Avenue														
27	L2	87	6	92	6.9	0.102	5.5	LOS A	0.6	4.6	0.43	0.53	0.43	53.8
27a	L1	337	12	355	3.6	0.323	4.6	LOS A	2.6	18.6	0.45	0.51	0.45	54.2
29a	R1	100	0	105	0.0	0.323	8.5	LOS A	2.6	18.6	0.45	0.51	0.45	56.8
29u	U	2	0	2	0.0	0.323	11.7	LOS A	2.6	18.6	0.45	0.51	0.45	55.7
Approach		526	18	554	3.4	0.323	5.5	LOS A	2.6	18.6	0.44	0.52	0.44	54.6
All Vehicles		1360	59	1432	4.3	0.334	7.6	LOS A	2.6	18.6	0.49	0.61	0.49	54.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (School Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]**

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	183	2	193	1.1	0.309	6.3	LOS A	1.8	13.1	0.63	0.73	0.63	53.1
3a	R1	51	2	54	3.9	0.309	10.3	LOS A	1.8	13.1	0.63	0.73	0.63	52.9
3	R2	44	1	46	2.3	0.309	11.3	LOS A	1.8	13.1	0.63	0.73	0.63	55.4
3u	U	1	0	1	0.0	0.309	13.3	LOS A	1.8	13.1	0.63	0.73	0.63	54.5
Approach		279	5	294	1.8	0.309	7.8	LOS A	1.8	13.1	0.63	0.73	0.63	53.4
East: McClelland Avenue														
4	L2	58	0	61	0.0	0.046	5.7	LOS A	0.3	1.8	0.42	0.54	0.42	57.4
6a	R1	368	11	387	3.0	0.336	10.9	LOS A	2.4	17.1	0.61	0.71	0.61	54.0
6b	R3	16	2	17	12.5	0.336	13.4	LOS A	2.4	17.1	0.61	0.71	0.61	54.6
6u	U	1	0	1	0.0	0.336	14.2	LOS A	2.4	17.1	0.61	0.71	0.61	55.6
Approach		443	13	466	2.9	0.336	10.3	LOS A	2.4	17.1	0.58	0.69	0.58	54.4
NorthEast: Hicks Street														
24b	L3	26	0	27	0.0	0.214	6.5	LOS A	1.2	8.3	0.59	0.73	0.59	53.9
24a	L1	69	1	73	1.4	0.214	6.1	LOS A	1.2	8.3	0.59	0.73	0.59	52.6
26	R2	97	5	102	5.2	0.214	11.3	LOS A	1.2	8.3	0.59	0.73	0.59	52.8
26u	U	1	0	1	0.0	0.214	13.2	LOS A	1.2	8.3	0.59	0.73	0.59	54.0
Approach		193	6	203	3.1	0.214	8.8	LOS A	1.2	8.3	0.59	0.73	0.59	52.9
NorthWest: McClelland Avenue														
27	L2	80	3	84	3.8	0.089	5.2	LOS A	0.5	3.9	0.38	0.50	0.38	54.0
27a	L1	294	14	309	4.8	0.339	4.5	LOS A	2.8	20.3	0.41	0.52	0.41	53.9
29a	R1	178	4	187	2.2	0.339	8.4	LOS A	2.8	20.3	0.41	0.52	0.41	55.9
29u	U	3	1	3	33.3	0.339	12.1	LOS A	2.8	20.3	0.41	0.52	0.41	54.0
Approach		555	22	584	4.0	0.339	5.9	LOS A	2.8	20.3	0.41	0.52	0.41	54.6
All Vehicles		1470	46	1547	3.1	0.339	8.0	LOS A	2.8	20.3	0.53	0.64	0.53	54.1

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (PM Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]**

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	157	1	165	0.6	0.289	6.6	LOS A	1.7	12.2	0.66	0.75	0.66	52.9
3a	R1	49	2	52	4.1	0.289	10.7	LOS A	1.7	12.2	0.66	0.75	0.66	52.6
3	R2	40	0	42	0.0	0.289	11.6	LOS A	1.7	12.2	0.66	0.75	0.66	55.7
3u	U	1	0	1	0.0	0.289	13.7	LOS A	1.7	12.2	0.66	0.75	0.66	54.2
Approach		247	3	260	1.2	0.289	8.2	LOS A	1.7	12.2	0.66	0.75	0.66	53.3
East: McClelland Avenue														
4	L2	60	0	63	0.0	0.048	5.7	LOS A	0.3	1.9	0.43	0.54	0.43	57.3
6a	R1	385	3	405	0.8	0.362	11.2	LOS A	2.7	18.9	0.67	0.74	0.67	53.9
6b	R3	13	0	14	0.0	0.362	13.5	LOS A	2.7	18.9	0.67	0.74	0.67	54.9
6u	U	1	0	1	0.0	0.362	14.6	LOS A	2.7	18.9	0.67	0.74	0.67	55.4
Approach		459	3	483	0.7	0.362	10.6	LOS A	2.7	18.9	0.64	0.71	0.64	54.3
NorthEast: Hicks Street														
24b	L3	58	0	61	0.0	0.324	6.7	LOS A	1.9	13.2	0.62	0.76	0.62	53.8
24a	L1	87	0	92	0.0	0.324	6.3	LOS A	1.9	13.2	0.62	0.76	0.62	52.5
26	R2	149	5	157	3.4	0.324	11.4	LOS A	1.9	13.2	0.62	0.76	0.62	52.7
26u	U	1	0	1	0.0	0.324	13.4	LOS A	1.9	13.2	0.62	0.76	0.62	53.8
Approach		295	5	311	1.7	0.324	9.0	LOS A	1.9	13.2	0.62	0.76	0.62	52.9
NorthWest: McClelland Avenue														
27	L2	71	6	75	8.5	0.080	5.2	LOS A	0.5	3.7	0.37	0.50	0.37	53.9
27a	L1	306	3	322	1.0	0.334	4.4	LOS A	2.8	19.6	0.39	0.51	0.39	54.1
29a	R1	171	2	180	1.2	0.334	8.3	LOS A	2.8	19.6	0.39	0.51	0.39	56.3
29u	U	3	0	3	0.0	0.334	11.4	LOS A	2.8	19.6	0.39	0.51	0.39	55.5
Approach		551	11	580	2.0	0.334	5.7	LOS A	2.8	19.6	0.39	0.51	0.39	54.8
All Vehicles		1552	22	1634	1.4	0.362	8.2	LOS A	2.8	19.6	0.55	0.65	0.55	54.0

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (Weekend Peak) - PD - Copy (Site Folder: Post Development (Existing + 666))]**

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	145	1	153	0.7	0.254	6.1	LOS A	1.4	10.2	0.60	0.71	0.60	53.2
3a	R1	52	2	55	3.8	0.254	10.1	LOS A	1.4	10.2	0.60	0.71	0.60	52.9
3	R2	36	0	38	0.0	0.254	11.1	LOS A	1.4	10.2	0.60	0.71	0.60	56.0
3u	U	1	0	1	0.0	0.254	13.1	LOS A	1.4	10.2	0.60	0.71	0.60	54.5
Approach		234	3	246	1.3	0.254	7.8	LOS A	1.4	10.2	0.60	0.71	0.60	53.5
East: McClelland Avenue														
4	L2	51	0	54	0.0	0.039	5.6	LOS A	0.2	1.5	0.39	0.53	0.39	57.5
6a	R1	334	3	352	0.9	0.299	10.8	LOS A	2.1	14.7	0.60	0.71	0.60	54.1
6b	R3	11	0	12	0.0	0.299	13.0	LOS A	2.1	14.7	0.60	0.71	0.60	55.1
6u	U	1	0	1	0.0	0.299	14.1	LOS A	2.1	14.7	0.60	0.71	0.60	55.6
Approach		397	3	418	0.8	0.299	10.2	LOS A	2.1	14.7	0.57	0.68	0.57	54.5
NorthEast: Hicks Street														
24b	L3	50	0	53	0.0	0.264	6.2	LOS A	1.4	10.0	0.55	0.71	0.55	54.2
24a	L1	74	0	78	0.0	0.264	5.8	LOS A	1.4	10.0	0.55	0.71	0.55	52.9
26	R2	129	5	136	3.9	0.264	10.9	LOS A	1.4	10.0	0.55	0.71	0.55	53.1
26u	U	1	0	1	0.0	0.264	12.9	LOS A	1.4	10.0	0.55	0.71	0.55	54.2
Approach		254	5	267	2.0	0.264	8.5	LOS A	1.4	10.0	0.55	0.71	0.55	53.2
NorthWest: McClelland Avenue														
27	L2	62	6	65	9.7	0.070	5.2	LOS A	0.4	3.2	0.36	0.49	0.36	53.9
27a	L1	265	3	279	1.1	0.288	4.3	LOS A	2.3	16.1	0.37	0.50	0.37	54.2
29a	R1	147	2	155	1.4	0.288	8.3	LOS A	2.3	16.1	0.37	0.50	0.37	56.4
29u	U	3	0	3	0.0	0.288	11.4	LOS A	2.3	16.1	0.37	0.50	0.37	55.6
Approach		477	11	502	2.3	0.288	5.7	LOS A	2.3	16.1	0.37	0.50	0.37	54.8
All Vehicles		1362	22	1434	1.6	0.299	7.9	LOS A	2.3	16.1	0.50	0.63	0.50	54.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 102 [Site Access 1 (AM Peak) - Copy (Site Folder: Post Development (Existing + 666))]

Primary Vehicle Access to Canterbury Road East (Site Access 1)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Site Access														
1	L2	32	0.0	34	0.0	0.099	5.1	LOS A	0.3	2.4	0.33	0.61	0.33	48.9
3	R2	62	0.0	65	0.0	0.099	6.4	LOS A	0.3	2.4	0.33	0.61	0.33	48.5
Approach		94	0.0	99	0.0	0.099	5.9	LOS A	0.3	2.4	0.33	0.61	0.33	48.6
East: Canterbury Road East														
4	L2	26	0.0	27	0.0	0.105	5.6	LOS A	0.0	0.0	0.00	0.08	0.00	57.6
5	T1	168	0.0	177	0.0	0.105	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	59.2
Approach		194	0.0	204	0.0	0.105	0.8	LOS A	0.0	0.0	0.00	0.08	0.00	59.0
West: Canterbury Road East														
11	T1	207	0.0	218	0.0	0.122	0.1	LOS A	0.1	0.8	0.05	0.04	0.05	59.4
12	R2	14	0.0	15	0.0	0.122	6.2	LOS A	0.1	0.8	0.05	0.04	0.05	53.0
Approach		221	0.0	233	0.0	0.122	0.5	LOS A	0.1	0.8	0.05	0.04	0.05	59.0
All Vehicles		509	0.0	536	0.0	0.122	1.6	LOS A	0.3	2.4	0.08	0.16	0.08	56.8

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 1 (School Peak) - Copy (Site Folder: Post Development (Existing + 666))]

Primary Vehicle Access to Canterbury Road East (Site Access 1)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Site Access														
1	L2	21	0.0	22	0.0	0.073	5.1	LOS A	0.2	1.7	0.34	0.61	0.34	48.8
3	R2	45	0.0	47	0.0	0.073	6.6	LOS A	0.2	1.7	0.34	0.61	0.34	48.4
Approach		66	0.0	69	0.0	0.073	6.1	LOS A	0.2	1.7	0.34	0.61	0.34	48.5
East: Canterbury Road East														
4	L2	45	0.0	47	0.0	0.116	5.6	LOS A	0.0	0.0	0.00	0.13	0.00	57.2
5	T1	167	0.0	176	0.0	0.116	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	58.8
Approach		212	0.0	223	0.0	0.116	1.2	LOS A	0.0	0.0	0.00	0.13	0.00	58.5
West: Canterbury Road East														
11	T1	234	0.0	246	0.0	0.142	0.1	LOS A	0.2	1.2	0.07	0.05	0.07	59.3
12	R2	21	0.0	22	0.0	0.142	6.3	LOS A	0.2	1.2	0.07	0.05	0.07	52.8
Approach		255	0.0	268	0.0	0.142	0.6	LOS A	0.2	1.2	0.07	0.05	0.07	58.7
All Vehicles		533	0.0	561	0.0	0.142	1.5	LOS A	0.2	1.7	0.07	0.15	0.07	57.1

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 1 (PM Peak) - Copy (Site Folder: Post Development (Existing + 666))]

Primary Vehicle Access to Canterbury Road East (Site Access 1)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Site Access														
1	L2	17	0.0	18	0.0	0.061	5.0	LOS A	0.2	1.4	0.33	0.60	0.33	48.7
3	R2	37	0.0	39	0.0	0.061	6.7	LOS A	0.2	1.4	0.33	0.60	0.33	48.3
Approach		54	0.0	57	0.0	0.061	6.2	LOS A	0.2	1.4	0.33	0.60	0.33	48.4
East: Canterbury Road East														
4	L2	55	0.0	58	0.0	0.111	5.6	LOS A	0.0	0.0	0.00	0.16	0.00	56.9
5	T1	147	0.0	155	0.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	58.5
Approach		202	0.0	213	0.0	0.111	1.5	LOS A	0.0	0.0	0.00	0.16	0.00	58.1
West: Canterbury Road East														
11	T1	270	0.0	284	0.0	0.164	0.1	LOS A	0.2	1.5	0.07	0.05	0.07	59.2
12	R2	25	0.0	26	0.0	0.164	6.2	LOS A	0.2	1.5	0.07	0.05	0.07	52.8
Approach		295	0.0	311	0.0	0.164	0.6	LOS A	0.2	1.5	0.07	0.05	0.07	58.6
All Vehicles		551	0.0	580	0.0	0.164	1.5	LOS A	0.2	1.5	0.07	0.15	0.07	57.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 1 (Weekend Peak) - Copy (Site Folder: Post Development (Existing + 666))]

Primary Vehicle Access to Canterbury Road East (Site Access 1)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Site Access														
1	L2	21	0.0	22	0.0	0.070	5.0	LOS A	0.2	1.7	0.30	0.59	0.30	49.0
3	R2	46	0.0	48	0.0	0.070	6.2	LOS A	0.2	1.7	0.30	0.59	0.30	48.5
Approach		67	0.0	71	0.0	0.070	5.8	LOS A	0.2	1.7	0.30	0.59	0.30	48.7
East: Canterbury Road East														
4	L2	46	0.0	48	0.0	0.096	5.6	LOS A	0.0	0.0	0.00	0.16	0.00	57.0
5	T1	129	0.0	136	0.0	0.096	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	58.6
Approach		175	0.0	184	0.0	0.096	1.5	LOS A	0.0	0.0	0.00	0.16	0.00	58.1
West: Canterbury Road East														
11	T1	213	0.0	224	0.0	0.130	0.1	LOS A	0.2	1.1	0.07	0.05	0.07	59.2
12	R2	21	0.0	22	0.0	0.130	6.1	LOS A	0.2	1.1	0.07	0.05	0.07	52.8
Approach		234	0.0	246	0.0	0.130	0.6	LOS A	0.2	1.1	0.07	0.05	0.07	58.6
All Vehicles		476	0.0	501	0.0	0.130	1.7	LOS A	0.2	1.7	0.07	0.17	0.07	56.8

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 2 (AM Peak) - Copy (Site Folder: Post Development (Existing + 666))]

Secondary Vehicle Access to Canterbury Road East (Site Access 3)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Canterbury Road East														
21	L2	53	0.0	56	0.0	0.101	5.6	LOS A	0.0	0.0	0.00	0.17	0.00	56.9
22	T1	131	0.0	138	0.0	0.101	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	58.4
Approach		184	0.0	194	0.0	0.101	1.6	LOS A	0.0	0.0	0.00	0.17	0.00	58.0
NorthWest: Canterbury Road East														
28	T1	241	0.0	254	0.0	0.150	0.1	LOS A	0.2	1.5	0.08	0.06	0.08	59.1
29	R2	27	0.0	28	0.0	0.150	6.1	LOS A	0.2	1.5	0.08	0.06	0.08	52.7
Approach		268	0.0	282	0.0	0.150	0.7	LOS A	0.2	1.5	0.08	0.06	0.08	58.4
SouthWest: RoadName														
30	L2	63	0.0	66	0.0	0.198	5.0	LOS A	0.7	5.2	0.33	0.62	0.33	48.8
32	R2	123	0.0	129	0.0	0.198	6.7	LOS A	0.7	5.2	0.33	0.62	0.33	48.3
Approach		186	0.0	196	0.0	0.198	6.2	LOS A	0.7	5.2	0.33	0.62	0.33	48.5
All Vehicles		638	0.0	672	0.0	0.198	2.6	LOS A	0.7	5.2	0.13	0.26	0.13	55.0

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 2 (School Peak) - Copy (Site Folder: Post Development (Existing + 666))]

Secondary Vehicle Access to Canterbury Road East (Site Access 3)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Canterbury Road East														
21	L2	91	0.0	96	0.0	0.143	5.6	LOS A	0.0	0.0	0.00	0.21	0.00	56.6
22	T1	170	0.0	179	0.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	58.1
Approach		261	0.0	275	0.0	0.143	2.0	LOS A	0.0	0.0	0.00	0.21	0.00	57.5
NorthWest: Canterbury Road East														
28	T1	237	0.0	249	0.0	0.161	0.3	LOS A	0.4	2.6	0.14	0.10	0.14	58.6
29	R2	43	0.0	45	0.0	0.161	6.5	LOS A	0.4	2.6	0.14	0.10	0.14	52.3
Approach		280	0.0	295	0.0	0.161	1.2	LOS A	0.4	2.6	0.14	0.10	0.14	57.5
SouthWest: RoadName														
30	L2	43	0.0	45	0.0	0.154	5.2	LOS A	0.6	3.9	0.37	0.64	0.37	48.6
32	R2	91	0.0	96	0.0	0.154	7.1	LOS A	0.6	3.9	0.37	0.64	0.37	48.1
Approach		134	0.0	141	0.0	0.154	6.5	LOS A	0.6	3.9	0.37	0.64	0.37	48.3
All Vehicles		675	0.0	711	0.0	0.161	2.5	LOS A	0.6	3.9	0.13	0.25	0.13	55.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 2 (PM Peak) - Copy (Site Folder: Post Development (Existing + 666))]

Secondary Vehicle Access to Canterbury Road East (Site Access 3)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Canterbury Road East														
21	L2	110	0.0	116	0.0	0.154	5.6	LOS A	0.0	0.0	0.00	0.23	0.00	56.3
22	T1	169	0.0	178	0.0	0.154	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	57.8
Approach		279	0.0	294	0.0	0.154	2.2	LOS A	0.0	0.0	0.00	0.23	0.00	57.2
NorthWest: Canterbury Road East														
28	T1	258	0.0	272	0.0	0.179	0.3	LOS A	0.4	3.1	0.16	0.10	0.16	58.5
29	R2	50	0.0	53	0.0	0.179	6.6	LOS A	0.4	3.1	0.16	0.10	0.16	52.2
Approach		308	0.0	324	0.0	0.179	1.3	LOS A	0.4	3.1	0.16	0.10	0.16	57.4
SouthWest: RoadName														
30	L2	33	0.0	35	0.0	0.128	5.1	LOS A	0.4	3.1	0.37	0.65	0.37	48.5
32	R2	74	0.0	78	0.0	0.128	7.3	LOS A	0.4	3.1	0.37	0.65	0.37	48.0
Approach		107	0.0	113	0.0	0.128	6.6	LOS A	0.4	3.1	0.37	0.65	0.37	48.2
All Vehicles		694	0.0	731	0.0	0.179	2.5	LOS A	0.4	3.1	0.13	0.24	0.13	55.7

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 2 (Weekend Peak) - Copy (Site Folder: Post Development (Existing + 666))]

Secondary Vehicle Access to Canterbury Road East (Site Access 3)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Canterbury Road East														
21	L2	92	0.0	97	0.0	0.124	5.6	LOS A	0.0	0.0	0.00	0.24	0.00	56.3
22	T1	134	0.0	141	0.0	0.124	0.0	LOS A	0.0	0.0	0.00	0.24	0.00	57.8
Approach		226	0.0	238	0.0	0.124	2.3	LOS A	0.0	0.0	0.00	0.24	0.00	57.2
NorthWest: Canterbury Road East														
28	T1	218	0.0	229	0.0	0.148	0.2	LOS A	0.3	2.3	0.13	0.10	0.13	58.6
29	R2	41	0.0	43	0.0	0.148	6.3	LOS A	0.3	2.3	0.13	0.10	0.13	52.3
Approach		259	0.0	273	0.0	0.148	1.2	LOS A	0.3	2.3	0.13	0.10	0.13	57.5
SouthWest: RoadName														
30	L2	41	0.0	43	0.0	0.145	5.0	LOS A	0.5	3.6	0.33	0.62	0.33	48.7
32	R2	92	0.0	97	0.0	0.145	6.7	LOS A	0.5	3.6	0.33	0.62	0.33	48.3
Approach		133	0.0	140	0.0	0.145	6.2	LOS A	0.5	3.6	0.33	0.62	0.33	48.4
All Vehicles		618	0.0	651	0.0	0.148	2.7	LOS A	0.5	3.6	0.13	0.26	0.13	55.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 3 (AM Peak) - Copy (Site Folder: Post Development (Existing + 666))]

Secondary Vehicle Access to Rennie Street (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	143	0.0	151	0.0	0.099	0.0	LOS A	0.2	1.6	0.06	0.12	0.06	58.7
26	R2	35	0.0	37	0.0	0.099	5.6	LOS A	0.2	1.6	0.06	0.12	0.06	52.4
Approach		178	0.0	187	0.0	0.099	1.1	LOS A	0.2	1.6	0.06	0.12	0.06	57.4
NorthWest: Site Access														
27	L2	82	0.0	86	0.0	0.066	4.7	LOS A	0.3	1.8	0.11	0.51	0.11	49.5
29	R2	11	0.0	12	0.0	0.066	5.4	LOS A	0.3	1.8	0.11	0.51	0.11	45.9
Approach		93	0.0	98	0.0	0.066	4.8	LOS A	0.3	1.8	0.11	0.51	0.11	49.1
SouthWest: Rennie Street														
30	L2	5	0.0	5	0.0	0.026	5.5	LOS A	0.0	0.0	0.00	0.06	0.00	57.8
31	T1	43	0.0	45	0.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.4
Approach		48	0.0	51	0.0	0.026	0.6	LOS A	0.0	0.0	0.00	0.06	0.00	59.3
All Vehicles		319	0.0	336	0.0	0.099	2.1	LOS A	0.3	1.8	0.07	0.22	0.07	54.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 3 (School Peak) - Copy (Site Folder: Post Development (Existing + 666))]

Secondary Vehicle Access to Rennie Street (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	100	0.0	105	0.0	0.094	0.2	LOS A	0.4	2.5	0.18	0.22	0.18	57.4
26	R2	59	0.0	62	0.0	0.094	5.9	LOS A	0.4	2.5	0.18	0.22	0.18	51.4
Approach		159	0.0	167	0.0	0.094	2.3	LOS A	0.4	2.5	0.18	0.22	0.18	55.0
NorthWest: Site Access														
27	L2	59	0.0	62	0.0	0.050	4.9	LOS A	0.2	1.4	0.21	0.52	0.21	49.2
29	R2	8	0.0	8	0.0	0.050	5.7	LOS A	0.2	1.4	0.21	0.52	0.21	45.7
Approach		67	0.0	71	0.0	0.050	5.0	LOS A	0.2	1.4	0.21	0.52	0.21	48.8
SouthWest: Rennie Street														
30	L2	8	0.0	8	0.0	0.066	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	58.0
31	T1	114	0.0	120	0.0	0.066	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		122	0.0	128	0.0	0.066	0.4	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
All Vehicles		348	0.0	366	0.0	0.094	2.2	LOS A	0.4	2.5	0.12	0.21	0.12	55.1

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 3 (PM Peak) - Copy (Site Folder: Post Development (Existing + 666))]

Secondary Vehicle Access to Rennie Street (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	82	0.0	86	0.0	0.093	0.4	LOS A	0.4	2.8	0.25	0.27	0.25	56.7
26	R2	69	0.0	73	0.0	0.093	6.0	LOS A	0.4	2.8	0.25	0.27	0.25	50.8
Approach		151	0.0	159	0.0	0.093	3.0	LOS A	0.4	2.8	0.25	0.27	0.25	53.9
NorthWest: Site Access														
27	L2	46	0.0	48	0.0	0.042	5.1	LOS A	0.2	1.1	0.26	0.53	0.26	49.1
29	R2	7	0.0	7	0.0	0.042	5.8	LOS A	0.2	1.1	0.26	0.53	0.26	45.6
Approach		53	0.0	56	0.0	0.042	5.2	LOS A	0.2	1.1	0.26	0.53	0.26	48.6
SouthWest: Rennie Street														
30	L2	11	0.0	12	0.0	0.094	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	58.0
31	T1	163	0.0	172	0.0	0.094	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		174	0.0	183	0.0	0.094	0.4	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
All Vehicles		378	0.0	398	0.0	0.094	2.1	LOS A	0.4	2.8	0.14	0.20	0.14	55.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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.

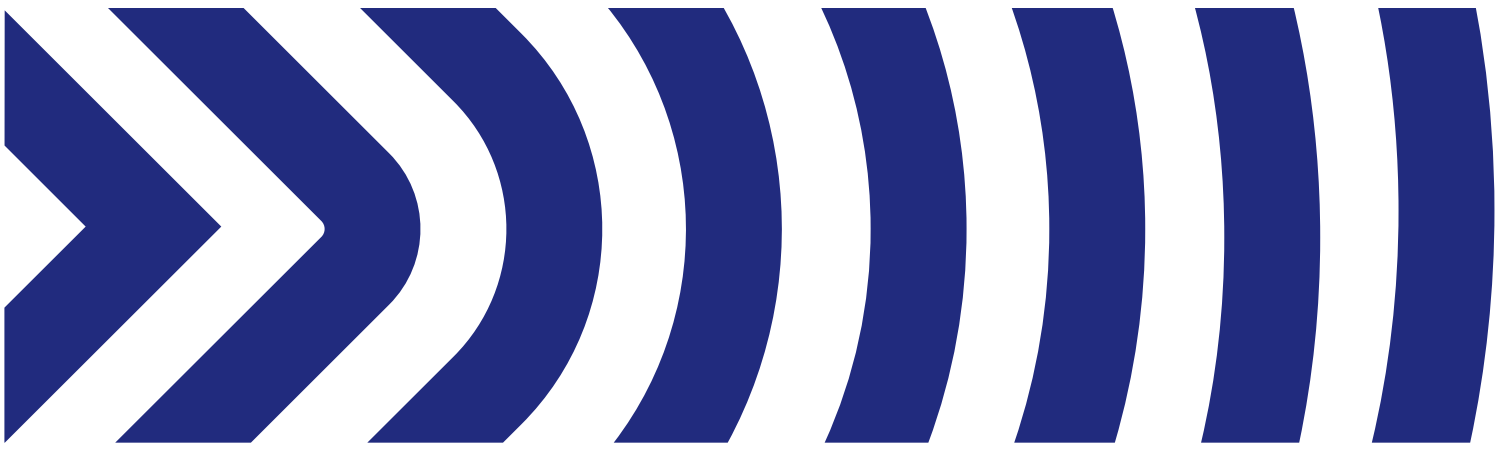
MOVEMENT SUMMARY

▼ Site: 102 [Site Access 3 (Weekend Peak) - Copy (Site Folder: Post Development (Existing + 666))]

Secondary Vehicle Access to Rennie Street (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	78	0.0	82	0.0	0.080	0.3	LOS A	0.3	2.3	0.19	0.25	0.19	57.1
26	R2	57	0.0	60	0.0	0.080	5.8	LOS A	0.3	2.3	0.19	0.25	0.19	51.1
Approach		135	0.0	142	0.0	0.080	2.6	LOS A	0.3	2.3	0.19	0.25	0.19	54.4
NorthWest: Site Access														
27	L2	57	0.0	60	0.0	0.050	4.9	LOS A	0.2	1.4	0.21	0.52	0.21	49.2
29	R2	9	0.0	9	0.0	0.050	5.5	LOS A	0.2	1.4	0.21	0.52	0.21	45.7
Approach		66	0.0	69	0.0	0.050	5.0	LOS A	0.2	1.4	0.21	0.52	0.21	48.7
SouthWest: Rennie Street														
30	L2	9	0.0	9	0.0	0.067	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	58.0
31	T1	115	0.0	121	0.0	0.067	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		124	0.0	131	0.0	0.067	0.4	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
All Vehicles		325	0.0	342	0.0	0.080	2.3	LOS A	0.3	2.3	0.12	0.22	0.12	54.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 E

**SIDRA Results – Post-Development Conditions
(with Future Development at Northern Parcel of
Land)**

MOVEMENT SUMMARY

▼ Site: 101 [Watt Street/Avalon Road (AM Peak) - PD (Site Folder: Post Development)]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	82	5	86	6.1	0.204	6.6	LOS A	0.0	0.3	0.01	0.13	0.01	60.9
2	T1	303	24	319	7.9	0.204	0.0	LOS A	0.0	0.3	0.01	0.13	0.01	68.1
3u	U	1	0	1	0.0	0.204	12.5	LOS A	0.0	0.3	0.01	0.13	0.01	64.5
Approach		386	29	406	7.5	0.204	1.5	LOS A	0.0	0.3	0.01	0.13	0.01	66.4
North: Avalon Road														
8	T1	446	36	469	8.1	0.258	0.1	LOS A	0.2	1.4	0.04	0.02	0.04	69.5
9	R2	13	2	14	15.4	0.258	8.9	LOS A	0.2	1.4	0.04	0.02	0.04	61.1
Approach		459	38	483	8.3	0.258	0.4	LOS A	0.2	1.4	0.04	0.02	0.04	69.2
West: Watt Street														
10	L2	17	1	18	5.9	0.378	8.0	LOS A	1.6	11.2	0.67	0.92	0.88	49.8
12	R2	175	0	184	0.0	0.378	12.7	LOS A	1.6	11.2	0.67	0.92	0.88	50.9
Approach		192	1	202	0.5	0.378	12.2	LOS A	1.6	11.2	0.67	0.92	0.88	50.8
All Vehicles		1037	68	1092	6.6	0.378	3.0	LOS A	1.6	11.2	0.15	0.23	0.19	63.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Watt Street/Avalon Road (School Peak) - PD (Site Folder: Post Development)]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	179	1	188	0.6	0.308	6.4	LOS A	0.0	0.0	0.00	0.19	0.00	64.0
2	T1	418	23	440	5.5	0.308	0.1	LOS A	0.0	0.0	0.00	0.19	0.00	67.3
Approach		597	24	628	4.0	0.308	2.0	LOS A	0.0	0.0	0.00	0.19	0.00	66.2
North: Avalon Road														
8	T1	308	20	324	6.5	0.191	0.4	LOS A	0.3	2.3	0.11	0.04	0.11	68.7
9	R2	19	1	20	5.3	0.191	10.1	LOS A	0.3	2.3	0.11	0.04	0.11	61.0
Approach		327	21	344	6.4	0.191	1.0	LOS A	0.3	2.3	0.11	0.04	0.11	68.2
West: Watt Street														
10	L2	22	2	23	9.1	0.321	8.5	LOS A	1.3	9.2	0.68	0.90	0.83	49.2
12	R2	132	6	139	4.5	0.321	13.0	LOS A	1.3	9.2	0.68	0.90	0.83	49.9
Approach		154	8	162	5.2	0.321	12.3	LOS A	1.3	9.2	0.68	0.90	0.83	49.8
All Vehicles		1078	53	1135	4.9	0.321	3.2	LOS A	1.3	9.2	0.13	0.25	0.15	63.8

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Watt Street/Avalon Road (PM Peak) - PD (Site Folder: Post Development)]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	202	0	213	0.0	0.340	6.4	LOS A	0.0	0.0	0.00	0.19	0.00	64.2
2	T1	465	14	489	3.0	0.340	0.1	LOS A	0.0	0.0	0.00	0.19	0.00	67.2
Approach		667	14	702	2.1	0.340	2.0	LOS A	0.0	0.0	0.00	0.19	0.00	66.3
North: Avalon Road														
8	T1	342	8	360	2.3	0.213	0.6	LOS A	0.4	3.0	0.13	0.04	0.13	68.4
9	R2	23	1	24	4.3	0.213	10.9	LOS A	0.4	3.0	0.13	0.04	0.13	60.8
Approach		365	9	384	2.5	0.213	1.3	LOS A	0.4	3.0	0.13	0.04	0.13	67.8
West: Watt Street														
10	L2	14	0	15	0.0	0.300	8.4	LOS A	1.1	7.8	0.72	0.92	0.85	50.4
12	R2	114	2	120	1.8	0.300	13.8	LOS A	1.1	7.8	0.72	0.92	0.85	49.8
Approach		128	2	135	1.6	0.300	13.2	LOS A	1.1	7.8	0.72	0.92	0.85	49.9
All Vehicles		1160	25	1221	2.2	0.340	3.0	LOS A	1.1	7.8	0.12	0.22	0.14	64.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (AM Peak) - PD (Site Folder: Post Development)]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	67	0	71	0.0	0.072	5.5	LOS A	0.3	2.1	0.33	0.54	0.33	53.7
26	R2	1	0	1	0.0	0.072	9.5	LOS A	0.3	2.1	0.33	0.54	0.33	53.1
Approach		68	0	72	0.0	0.072	5.5	LOS A	0.3	2.1	0.33	0.54	0.33	53.7
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.112	6.1	LOS A	0.5	3.8	0.26	0.55	0.26	52.8
29	R2	167	2	176	1.2	0.112	6.0	LOS A	0.5	3.8	0.26	0.55	0.26	52.8
Approach		168	2	177	1.2	0.112	6.0	LOS A	0.5	3.8	0.26	0.55	0.26	52.8
SouthWest: Rennie Street														
30	L2	229	1	241	0.4	0.126	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	135	0	142	0.0	0.076	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		364	1	383	0.3	0.126	3.5	LOS A	0.0	0.0	0.00	0.36	0.00	55.8
All Vehicles		600	3	632	0.5	0.126	4.4	LOS A	0.5	3.8	0.11	0.43	0.11	54.7

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (School Peak) - PD
(Site Folder: Post Development)]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	118	0	124	0.0	0.130	5.8	LOS A	0.6	4.0	0.38	0.57	0.38	53.6
26	R2	1	0	1	0.0	0.130	9.9	LOS A	0.6	4.0	0.38	0.57	0.38	53.0
Approach		119	0	125	0.0	0.130	5.8	LOS A	0.6	4.0	0.38	0.57	0.38	53.6
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.128	6.0	LOS A	0.6	4.4	0.24	0.54	0.24	52.9
29	R2	193	3	203	1.6	0.128	6.0	LOS A	0.6	4.4	0.24	0.54	0.24	52.9
29u	U	1	0	1	0.0	0.128	8.6	LOS A	0.6	4.4	0.24	0.54	0.24	52.5
Approach		195	3	205	1.5	0.128	6.0	LOS A	0.6	4.4	0.24	0.54	0.24	52.9
SouthWest: Rennie Street														
30	L2	234	1	246	0.4	0.128	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	111	1	117	0.9	0.063	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		345	2	363	0.6	0.128	3.8	LOS A	0.0	0.0	0.00	0.39	0.00	55.5
All Vehicles		659	5	694	0.8	0.130	4.8	LOS A	0.6	4.4	0.14	0.47	0.14	54.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (PM Peak) - PD (Site Folder: Post Development)]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	145	0	153	0.0	0.164	5.8	LOS A	0.7	5.2	0.39	0.58	0.39	53.5
26	R2	4	0	4	0.0	0.164	9.2	LOS A	0.7	5.2	0.39	0.58	0.39	53.0
Approach		149	0	157	0.0	0.164	5.9	LOS A	0.7	5.2	0.39	0.58	0.39	53.5
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.125	6.0	LOS A	0.6	4.3	0.22	0.54	0.22	52.9
29	R2	194	0	204	0.0	0.125	5.9	LOS A	0.6	4.3	0.22	0.54	0.22	53.0
Approach		195	0	205	0.0	0.125	5.9	LOS A	0.6	4.3	0.22	0.54	0.22	53.0
SouthWest: Rennie Street														
30	L2	170	1	179	0.6	0.093	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	99	0	104	0.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		269	1	283	0.4	0.093	3.5	LOS A	0.0	0.0	0.00	0.36	0.00	55.8
All Vehicles		613	1	645	0.2	0.164	4.9	LOS A	0.7	5.2	0.16	0.47	0.16	54.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (AM Peak) - PD
(Site Folder: Post Development)]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	52	1	55	1.9	0.029	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	135	32	142	23.7	0.104	6.5	LOS A	0.5	4.1	0.30	0.59	0.30	51.1
Approach		187	33	197	17.6	0.104	4.7	LOS A	0.5	4.1	0.22	0.43	0.22	53.3
North: Rennie Street														
7	L2	3	0	3	0.0	0.084	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
8	T1	152	0	160	0.0	0.084	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		155	0	163	0.0	0.084	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		342	33	360	9.6	0.104	2.6	NA	0.5	4.1	0.12	0.24	0.12	56.1

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (School Peak) - PD
(Site Folder: Post Development)]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	128	1	135	0.8	0.070	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	259	36	273	13.9	0.180	6.2	LOS A	0.9	7.2	0.25	0.58	0.25	51.6
Approach		387	37	407	9.6	0.180	4.2	LOS A	0.9	7.2	0.17	0.39	0.17	54.1
North: Rennie Street														
7	L2	2	0	2	0.0	0.058	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
8	T1	106	0	112	0.0	0.058	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		108	0	114	0.0	0.058	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		495	37	521	7.5	0.180	3.3	NA	0.9	7.2	0.13	0.31	0.13	55.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (PM Peak) - PD (Site Folder: Post Development)]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	164	0	173	0.0	0.090	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	173	31	182	17.9	0.121	6.2	LOS A	0.6	4.7	0.22	0.58	0.22	51.5
Approach		337	31	355	9.2	0.121	3.2	LOS A	0.6	4.7	0.11	0.30	0.11	55.3
North: Rennie Street														
7	L2	1	0	1	0.0	0.049	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.3
8	T1	88	3	93	3.4	0.049	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		89	3	94	3.4	0.049	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
All Vehicles		426	34	448	8.0	0.121	2.5	NA	0.6	4.7	0.09	0.24	0.09	56.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Canterbury Road E (AM Peak) - PD
(Site Folder: Post Development)]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	85	2	89	2.4	0.146	0.4	LOS A	0.7	5.1	0.25	0.37	0.25	55.9
26	R2	149	0	157	0.0	0.146	5.9	LOS A	0.7	5.1	0.25	0.37	0.25	59.4
Approach		234	2	246	0.9	0.146	3.9	LOS A	0.7	5.1	0.25	0.37	0.25	58.1
NorthWest: Canterbury Road E														
27	L2	227	0	239	0.0	0.333	7.2	LOS A	1.5	10.8	0.20	0.63	0.20	58.3
29	R2	159	0	167	0.0	0.333	8.6	LOS A	1.5	10.8	0.20	0.63	0.20	57.7
Approach		386	0	406	0.0	0.333	7.8	LOS A	1.5	10.8	0.20	0.63	0.20	58.1
SouthWest: Rennie Street														
30	L2	56	0	59	0.0	0.069	5.6	LOS A	0.0	0.0	0.00	0.27	0.00	56.1
31	T1	68	1	72	1.5	0.069	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	57.6
Approach		124	1	131	0.8	0.069	2.5	LOS A	0.0	0.0	0.00	0.27	0.00	56.9
All Vehicles		744	3	783	0.4	0.333	5.7	LOS A	1.5	10.8	0.18	0.49	0.18	57.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Canterbury Road E (School Peak) - PD (Site Folder: Post Development)]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	104	0	109	0.0	0.209	0.7	LOS A	1.1	7.7	0.33	0.40	0.33	55.5
26	R2	216	0	227	0.0	0.209	6.2	LOS A	1.1	7.7	0.33	0.40	0.33	58.9
Approach		320	0	337	0.0	0.209	4.4	LOS A	1.1	7.7	0.33	0.40	0.33	57.8
NorthWest: Canterbury Road E														
27	L2	150	2	158	1.3	0.285	7.4	LOS A	1.2	8.3	0.26	0.66	0.26	57.8
29	R2	138	0	145	0.0	0.285	9.3	LOS A	1.2	8.3	0.26	0.66	0.26	57.3
Approach		288	2	303	0.7	0.285	8.3	LOS A	1.2	8.3	0.26	0.66	0.26	57.5
SouthWest: Rennie Street														
30	L2	81	0	85	0.0	0.100	5.6	LOS A	0.0	0.0	0.00	0.27	0.00	56.1
31	T1	99	1	104	1.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	57.6
Approach		180	1	189	0.6	0.100	2.5	LOS A	0.0	0.0	0.00	0.27	0.00	56.9
All Vehicles		788	3	829	0.4	0.285	5.4	LOS A	1.2	8.3	0.23	0.47	0.23	57.5

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Canterbury Road E (PM Peak) - PD
(Site Folder: Post Development)]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	89	3	94	3.4	0.219	0.8	LOS A	1.2	8.3	0.35	0.44	0.35	55.2
26	R2	236	2	248	0.8	0.219	6.3	LOS A	1.2	8.3	0.35	0.44	0.35	58.3
Approach		325	5	342	1.5	0.219	4.8	LOS A	1.2	8.3	0.35	0.44	0.35	57.4
NorthWest: Canterbury Road E														
27	L2	119	0	125	0.0	0.269	7.4	LOS A	1.1	7.6	0.29	0.67	0.29	57.7
29	R2	140	0	147	0.0	0.269	9.4	LOS A	1.1	7.6	0.29	0.67	0.29	57.1
Approach		259	0	273	0.0	0.269	8.5	LOS A	1.1	7.6	0.29	0.67	0.29	57.4
SouthWest: Rennie Street														
30	L2	89	0	94	0.0	0.109	5.6	LOS A	0.0	0.0	0.00	0.27	0.00	56.1
31	T1	108	0	114	0.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	57.6
Approach		197	0	207	0.0	0.109	2.5	LOS A	0.0	0.0	0.00	0.27	0.00	56.9
All Vehicles		781	5	822	0.6	0.269	5.4	LOS A	1.2	8.3	0.24	0.47	0.24	57.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 [Forest Road S/Canterbury Road W (AM Peak) - PD**
(Site Folder: Post Development)]

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	35	2	37	5.7	0.342	6.2	LOS A	2.1	15.3	0.51	0.63	0.51	51.7
2	T1	240	16	253	6.7	0.342	6.4	LOS A	2.1	15.3	0.51	0.63	0.51	52.7
3	R2	55	1	58	1.8	0.342	9.5	LOS A	2.1	15.3	0.51	0.63	0.51	52.5
Approach		330	19	347	5.8	0.342	6.9	LOS A	2.1	15.3	0.51	0.63	0.51	52.6
East: Canterbury Road E														
4	L2	157	2	165	1.3	0.473	10.5	LOS A	3.5	25.1	0.81	0.93	0.92	49.0
5	T1	50	0	53	0.0	0.473	10.6	LOS A	3.5	25.1	0.81	0.93	0.92	49.9
6	R2	120	2	126	1.7	0.473	13.9	LOS A	3.5	25.1	0.81	0.93	0.92	49.6
Approach		327	4	344	1.2	0.473	11.8	LOS A	3.5	25.1	0.81	0.93	0.92	49.4
North: Forest Road S														
7	L2	77	2	81	2.6	0.061	5.1	LOS A	0.3	2.0	0.29	0.54	0.29	53.3
8	T1	418	15	440	3.6	0.431	6.2	LOS A	2.9	20.9	0.56	0.65	0.56	52.6
9	R2	67	1	71	1.5	0.431	9.5	LOS A	2.9	20.9	0.56	0.65	0.56	52.3
9u	U	8	0	8	0.0	0.431	11.1	LOS A	2.9	20.9	0.56	0.65	0.56	52.9
Approach		570	18	600	3.2	0.431	6.5	LOS A	2.9	20.9	0.52	0.63	0.52	52.7
West: Canterbury Road W														
10	L2	107	0	113	0.0	0.425	7.9	LOS A	2.8	20.0	0.70	0.79	0.70	50.7
11	T1	100	0	105	0.0	0.425	8.1	LOS A	2.8	20.0	0.70	0.79	0.70	51.6
12	R2	143	1	151	0.7	0.425	11.4	LOS A	2.8	20.0	0.70	0.79	0.70	51.2
12u	U	1	0	1	0.0	0.425	13.1	LOS A	2.8	20.0	0.70	0.79	0.70	51.8
Approach		351	1	369	0.3	0.425	9.4	LOS A	2.8	20.0	0.70	0.79	0.70	51.1
All Vehicles		1578	42	1661	2.7	0.473	8.3	LOS A	3.5	25.1	0.62	0.73	0.64	51.6

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Forest Road S/Canterbury Road W (School Peak) - PD (Site Folder: Post Development)]**

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	128	1	135	0.8	0.663	8.2	LOS B	6.6	47.5	0.74	0.78	0.82	50.9
2	T1	408	19	429	4.7	0.663	8.4	LOS B	6.6	47.5	0.74	0.78	0.82	51.8
3	R2	113	2	119	1.8	0.663	11.6	LOS B	6.6	47.5	0.74	0.78	0.82	51.5
Approach		649	22	683	3.4	0.663	9.0	LOS B	6.6	47.5	0.74	0.78	0.82	51.5
East: Canterbury Road E														
4	L2	76	2	80	2.6	0.353	8.7	LOS A	2.2	15.6	0.73	0.83	0.73	50.0
5	T1	64	1	67	1.6	0.353	8.8	LOS A	2.2	15.6	0.73	0.83	0.73	51.0
6	R2	117	3	123	2.6	0.353	12.1	LOS A	2.2	15.6	0.73	0.83	0.73	50.6
Approach		257	6	271	2.3	0.353	10.3	LOS A	2.2	15.6	0.73	0.83	0.73	50.5
North: Forest Road S														
7	L2	120	3	126	2.5	0.095	5.1	LOS A	0.5	3.3	0.30	0.54	0.30	53.2
8	T1	386	13	406	3.4	0.405	5.9	LOS A	2.6	18.4	0.48	0.61	0.48	52.8
9	R2	103	3	108	2.9	0.405	9.2	LOS A	2.6	18.4	0.48	0.61	0.48	52.5
9u	U	2	0	2	0.0	0.405	10.8	LOS A	2.6	18.4	0.48	0.61	0.48	53.2
Approach		611	19	643	3.1	0.405	6.3	LOS A	2.6	18.4	0.44	0.60	0.44	52.9
West: Canterbury Road W														
10	L2	58	1	61	1.7	0.296	9.5	LOS A	1.9	13.8	0.80	0.86	0.80	49.4
11	T1	39	1	41	2.6	0.296	9.7	LOS A	1.9	13.8	0.80	0.86	0.80	50.3
12	R2	87	2	92	2.3	0.296	13.0	LOS A	1.9	13.8	0.80	0.86	0.80	49.9
12u	U	1	0	1	0.0	0.296	14.5	LOS A	1.9	13.8	0.80	0.86	0.80	50.5
Approach		185	4	195	2.2	0.296	11.2	LOS A	1.9	13.8	0.80	0.86	0.80	49.9
All Vehicles		1702	51	1792	3.0	0.663	8.5	LOS B	6.6	47.5	0.64	0.73	0.67	51.7

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Forest Road S/Canterbury Road W (PM Peak) - PD**
(Site Folder: Post Development)]

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	176	0	185	0.0	0.740	8.5	LOS C	8.9	62.1	0.77	0.77	0.87	50.8
2	T1	457	1	481	0.2	0.740	8.7	LOS C	8.9	62.1	0.77	0.77	0.87	51.7
3	R2	152	0	160	0.0	0.740	11.9	LOS C	8.9	62.1	0.77	0.77	0.87	51.4
Approach		785	1	826	0.1	0.740	9.3	LOS C	8.9	62.1	0.77	0.77	0.87	51.4
East: Canterbury Road E														
4	L2	88	0	93	0.0	0.287	7.8	LOS A	1.7	11.8	0.66	0.77	0.66	50.8
5	T1	50	0	53	0.0	0.287	7.9	LOS A	1.7	11.8	0.66	0.77	0.66	51.8
6	R2	90	0	95	0.0	0.287	11.2	LOS A	1.7	11.8	0.66	0.77	0.66	51.4
Approach		228	0	240	0.0	0.287	9.2	LOS A	1.7	11.8	0.66	0.77	0.66	51.3
North: Forest Road S														
7	L2	113	0	119	0.0	0.092	5.3	LOS A	0.5	3.2	0.35	0.56	0.35	53.2
8	T1	302	9	318	3.0	0.355	6.1	LOS A	2.1	15.3	0.50	0.64	0.50	52.7
9	R2	102	1	107	1.0	0.355	9.3	LOS A	2.1	15.3	0.50	0.64	0.50	52.4
9u	U	5	1	5	20.0	0.355	11.5	LOS A	2.1	15.3	0.50	0.64	0.50	52.1
Approach		522	11	549	2.1	0.355	6.6	LOS A	2.1	15.3	0.47	0.62	0.47	52.7
West: Canterbury Road W														
10	L2	66	0	69	0.0	0.361	10.2	LOS A	2.5	17.5	0.85	0.90	0.85	49.1
11	T1	51	0	54	0.0	0.361	10.4	LOS A	2.5	17.5	0.85	0.90	0.85	50.0
12	R2	93	0	98	0.0	0.361	13.6	LOS A	2.5	17.5	0.85	0.90	0.85	49.6
12u	U	1	0	1	0.0	0.361	15.3	LOS A	2.5	17.5	0.85	0.90	0.85	50.1
Approach		211	0	222	0.0	0.361	11.8	LOS A	2.5	17.5	0.85	0.90	0.85	49.6
All Vehicles		1746	12	1838	0.7	0.740	8.8	LOS C	8.9	62.1	0.68	0.74	0.72	51.6

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (AM Peak) - PD
(Site Folder: Post Development)]**

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	197	3	207	1.5	0.356	6.1	LOS A	2.1	15.1	0.62	0.73	0.62	53.0
3a	R1	80	0	84	0.0	0.356	10.1	LOS A	2.1	15.1	0.62	0.73	0.62	52.9
3	R2	59	0	62	0.0	0.356	11.1	LOS A	2.1	15.1	0.62	0.73	0.62	55.8
3u	U	1	0	1	0.0	0.356	13.2	LOS A	2.1	15.1	0.62	0.73	0.62	54.3
Approach		337	3	355	0.9	0.356	8.0	LOS A	2.1	15.1	0.62	0.73	0.62	53.4
East: McClelland Avenue														
4	L2	36	0	38	0.0	0.026	5.2	LOS A	0.1	1.0	0.32	0.50	0.32	57.7
6a	R1	370	27	389	7.3	0.302	10.0	LOS A	2.1	15.3	0.46	0.64	0.46	54.3
6b	R3	14	0	15	0.0	0.302	12.1	LOS A	2.1	15.3	0.46	0.64	0.46	55.6
6u	U	1	0	1	0.0	0.302	13.3	LOS A	2.1	15.3	0.46	0.64	0.46	56.1
Approach		421	27	443	6.4	0.302	9.7	LOS A	2.1	15.3	0.45	0.63	0.45	54.6
NorthEast: Hicks Street														
24b	L3	10	2	11	20.0	0.118	6.7	LOS A	0.6	4.5	0.55	0.69	0.55	49.8
24a	L1	40	3	42	7.5	0.118	5.9	LOS A	0.6	4.5	0.55	0.69	0.55	52.6
26	R2	51	6	54	11.8	0.118	11.1	LOS A	0.6	4.5	0.55	0.69	0.55	52.7
26u	U	1	0	1	0.0	0.118	12.9	LOS A	0.6	4.5	0.55	0.69	0.55	54.1
Approach		102	11	107	10.8	0.118	8.7	LOS A	0.6	4.5	0.55	0.69	0.55	52.4
NorthWest: McClelland Avenue														
27	L2	87	6	92	6.9	0.104	5.7	LOS A	0.6	4.7	0.45	0.54	0.45	53.7
27a	L1	337	12	355	3.6	0.330	4.7	LOS A	2.7	19.1	0.47	0.52	0.47	54.1
29a	R1	104	0	109	0.0	0.330	8.6	LOS A	2.7	19.1	0.47	0.52	0.47	56.6
29u	U	2	0	2	0.0	0.330	11.7	LOS A	2.7	19.1	0.47	0.52	0.47	55.6
Approach		530	18	558	3.4	0.330	5.7	LOS A	2.7	19.1	0.47	0.53	0.47	54.5
All Vehicles		1390	59	1463	4.2	0.356	7.7	LOS A	2.7	19.1	0.50	0.62	0.50	54.1

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (School Peak) - PD (Site Folder: Post Development)]**

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	193	2	203	1.0	0.329	6.3	LOS A	2.0	14.1	0.64	0.73	0.64	53.1
3a	R1	56	2	59	3.6	0.329	10.3	LOS A	2.0	14.1	0.64	0.73	0.64	52.8
3	R2	45	1	47	2.2	0.329	11.4	LOS A	2.0	14.1	0.64	0.73	0.64	55.3
3u	U	1	0	1	0.0	0.329	13.4	LOS A	2.0	14.1	0.64	0.73	0.64	54.4
Approach		295	5	311	1.7	0.329	7.9	LOS A	2.0	14.1	0.64	0.73	0.64	53.4
East: McClelland Avenue														
4	L2	62	0	65	0.0	0.050	5.8	LOS A	0.3	2.0	0.44	0.54	0.44	57.3
6a	R1	368	11	387	3.0	0.340	11.0	LOS A	2.4	17.4	0.62	0.72	0.62	53.9
6b	R3	16	2	17	12.5	0.340	13.5	LOS A	2.4	17.4	0.62	0.72	0.62	54.5
6u	U	1	0	1	0.0	0.340	14.3	LOS A	2.4	17.4	0.62	0.72	0.62	55.6
Approach		447	13	471	2.9	0.340	10.4	LOS A	2.4	17.4	0.60	0.69	0.60	54.4
NorthEast: Hicks Street														
24b	L3	26	0	27	0.0	0.223	6.6	LOS A	1.2	8.7	0.60	0.73	0.60	53.9
24a	L1	74	1	78	1.4	0.223	6.2	LOS A	1.2	8.7	0.60	0.73	0.60	52.6
26	R2	97	5	102	5.2	0.223	11.3	LOS A	1.2	8.7	0.60	0.73	0.60	52.8
26u	U	1	0	1	0.0	0.223	13.3	LOS A	1.2	8.7	0.60	0.73	0.60	53.9
Approach		198	6	208	3.0	0.223	8.8	LOS A	1.2	8.7	0.60	0.73	0.60	52.9
NorthWest: McClelland Avenue														
27	L2	80	3	84	3.8	0.090	5.2	LOS A	0.5	4.0	0.40	0.51	0.40	54.0
27a	L1	294	14	309	4.8	0.349	4.5	LOS A	2.9	21.0	0.43	0.52	0.43	53.8
29a	R1	188	4	198	2.1	0.349	8.5	LOS A	2.9	21.0	0.43	0.52	0.43	55.8
29u	U	3	1	3	33.3	0.349	12.2	LOS A	2.9	21.0	0.43	0.52	0.43	53.9
Approach		565	22	595	3.9	0.349	6.0	LOS A	2.9	21.0	0.42	0.52	0.42	54.5
All Vehicles		1505	46	1584	3.1	0.349	8.0	LOS A	2.9	21.0	0.54	0.64	0.54	54.0

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (PM Peak) - PD
(Site Folder: Post Development)]**

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	162	1	171	0.6	0.302	6.6	LOS A	1.8	12.9	0.67	0.75	0.67	52.9
3a	R1	54	2	57	3.7	0.302	10.7	LOS A	1.8	12.9	0.67	0.75	0.67	52.6
3	R2	41	0	43	0.0	0.302	11.6	LOS A	1.8	12.9	0.67	0.75	0.67	55.7
3u	U	1	0	1	0.0	0.302	13.7	LOS A	1.8	12.9	0.67	0.75	0.67	54.2
Approach		258	3	272	1.2	0.302	8.3	LOS A	1.8	12.9	0.67	0.75	0.67	53.2
East: McClelland Avenue														
4	L2	55	0	58	0.0	0.044	5.8	LOS A	0.3	1.8	0.44	0.54	0.44	57.3
6a	R1	385	3	405	0.8	0.366	11.3	LOS A	2.7	19.1	0.68	0.74	0.68	53.8
6b	R3	13	0	14	0.0	0.366	13.6	LOS A	2.7	19.1	0.68	0.74	0.68	54.8
6u	U	1	0	1	0.0	0.366	14.7	LOS A	2.7	19.1	0.68	0.74	0.68	55.3
Approach		454	3	478	0.7	0.366	10.7	LOS A	2.7	19.1	0.65	0.72	0.65	54.3
NorthEast: Hicks Street														
24b	L3	58	0	61	0.0	0.333	6.8	LOS A	1.9	13.7	0.63	0.76	0.63	53.8
24a	L1	93	0	98	0.0	0.333	6.4	LOS A	1.9	13.7	0.63	0.76	0.63	52.5
26	R2	149	5	157	3.4	0.333	11.5	LOS A	1.9	13.7	0.63	0.76	0.63	52.7
26u	U	1	0	1	0.0	0.333	13.5	LOS A	1.9	13.7	0.63	0.76	0.63	53.8
Approach		301	5	317	1.7	0.333	9.0	LOS A	1.9	13.7	0.63	0.76	0.63	52.9
NorthWest: McClelland Avenue														
27	L2	71	6	75	8.5	0.081	5.2	LOS A	0.5	3.7	0.38	0.50	0.38	53.9
27a	L1	306	3	322	1.0	0.340	4.4	LOS A	2.9	20.1	0.41	0.51	0.41	54.1
29a	R1	177	2	186	1.1	0.340	8.4	LOS A	2.9	20.1	0.41	0.51	0.41	56.3
29u	U	3	0	3	0.0	0.340	11.5	LOS A	2.9	20.1	0.41	0.51	0.41	55.5
Approach		557	11	586	2.0	0.340	5.8	LOS A	2.9	20.1	0.40	0.51	0.40	54.7
All Vehicles		1570	22	1653	1.4	0.366	8.3	LOS A	2.9	20.1	0.56	0.66	0.56	54.0

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 102 [Site Access 1 (AM Peak) (Site Folder: Post Development)]

Primary Vehicle Access to Canterbury Road East (Site Access 1)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Site Access														
1	L2	30	0.0	32	0.0	0.093	5.1	LOS A	0.3	2.3	0.33	0.60	0.33	48.9
3	R2	59	0.0	62	0.0	0.093	6.4	LOS A	0.3	2.3	0.33	0.60	0.33	48.5
Approach		89	0.0	94	0.0	0.093	5.9	LOS A	0.3	2.3	0.33	0.60	0.33	48.6
East: Canterbury Road East														
4	L2	25	0.0	26	0.0	0.105	5.6	LOS A	0.0	0.0	0.00	0.08	0.00	57.7
5	T1	169	0.0	178	0.0	0.105	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	59.3
Approach		194	0.0	204	0.0	0.105	0.7	LOS A	0.0	0.0	0.00	0.08	0.00	59.0
West: Canterbury Road East														
11	T1	207	0.0	218	0.0	0.121	0.1	LOS A	0.1	0.7	0.05	0.04	0.05	59.5
12	R2	13	0.0	14	0.0	0.121	6.2	LOS A	0.1	0.7	0.05	0.04	0.05	53.0
Approach		220	0.0	232	0.0	0.121	0.4	LOS A	0.1	0.7	0.05	0.04	0.05	59.1
All Vehicles		503	0.0	529	0.0	0.121	1.5	LOS A	0.3	2.3	0.08	0.15	0.08	56.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 1 (School Peak) (Site Folder: Post Development)]

Primary Vehicle Access to Canterbury Road East (Site Access 1)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Site Access														
1	L2	20	0.0	21	0.0	0.071	5.1	LOS A	0.2	1.7	0.34	0.61	0.34	48.8
3	R2	44	0.0	46	0.0	0.071	6.6	LOS A	0.2	1.7	0.34	0.61	0.34	48.4
Approach		64	0.0	67	0.0	0.071	6.1	LOS A	0.2	1.7	0.34	0.61	0.34	48.5
East: Canterbury Road East														
4	L2	44	0.0	46	0.0	0.116	5.6	LOS A	0.0	0.0	0.00	0.12	0.00	57.3
5	T1	168	0.0	177	0.0	0.116	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	58.8
Approach		212	0.0	223	0.0	0.116	1.2	LOS A	0.0	0.0	0.00	0.12	0.00	58.5
West: Canterbury Road East														
11	T1	235	0.0	247	0.0	0.142	0.1	LOS A	0.2	1.2	0.07	0.05	0.07	59.3
12	R2	20	0.0	21	0.0	0.142	6.3	LOS A	0.2	1.2	0.07	0.05	0.07	52.9
Approach		255	0.0	268	0.0	0.142	0.6	LOS A	0.2	1.2	0.07	0.05	0.07	58.7
All Vehicles		531	0.0	559	0.0	0.142	1.5	LOS A	0.2	1.7	0.07	0.15	0.07	57.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 1 (PM Peak) (Site Folder: Post Development)]

Primary Vehicle Access to Canterbury Road East (Site Access 1)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Site Access														
1	L2	16	0.0	17	0.0	0.057	5.0	LOS A	0.2	1.4	0.32	0.60	0.32	48.8
3	R2	35	0.0	37	0.0	0.057	6.7	LOS A	0.2	1.4	0.32	0.60	0.32	48.3
Approach		51	0.0	54	0.0	0.057	6.2	LOS A	0.2	1.4	0.32	0.60	0.32	48.5
East: Canterbury Road East														
4	L2	53	0.0	56	0.0	0.109	5.6	LOS A	0.0	0.0	0.00	0.16	0.00	57.0
5	T1	147	0.0	155	0.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	58.5
Approach		200	0.0	211	0.0	0.109	1.5	LOS A	0.0	0.0	0.00	0.16	0.00	58.1
West: Canterbury Road East														
11	T1	271	0.0	285	0.0	0.164	0.1	LOS A	0.2	1.4	0.07	0.05	0.07	59.3
12	R2	24	0.0	25	0.0	0.164	6.2	LOS A	0.2	1.4	0.07	0.05	0.07	52.9
Approach		295	0.0	311	0.0	0.164	0.6	LOS A	0.2	1.4	0.07	0.05	0.07	58.7
All Vehicles		546	0.0	575	0.0	0.164	1.4	LOS A	0.2	1.4	0.07	0.14	0.07	57.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 2 (AM Peak) (Site Folder: Post Development)]

Vehicle Access to Canterbury Road East (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Canterbury Road East														
5	T1	169	0.0	178	0.0	0.108	0.1	LOS A	0.2	1.2	0.09	0.07	0.09	59.0
6	R2	22	0.0	23	0.0	0.108	6.2	LOS A	0.2	1.2	0.09	0.07	0.09	52.6
Approach		191	0.0	201	0.0	0.108	0.8	LOS A	0.2	1.2	0.09	0.07	0.09	58.2
North: Site Access														
7	L2	50	0.0	53	0.0	0.070	5.3	LOS A	0.3	1.8	0.32	0.57	0.32	49.0
9	R2	26	0.0	27	0.0	0.070	6.3	LOS A	0.3	1.8	0.32	0.57	0.32	48.5
Approach		76	0.0	80	0.0	0.070	5.6	LOS A	0.3	1.8	0.32	0.57	0.32	48.8
West: Canterbury Road East														
10	L2	11	0.0	12	0.0	0.118	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	58.1
11	T1	207	0.0	218	0.0	0.118	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach		218	0.0	229	0.0	0.118	0.3	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
All Vehicles		485	0.0	511	0.0	0.118	1.3	LOS A	0.3	1.8	0.09	0.13	0.09	57.1

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 2 (School Peak) (Site Folder: Post Development)]

Vehicle Access to Canterbury Road East (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Canterbury Road East														
5	T1	168	0.0	177	0.0	0.119	0.3	LOS A	0.3	2.1	0.16	0.11	0.16	58.4
6	R2	37	0.0	39	0.0	0.119	6.4	LOS A	0.3	2.1	0.16	0.11	0.16	52.2
Approach		205	0.0	216	0.0	0.119	1.4	LOS A	0.3	2.1	0.16	0.11	0.16	57.2
North: Site Access														
7	L2	37	0.0	39	0.0	0.051	5.3	LOS A	0.2	1.3	0.34	0.57	0.34	48.9
9	R2	17	0.0	18	0.0	0.051	6.5	LOS A	0.2	1.3	0.34	0.57	0.34	48.5
Approach		54	0.0	57	0.0	0.051	5.7	LOS A	0.2	1.3	0.34	0.57	0.34	48.8
West: Canterbury Road East														
10	L2	17	0.0	18	0.0	0.136	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	58.0
11	T1	235	0.0	247	0.0	0.136	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		252	0.0	265	0.0	0.136	0.4	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
All Vehicles		511	0.0	538	0.0	0.136	1.4	LOS A	0.3	2.1	0.10	0.13	0.10	57.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 2 (PM Peak) (Site Folder: Post Development)]

Vehicle Access to Canterbury Road East (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Canterbury Road East														
5	T1	147	0.0	155	0.0	0.115	0.4	LOS A	0.4	2.5	0.21	0.15	0.21	57.9
6	R2	45	0.0	47	0.0	0.115	6.6	LOS A	0.4	2.5	0.21	0.15	0.21	51.8
Approach		192	0.0	202	0.0	0.115	1.9	LOS A	0.4	2.5	0.21	0.15	0.21	56.3
North: Site Access														
7	L2	30	0.0	32	0.0	0.042	5.5	LOS A	0.2	1.1	0.36	0.58	0.36	48.9
9	R2	13	0.0	14	0.0	0.042	6.7	LOS A	0.2	1.1	0.36	0.58	0.36	48.4
Approach		43	0.0	45	0.0	0.042	5.8	LOS A	0.2	1.1	0.36	0.58	0.36	48.7
West: Canterbury Road East														
10	L2	20	0.0	21	0.0	0.158	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.9
11	T1	271	0.0	285	0.0	0.158	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		291	0.0	306	0.0	0.158	0.4	LOS A	0.0	0.0	0.00	0.04	0.00	59.4
All Vehicles		526	0.0	554	0.0	0.158	1.4	LOS A	0.4	2.5	0.11	0.12	0.11	57.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 3 (AM Peak) (Site Folder: Post Development)]

Secondary Vehicle Access to Canterbury Road East (Site Access 3)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Canterbury Road East														
21	L2	54	0.0	57	0.0	0.112	5.6	LOS A	0.0	0.0	0.00	0.16	0.00	57.0
22	T1	150	0.0	158	0.0	0.112	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	58.5
Approach		204	0.0	215	0.0	0.112	1.5	LOS A	0.0	0.0	0.00	0.16	0.00	58.1
NorthWest: Canterbury Road East														
28	T1	288	0.0	303	0.0	0.176	0.1	LOS A	0.2	1.6	0.07	0.05	0.07	59.2
29	R2	28	0.0	29	0.0	0.176	6.3	LOS A	0.2	1.6	0.07	0.05	0.07	52.8
Approach		316	0.0	333	0.0	0.176	0.7	LOS A	0.2	1.6	0.07	0.05	0.07	58.6
SouthWest: RoadName														
30	L2	65	0.0	68	0.0	0.218	5.1	LOS A	0.8	5.7	0.36	0.65	0.36	48.5
32	R2	127	0.0	134	0.0	0.218	7.2	LOS A	0.8	5.7	0.36	0.65	0.36	48.1
Approach		192	0.0	202	0.0	0.218	6.5	LOS A	0.8	5.7	0.36	0.65	0.36	48.2
All Vehicles		712	0.0	749	0.0	0.218	2.5	LOS A	0.8	5.7	0.13	0.24	0.13	55.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 3 (School Peak) (Site Folder: Post Development)]

Secondary Vehicle Access to Canterbury Road East (Site Access 3)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Canterbury Road East														
21	L2	94	0.0	99	0.0	0.163	5.6	LOS A	0.0	0.0	0.00	0.19	0.00	56.7
22	T1	204	0.0	215	0.0	0.163	0.0	LOS A	0.0	0.0	0.00	0.19	0.00	58.2
Approach		298	0.0	314	0.0	0.163	1.8	LOS A	0.0	0.0	0.00	0.19	0.00	57.8
NorthWest: Canterbury Road East														
28	T1	271	0.0	285	0.0	0.182	0.3	LOS A	0.4	2.8	0.15	0.09	0.15	58.7
29	R2	44	0.0	46	0.0	0.182	6.7	LOS A	0.4	2.8	0.15	0.09	0.15	52.4
Approach		315	0.0	332	0.0	0.182	1.2	LOS A	0.4	2.8	0.15	0.09	0.15	57.7
SouthWest: RoadName														
30	L2	44	0.0	46	0.0	0.171	5.3	LOS A	0.6	4.3	0.41	0.68	0.41	48.3
32	R2	94	0.0	99	0.0	0.171	7.6	LOS A	0.6	4.3	0.41	0.68	0.41	47.9
Approach		138	0.0	145	0.0	0.171	6.9	LOS A	0.6	4.3	0.41	0.68	0.41	48.0
All Vehicles		751	0.0	791	0.0	0.182	2.5	LOS A	0.6	4.3	0.14	0.24	0.14	55.6

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 3 (PM Peak) (Site Folder: Post Development)]

Secondary Vehicle Access to Canterbury Road East (Site Access 3)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Canterbury Road East														
21	L2	114	0.0	120	0.0	0.179	5.6	LOS A	0.0	0.0	0.00	0.21	0.00	56.5
22	T1	211	0.0	222	0.0	0.179	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	58.1
Approach		325	0.0	342	0.0	0.179	2.0	LOS A	0.0	0.0	0.00	0.21	0.00	57.5
NorthWest: Canterbury Road East														
28	T1	285	0.0	300	0.0	0.196	0.4	LOS A	0.5	3.4	0.17	0.10	0.17	58.5
29	R2	51	0.0	54	0.0	0.196	6.9	LOS A	0.5	3.4	0.17	0.10	0.17	52.2
Approach		336	0.0	354	0.0	0.196	1.3	LOS A	0.5	3.4	0.17	0.10	0.17	57.5
SouthWest: RoadName														
30	L2	34	0.0	36	0.0	0.142	5.3	LOS A	0.5	3.5	0.42	0.68	0.42	48.2
32	R2	76	0.0	80	0.0	0.142	7.8	LOS A	0.5	3.5	0.42	0.68	0.42	47.8
Approach		110	0.0	116	0.0	0.142	7.0	LOS A	0.5	3.5	0.42	0.68	0.42	47.9
All Vehicles		771	0.0	812	0.0	0.196	2.4	LOS A	0.5	3.5	0.13	0.23	0.13	55.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 4 (AM Peak) (Site Folder: Post Development)]

Secondary Vehicle Access to Rennie Street (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	152	0.0	160	0.0	0.104	0.0	LOS A	0.2	1.5	0.06	0.11	0.06	58.8
26	R2	34	0.0	36	0.0	0.104	5.6	LOS A	0.2	1.5	0.06	0.11	0.06	52.5
Approach		186	0.0	196	0.0	0.104	1.1	LOS A	0.2	1.5	0.06	0.11	0.06	57.5
NorthWest: Site Access														
27	L2	79	0.0	83	0.0	0.064	4.7	LOS A	0.3	1.8	0.12	0.51	0.12	49.5
29	R2	11	0.0	12	0.0	0.064	5.5	LOS A	0.3	1.8	0.12	0.51	0.12	45.9
Approach		90	0.0	95	0.0	0.064	4.8	LOS A	0.3	1.8	0.12	0.51	0.12	49.0
SouthWest: Rennie Street														
30	L2	5	0.0	5	0.0	0.028	5.5	LOS A	0.0	0.0	0.00	0.06	0.00	57.9
31	T1	47	0.0	49	0.0	0.028	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.5
Approach		52	0.0	55	0.0	0.028	0.5	LOS A	0.0	0.0	0.00	0.06	0.00	59.3
All Vehicles		328	0.0	345	0.0	0.104	2.0	LOS A	0.3	1.8	0.07	0.21	0.07	55.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 4 (School Peak) (Site Folder: Post Development)]

Secondary Vehicle Access to Rennie Street (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	106	0.0	112	0.0	0.095	0.2	LOS A	0.3	2.4	0.17	0.20	0.17	57.5
26	R2	56	0.0	59	0.0	0.095	5.9	LOS A	0.3	2.4	0.17	0.20	0.17	51.5
Approach		162	0.0	171	0.0	0.095	2.2	LOS A	0.3	2.4	0.17	0.20	0.17	55.3
NorthWest: Site Access														
27	L2	56	0.0	59	0.0	0.049	4.9	LOS A	0.2	1.3	0.22	0.52	0.22	49.2
29	R2	8	0.0	8	0.0	0.049	5.7	LOS A	0.2	1.3	0.22	0.52	0.22	45.7
Approach		64	0.0	67	0.0	0.049	5.0	LOS A	0.2	1.3	0.22	0.52	0.22	48.8
SouthWest: Rennie Street														
30	L2	8	0.0	8	0.0	0.069	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	58.0
31	T1	120	0.0	126	0.0	0.069	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		128	0.0	135	0.0	0.069	0.4	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
All Vehicles		354	0.0	373	0.0	0.095	2.0	LOS A	0.3	2.4	0.12	0.20	0.12	55.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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.

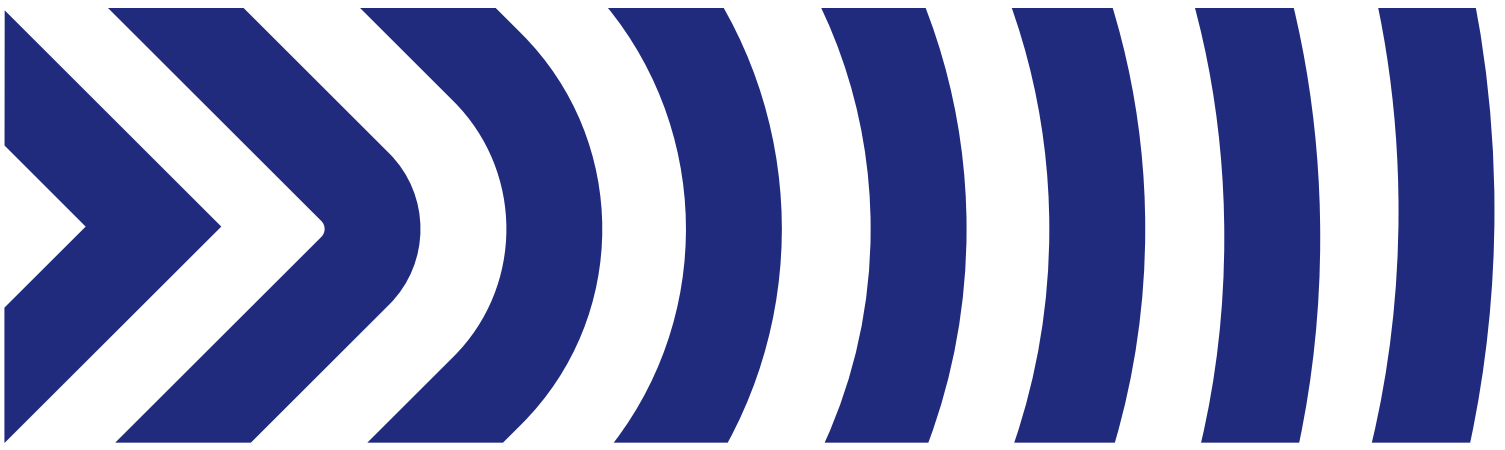
MOVEMENT SUMMARY

▼ Site: 102 [Site Access 4 (PM Peak) (Site Folder: Post Development)]

Secondary Vehicle Access to Rennie Street (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	88	0.0	93	0.0	0.094	0.4	LOS A	0.4	2.8	0.23	0.25	0.23	56.9
26	R2	66	0.0	69	0.0	0.094	6.0	LOS A	0.4	2.8	0.23	0.25	0.23	51.0
Approach		154	0.0	162	0.0	0.094	2.8	LOS A	0.4	2.8	0.23	0.25	0.23	54.2
NorthWest: Site Access														
27	L2	44	0.0	46	0.0	0.040	5.0	LOS A	0.2	1.1	0.25	0.52	0.25	49.1
29	R2	7	0.0	7	0.0	0.040	5.8	LOS A	0.2	1.1	0.25	0.52	0.25	45.6
Approach		51	0.0	54	0.0	0.040	5.1	LOS A	0.2	1.1	0.25	0.52	0.25	48.6
SouthWest: Rennie Street														
30	L2	11	0.0	12	0.0	0.089	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	58.0
31	T1	153	0.0	161	0.0	0.089	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		164	0.0	173	0.0	0.089	0.4	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
All Vehicles		369	0.0	388	0.0	0.094	2.0	LOS A	0.4	2.8	0.13	0.20	0.13	55.5

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 Results – Post-Development Conditions
(Sensitivity Analysis)**

MOVEMENT SUMMARY

▼ Site: 101 [Watt Street/Avalon Road (AM Peak) - PD (Site Folder: Post Development - Sensitivity Testing)]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	93	5	98	5.4	0.210	6.6	LOS A	0.0	0.3	0.01	0.15	0.01	60.8
2	T1	303	24	319	7.9	0.210	0.0	LOS A	0.0	0.3	0.01	0.15	0.01	67.9
3u	U	1	0	1	0.0	0.210	12.5	LOS A	0.0	0.3	0.01	0.15	0.01	64.3
Approach		397	29	418	7.3	0.210	1.6	LOS A	0.0	0.3	0.01	0.15	0.01	66.1
North: Avalon Road														
8	T1	446	36	469	8.1	0.259	0.1	LOS A	0.2	1.5	0.05	0.02	0.05	69.5
9	R2	14	2	15	14.3	0.259	9.0	LOS A	0.2	1.5	0.05	0.02	0.05	61.1
Approach		460	38	484	8.3	0.259	0.4	LOS A	0.2	1.5	0.05	0.02	0.05	69.2
West: Watt Street														
10	L2	20	1	21	5.0	0.438	8.4	LOS A	2.0	13.9	0.70	0.95	0.98	49.6
12	R2	201	0	212	0.0	0.438	13.3	LOS A	2.0	13.9	0.70	0.95	0.98	50.4
Approach		221	1	233	0.5	0.438	12.9	LOS A	2.0	13.9	0.70	0.95	0.98	50.4
All Vehicles		1078	68	1135	6.3	0.438	3.4	LOS A	2.0	13.9	0.17	0.26	0.23	63.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Watt Street/Avalon Road (School Peak) - PD (Site Folder: Post Development - Sensitivity Testing)]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	198	1	208	0.5	0.318	6.4	LOS A	0.0	0.0	0.00	0.20	0.00	63.8
2	T1	418	23	440	5.5	0.318	0.1	LOS A	0.0	0.0	0.00	0.20	0.00	67.1
Approach		616	24	648	3.9	0.318	2.1	LOS A	0.0	0.0	0.00	0.20	0.00	66.0
North: Avalon Road														
8	T1	308	20	324	6.5	0.194	0.5	LOS A	0.3	2.6	0.12	0.04	0.12	68.5
9	R2	21	1	22	4.8	0.194	10.3	LOS A	0.3	2.6	0.12	0.04	0.12	60.9
Approach		329	21	346	6.4	0.194	1.1	LOS A	0.3	2.6	0.12	0.04	0.12	68.0
West: Watt Street														
10	L2	24	2	25	8.3	0.370	8.8	LOS A	1.5	11.1	0.70	0.93	0.91	48.9
12	R2	151	6	159	4.0	0.370	13.5	LOS A	1.5	11.1	0.70	0.93	0.91	49.6
Approach		175	8	184	4.6	0.370	12.9	LOS A	1.5	11.1	0.70	0.93	0.91	49.5
All Vehicles		1120	53	1179	4.7	0.370	3.5	LOS A	1.5	11.1	0.14	0.27	0.18	63.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Watt Street/Avalon Road (PM Peak) - PD (Site Folder: Post Development - Sensitivity Testing)]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	229	0	241	0.0	0.354	6.4	LOS A	0.0	0.0	0.00	0.21	0.00	64.0
2	T1	465	14	489	3.0	0.354	0.1	LOS A	0.0	0.0	0.00	0.21	0.00	67.0
Approach		694	14	731	2.0	0.354	2.2	LOS A	0.0	0.0	0.00	0.21	0.00	66.0
North: Avalon Road														
8	T1	342	8	360	2.3	0.218	0.8	LOS A	0.5	3.6	0.15	0.05	0.16	68.1
9	R2	26	1	27	3.8	0.218	11.2	LOS A	0.5	3.6	0.15	0.05	0.16	60.6
Approach		368	9	387	2.4	0.218	1.5	LOS A	0.5	3.6	0.15	0.05	0.16	67.5
West: Watt Street														
10	L2	16	0	17	0.0	0.356	8.8	LOS A	1.4	9.8	0.74	0.94	0.94	49.9
12	R2	132	2	139	1.5	0.356	14.6	LOS A	1.4	9.8	0.74	0.94	0.94	49.4
Approach		148	2	156	1.4	0.356	14.0	LOS A	1.4	9.8	0.74	0.94	0.94	49.4
All Vehicles		1210	25	1274	2.1	0.356	3.4	LOS A	1.4	9.8	0.14	0.25	0.16	63.8

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (AM Peak) - PD (Site Folder: Post Development - Sensitivity Testing)]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	79	0	83	0.0	0.086	5.6	LOS A	0.4	2.6	0.35	0.55	0.35	53.7
26	R2	1	0	1	0.0	0.086	10.5	LOS A	0.4	2.6	0.35	0.55	0.35	53.1
Approach		80	0	84	0.0	0.086	5.7	LOS A	0.4	2.6	0.35	0.55	0.35	53.7
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.124	6.3	LOS A	0.6	4.2	0.30	0.56	0.30	52.7
29	R2	180	2	189	1.1	0.124	6.2	LOS A	0.6	4.2	0.30	0.56	0.30	52.7
Approach		181	2	191	1.1	0.124	6.2	LOS A	0.6	4.2	0.30	0.56	0.30	52.7
SouthWest: Rennie Street														
30	L2	261	1	275	0.4	0.143	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	165	0	174	0.0	0.093	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		426	1	448	0.2	0.143	3.4	LOS A	0.0	0.0	0.00	0.35	0.00	55.9
All Vehicles		687	3	723	0.4	0.143	4.4	LOS A	0.6	4.2	0.12	0.43	0.12	54.7

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (School Peak) - PD
(Site Folder: Post Development - Sensitivity Testing)]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	140	0	147	0.0	0.160	6.0	LOS A	0.7	5.0	0.41	0.59	0.41	53.5
26	R2	1	0	1	0.0	0.160	10.9	LOS A	0.7	5.0	0.41	0.59	0.41	52.9
Approach		141	0	148	0.0	0.160	6.0	LOS A	0.7	5.0	0.41	0.59	0.41	53.5
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.146	6.1	LOS A	0.7	5.1	0.27	0.55	0.27	52.8
29	R2	216	3	227	1.4	0.146	6.0	LOS A	0.7	5.1	0.27	0.55	0.27	52.8
29u	U	1	0	1	0.0	0.146	8.8	LOS A	0.7	5.1	0.27	0.55	0.27	52.4
Approach		218	3	229	1.4	0.146	6.1	LOS A	0.7	5.1	0.27	0.55	0.27	52.8
SouthWest: Rennie Street														
30	L2	257	1	271	0.4	0.141	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	133	1	140	0.8	0.076	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		390	2	411	0.5	0.141	3.7	LOS A	0.0	0.0	0.00	0.38	0.00	55.6
All Vehicles		749	5	788	0.7	0.160	4.8	LOS A	0.7	5.1	0.16	0.47	0.16	54.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (PM Peak) - PD (Site Folder: Post Development - Sensitivity Testing)]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	175	0	184	0.0	0.204	6.1	LOS A	0.9	6.6	0.42	0.60	0.42	53.4
26	R2	4	0	4	0.0	0.204	10.0	LOS A	0.9	6.6	0.42	0.60	0.42	52.8
Approach		179	0	188	0.0	0.204	6.2	LOS A	0.9	6.6	0.42	0.60	0.42	53.4
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.142	6.1	LOS A	0.7	4.9	0.25	0.55	0.25	52.8
29	R2	217	0	228	0.0	0.142	6.0	LOS A	0.7	4.9	0.25	0.55	0.25	52.9
Approach		218	0	229	0.0	0.142	6.0	LOS A	0.7	4.9	0.25	0.55	0.25	52.9
SouthWest: Rennie Street														
30	L2	186	1	196	0.5	0.102	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	119	0	125	0.0	0.067	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		305	1	321	0.3	0.102	3.4	LOS A	0.0	0.0	0.00	0.35	0.00	55.9
All Vehicles		702	1	739	0.1	0.204	4.9	LOS A	0.9	6.6	0.19	0.48	0.19	54.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (AM Peak) - PD
(Site Folder: Post Development - Sensitivity Testing)]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	58	1	61	1.7	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	135	32	142	23.7	0.109	6.7	LOS A	0.5	4.3	0.35	0.61	0.35	51.0
Approach		193	33	203	17.1	0.109	4.7	LOS A	0.5	4.3	0.24	0.43	0.24	53.4
North: Rennie Street														
7	L2	3	0	3	0.0	0.106	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
8	T1	194	0	204	0.0	0.106	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		197	0	207	0.0	0.106	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		390	33	411	8.5	0.109	2.4	NA	0.5	4.3	0.12	0.22	0.12	56.5

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (School Peak) - PD
(Site Folder: Post Development - Sensitivity Testing)]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	138	1	145	0.7	0.076	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	259	36	273	13.9	0.191	6.5	LOS A	1.0	7.5	0.33	0.60	0.33	51.5
Approach		397	37	418	9.3	0.191	4.2	LOS A	1.0	7.5	0.21	0.39	0.21	54.1
North: Rennie Street														
7	L2	2	0	2	0.0	0.090	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.3
8	T1	164	0	173	0.0	0.090	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		166	0	175	0.0	0.090	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
All Vehicles		563	37	593	6.6	0.191	3.0	NA	1.0	7.5	0.15	0.28	0.15	55.7

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (PM Peak) - PD
(Site Folder: Post Development - Sensitivity Testing)]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	177	0	186	0.0	0.097	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	173	31	182	17.9	0.131	6.5	LOS A	0.6	5.0	0.32	0.60	0.32	51.3
Approach		350	31	368	8.9	0.131	3.2	LOS A	0.6	5.0	0.16	0.30	0.16	55.3
North: Rennie Street														
7	L2	1	0	1	0.0	0.090	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.3
8	T1	164	3	173	1.8	0.090	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		165	3	174	1.8	0.090	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		515	34	542	6.6	0.131	2.2	NA	0.6	5.0	0.11	0.20	0.11	56.7

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Canterbury Road E (AM Peak) - PD
(Site Folder: Post Development - Sensitivity Testing)]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	90	2	95	2.2	0.166	0.5	LOS A	0.8	5.9	0.28	0.38	0.28	55.7
26	R2	170	0	179	0.0	0.166	6.0	LOS A	0.8	5.9	0.28	0.38	0.28	59.2
Approach		260	2	274	0.8	0.166	4.1	LOS A	0.8	5.9	0.28	0.38	0.28	57.9
NorthWest: Canterbury Road E														
27	L2	275	0	289	0.0	0.393	7.3	LOS A	1.9	13.4	0.24	0.64	0.24	58.1
29	R2	173	0	182	0.0	0.393	9.0	LOS A	1.9	13.4	0.24	0.64	0.24	57.5
Approach		448	0	472	0.0	0.393	8.0	LOS A	1.9	13.4	0.24	0.64	0.24	57.9
SouthWest: Rennie Street														
30	L2	68	0	72	0.0	0.082	5.6	LOS A	0.0	0.0	0.00	0.27	0.00	56.0
31	T1	80	1	84	1.3	0.082	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	57.5
Approach		148	1	156	0.7	0.082	2.6	LOS A	0.0	0.0	0.00	0.27	0.00	56.8
All Vehicles		856	3	901	0.4	0.393	5.9	LOS A	1.9	13.4	0.21	0.50	0.21	57.7

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Canterbury Road E (School Peak) - PD (Site Folder: Post Development - Sensitivity Testing)]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	113	0	119	0.0	0.243	0.8	LOS A	1.3	9.3	0.36	0.42	0.36	55.3
26	R2	252	0	265	0.0	0.243	6.3	LOS A	1.3	9.3	0.36	0.42	0.36	58.7
Approach		365	0	384	0.0	0.243	4.6	LOS A	1.3	9.3	0.36	0.42	0.36	57.6
NorthWest: Canterbury Road E														
27	L2	186	2	196	1.1	0.342	7.5	LOS A	1.6	10.9	0.28	0.67	0.29	57.5
29	R2	151	0	159	0.0	0.342	10.1	LOS A	1.6	10.9	0.28	0.67	0.29	57.0
Approach		337	2	355	0.6	0.342	8.6	LOS A	1.6	10.9	0.28	0.67	0.29	57.2
SouthWest: Rennie Street														
30	L2	94	0	99	0.0	0.112	5.6	LOS A	0.0	0.0	0.00	0.28	0.00	56.0
31	T1	108	1	114	0.9	0.112	0.0	LOS A	0.0	0.0	0.00	0.28	0.00	57.5
Approach		202	1	213	0.5	0.112	2.6	LOS A	0.0	0.0	0.00	0.28	0.00	56.8
All Vehicles		904	3	952	0.3	0.342	5.7	LOS A	1.6	10.9	0.25	0.48	0.26	57.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Canterbury Road E (PM Peak) - PD
(Site Folder: Post Development - Sensitivity Testing)]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	100	3	105	3.0	0.259	0.9	LOS A	1.4	10.1	0.39	0.46	0.39	55.0
26	R2	278	2	293	0.7	0.259	6.4	LOS A	1.4	10.1	0.39	0.46	0.39	58.2
Approach		378	5	398	1.3	0.259	4.9	LOS A	1.4	10.1	0.39	0.46	0.39	57.3
NorthWest: Canterbury Road E														
27	L2	147	0	155	0.0	0.326	7.5	LOS A	1.4	10.0	0.30	0.68	0.32	57.3
29	R2	154	0	162	0.0	0.326	10.2	LOS A	1.4	10.0	0.30	0.68	0.32	56.7
Approach		301	0	317	0.0	0.326	8.9	LOS A	1.4	10.0	0.30	0.68	0.32	57.0
SouthWest: Rennie Street														
30	L2	104	0	109	0.0	0.121	5.6	LOS A	0.0	0.0	0.00	0.28	0.00	56.0
31	T1	115	0	121	0.0	0.121	0.0	LOS A	0.0	0.0	0.00	0.28	0.00	57.5
Approach		219	0	231	0.0	0.121	2.7	LOS A	0.0	0.0	0.00	0.28	0.00	56.7
All Vehicles		898	5	945	0.6	0.326	5.7	LOS A	1.4	10.1	0.26	0.49	0.27	57.1

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Forest Road S/Canterbury Road W (AM Peak) - PD**
(Site Folder: Post Development - Sensitivity Testing)]

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	35	2	37	5.7	0.358	6.4	LOS A	2.2	16.3	0.54	0.65	0.54	51.6
2	T1	240	16	253	6.7	0.358	6.5	LOS A	2.2	16.3	0.54	0.65	0.54	52.6
3	R2	63	1	66	1.6	0.358	9.7	LOS A	2.2	16.3	0.54	0.65	0.54	52.4
Approach		338	19	356	5.6	0.358	7.1	LOS A	2.2	16.3	0.54	0.65	0.54	52.4
East: Canterbury Road E														
4	L2	176	2	185	1.1	0.529	11.4	LOS A	4.3	30.7	0.84	0.98	1.01	48.5
5	T1	54	0	57	0.0	0.529	11.5	LOS A	4.3	30.7	0.84	0.98	1.01	49.3
6	R2	135	2	142	1.5	0.529	14.8	LOS A	4.3	30.7	0.84	0.98	1.01	49.0
Approach		365	4	384	1.1	0.529	12.7	LOS A	4.3	30.7	0.84	0.98	1.01	48.8
North: Forest Road S														
7	L2	84	2	88	2.4	0.067	5.1	LOS A	0.3	2.2	0.30	0.54	0.30	53.3
8	T1	418	15	440	3.6	0.435	6.3	LOS A	2.9	21.1	0.57	0.65	0.57	52.6
9	R2	67	1	71	1.5	0.435	9.5	LOS A	2.9	21.1	0.57	0.65	0.57	52.3
9u	U	8	0	8	0.0	0.435	11.2	LOS A	2.9	21.1	0.57	0.65	0.57	52.9
Approach		577	18	607	3.1	0.435	6.6	LOS A	2.9	21.1	0.53	0.64	0.53	52.7
West: Canterbury Road W														
10	L2	107	0	113	0.0	0.436	8.2	LOS A	2.9	20.7	0.72	0.80	0.72	50.5
11	T1	101	0	106	0.0	0.436	8.3	LOS A	2.9	20.7	0.72	0.80	0.72	51.4
12	R2	143	1	151	0.7	0.436	11.7	LOS A	2.9	20.7	0.72	0.80	0.72	51.1
12u	U	1	0	1	0.0	0.436	13.3	LOS A	2.9	20.7	0.72	0.80	0.72	51.6
Approach		352	1	371	0.3	0.436	9.7	LOS A	2.9	20.7	0.72	0.80	0.72	51.0
All Vehicles		1632	42	1718	2.6	0.529	8.7	LOS A	4.3	30.7	0.64	0.75	0.68	51.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Forest Road S/Canterbury Road W (School Peak) - PD (Site Folder: Post Development - Sensitivity Testing)]**

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	128	1	135	0.8	0.684	8.8	LOS B	7.2	52.1	0.77	0.82	0.89	50.5
2	T1	408	19	429	4.7	0.684	9.1	LOS B	7.2	52.1	0.77	0.82	0.89	51.3
3	R2	120	2	126	1.7	0.684	12.2	LOS B	7.2	52.1	0.77	0.82	0.89	51.1
Approach		656	22	691	3.4	0.684	9.6	LOS B	7.2	52.1	0.77	0.82	0.89	51.1
East: Canterbury Road E														
4	L2	83	2	87	2.4	0.389	8.8	LOS A	2.5	17.6	0.75	0.84	0.75	49.9
5	T1	67	1	71	1.5	0.389	8.9	LOS A	2.5	17.6	0.75	0.84	0.75	50.8
6	R2	133	3	140	2.3	0.389	12.2	LOS A	2.5	17.6	0.75	0.84	0.75	50.5
Approach		283	6	298	2.1	0.389	10.4	LOS A	2.5	17.6	0.75	0.84	0.75	50.4
North: Forest Road S														
7	L2	136	3	143	2.2	0.109	5.2	LOS A	0.5	3.8	0.32	0.55	0.32	53.2
8	T1	386	13	406	3.4	0.409	6.0	LOS A	2.6	18.6	0.49	0.62	0.49	52.8
9	R2	103	3	108	2.9	0.409	9.2	LOS A	2.6	18.6	0.49	0.62	0.49	52.4
9u	U	2	0	2	0.0	0.409	10.8	LOS A	2.6	18.6	0.49	0.62	0.49	53.1
Approach		627	19	660	3.0	0.409	6.3	LOS A	2.6	18.6	0.45	0.60	0.45	52.8
West: Canterbury Road W														
10	L2	58	1	61	1.7	0.311	9.8	LOS A	2.1	14.7	0.81	0.87	0.81	49.3
11	T1	42	1	44	2.4	0.311	10.0	LOS A	2.1	14.7	0.81	0.87	0.81	50.1
12	R2	87	2	92	2.3	0.311	13.3	LOS A	2.1	14.7	0.81	0.87	0.81	49.8
12u	U	1	0	1	0.0	0.311	14.8	LOS A	2.1	14.7	0.81	0.87	0.81	50.4
Approach		188	4	198	2.1	0.311	11.5	LOS A	2.1	14.7	0.81	0.87	0.81	49.7
All Vehicles		1754	51	1846	2.9	0.684	8.8	LOS B	7.2	52.1	0.66	0.75	0.70	51.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Forest Road S/Canterbury Road W (PM Peak) - PD**
(Site Folder: Post Development - Sensitivity Testing)]

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	176	0	185	0.0	0.761	9.1	LOS C	9.8	68.4	0.81	0.80	0.94	50.3
2	T1	457	1	481	0.2	0.761	9.3	LOS C	9.8	68.4	0.81	0.80	0.94	51.2
3	R2	166	0	175	0.0	0.761	12.5	LOS C	9.8	68.4	0.81	0.80	0.94	50.9
Approach		799	1	841	0.1	0.761	9.9	LOS C	9.8	68.4	0.81	0.80	0.94	51.0
East: Canterbury Road E														
4	L2	98	0	103	0.0	0.313	7.9	LOS A	1.9	13.1	0.67	0.78	0.67	50.8
5	T1	52	0	55	0.0	0.313	8.0	LOS A	1.9	13.1	0.67	0.78	0.67	51.7
6	R2	98	0	103	0.0	0.313	11.3	LOS A	1.9	13.1	0.67	0.78	0.67	51.4
Approach		248	0	261	0.0	0.313	9.2	LOS A	1.9	13.1	0.67	0.78	0.67	51.2
North: Forest Road S														
7	L2	125	0	132	0.0	0.103	5.3	LOS A	0.5	3.6	0.37	0.57	0.37	53.2
8	T1	302	9	318	3.0	0.360	6.2	LOS A	2.2	15.6	0.52	0.65	0.52	52.6
9	R2	102	1	107	1.0	0.360	9.4	LOS A	2.2	15.6	0.52	0.65	0.52	52.3
9u	U	5	1	5	20.0	0.360	11.6	LOS A	2.2	15.6	0.52	0.65	0.52	52.1
Approach		534	11	562	2.1	0.360	6.7	LOS A	2.2	15.6	0.48	0.63	0.48	52.7
West: Canterbury Road W														
10	L2	66	0	69	0.0	0.380	10.6	LOS A	2.7	18.8	0.87	0.92	0.88	48.9
11	T1	54	0	57	0.0	0.380	10.7	LOS A	2.7	18.8	0.87	0.92	0.88	49.7
12	R2	93	0	98	0.0	0.380	14.0	LOS A	2.7	18.8	0.87	0.92	0.88	49.4
12u	U	1	0	1	0.0	0.380	15.7	LOS A	2.7	18.8	0.87	0.92	0.88	49.9
Approach		214	0	225	0.0	0.380	12.1	LOS A	2.7	18.8	0.87	0.92	0.88	49.3
All Vehicles		1795	12	1889	0.7	0.761	9.1	LOS C	9.8	68.4	0.70	0.76	0.76	51.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (AM Peak) - PD
(Site Folder: Post Development - Sensitivity Testing)]**

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	212	3	223	1.4	0.393	6.2	LOS A	2.4	17.1	0.63	0.74	0.63	52.9
3a	R1	95	0	100	0.0	0.393	10.2	LOS A	2.4	17.1	0.63	0.74	0.63	52.8
3	R2	62	0	65	0.0	0.393	11.2	LOS A	2.4	17.1	0.63	0.74	0.63	55.7
3u	U	1	0	1	0.0	0.393	13.3	LOS A	2.4	17.1	0.63	0.74	0.63	54.2
Approach		370	3	389	0.8	0.393	8.1	LOS A	2.4	17.1	0.63	0.74	0.63	53.3
East: McClelland Avenue														
4	L2	38	0	40	0.0	0.028	5.3	LOS A	0.2	1.1	0.33	0.50	0.33	57.7
6a	R1	370	27	389	7.3	0.305	10.1	LOS A	2.1	15.6	0.48	0.65	0.48	54.3
6b	R3	14	0	15	0.0	0.305	12.2	LOS A	2.1	15.6	0.48	0.65	0.48	55.6
6u	U	1	0	1	0.0	0.305	13.3	LOS A	2.1	15.6	0.48	0.65	0.48	56.1
Approach		423	27	445	6.4	0.305	9.7	LOS A	2.1	15.6	0.46	0.64	0.46	54.6
NorthEast: Hicks Street														
24b	L3	10	2	11	20.0	0.126	6.8	LOS A	0.6	4.8	0.56	0.69	0.56	49.9
24a	L1	46	3	48	6.5	0.126	6.0	LOS A	0.6	4.8	0.56	0.69	0.56	52.7
26	R2	51	6	54	11.8	0.126	11.2	LOS A	0.6	4.8	0.56	0.69	0.56	52.7
26u	U	1	0	1	0.0	0.126	12.9	LOS A	0.6	4.8	0.56	0.69	0.56	54.1
Approach		108	11	114	10.2	0.126	8.6	LOS A	0.6	4.8	0.56	0.69	0.56	52.4
NorthWest: McClelland Avenue														
27	L2	87	6	92	6.9	0.106	5.8	LOS A	0.6	4.8	0.47	0.55	0.47	53.6
27a	L1	337	12	355	3.6	0.342	4.8	LOS A	2.8	19.9	0.50	0.54	0.50	53.9
29a	R1	110	0	116	0.0	0.342	8.7	LOS A	2.8	19.9	0.50	0.54	0.50	56.5
29u	U	2	0	2	0.0	0.342	11.9	LOS A	2.8	19.9	0.50	0.54	0.50	55.4
Approach		536	18	564	3.4	0.342	5.8	LOS A	2.8	19.9	0.50	0.54	0.50	54.4
All Vehicles		1437	59	1513	4.1	0.393	7.8	LOS A	2.8	19.9	0.53	0.63	0.53	54.0

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (School Peak) - PD (Site Folder: Post Development - Sensitivity Testing)]**

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	207	2	218	1.0	0.356	6.4	LOS A	2.2	15.6	0.66	0.74	0.66	53.0
3a	R1	63	2	66	3.2	0.356	10.4	LOS A	2.2	15.6	0.66	0.74	0.66	52.8
3	R2	48	1	51	2.1	0.356	11.4	LOS A	2.2	15.6	0.66	0.74	0.66	55.3
3u	U	1	0	1	0.0	0.356	13.4	LOS A	2.2	15.6	0.66	0.74	0.66	54.4
Approach		319	5	336	1.6	0.356	7.9	LOS A	2.2	15.6	0.66	0.74	0.66	53.3
East: McClelland Avenue														
4	L2	65	0	68	0.0	0.053	5.9	LOS A	0.3	2.1	0.46	0.55	0.46	57.2
6a	R1	368	11	387	3.0	0.346	11.1	LOS A	2.5	17.8	0.64	0.73	0.64	53.9
6b	R3	16	2	17	12.5	0.346	13.7	LOS A	2.5	17.8	0.64	0.73	0.64	54.5
6u	U	1	0	1	0.0	0.346	14.4	LOS A	2.5	17.8	0.64	0.73	0.64	55.5
Approach		450	13	474	2.9	0.346	10.5	LOS A	2.5	17.8	0.61	0.70	0.61	54.4
NorthEast: Hicks Street														
24b	L3	26	0	27	0.0	0.235	6.7	LOS A	1.3	9.3	0.62	0.74	0.62	53.9
24a	L1	81	1	85	1.2	0.235	6.3	LOS A	1.3	9.3	0.62	0.74	0.62	52.6
26	R2	97	5	102	5.2	0.235	11.5	LOS A	1.3	9.3	0.62	0.74	0.62	52.8
26u	U	1	0	1	0.0	0.235	13.4	LOS A	1.3	9.3	0.62	0.74	0.62	53.9
Approach		205	6	216	2.9	0.235	8.9	LOS A	1.3	9.3	0.62	0.74	0.62	52.8
NorthWest: McClelland Avenue														
27	L2	80	3	84	3.8	0.091	5.3	LOS A	0.6	4.0	0.41	0.51	0.41	53.9
27a	L1	294	14	309	4.8	0.363	4.6	LOS A	3.1	22.2	0.45	0.53	0.45	53.7
29a	R1	202	4	213	2.0	0.363	8.5	LOS A	3.1	22.2	0.45	0.53	0.45	55.7
29u	U	3	1	3	33.3	0.363	12.3	LOS A	3.1	22.2	0.45	0.53	0.45	53.8
Approach		579	22	609	3.8	0.363	6.1	LOS A	3.1	22.2	0.44	0.53	0.44	54.4
All Vehicles		1553	46	1635	3.0	0.363	8.1	LOS A	3.1	22.2	0.56	0.65	0.56	54.0

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (PM Peak) - PD
(Site Folder: Post Development - Sensitivity Testing)]**

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	169	1	178	0.6	0.321	6.7	LOS A	2.0	14.0	0.68	0.76	0.68	52.8
3a	R1	61	2	64	3.3	0.321	10.7	LOS A	2.0	14.0	0.68	0.76	0.68	52.6
3	R2	43	0	45	0.0	0.321	11.7	LOS A	2.0	14.0	0.68	0.76	0.68	55.6
3u	U	1	0	1	0.0	0.321	13.7	LOS A	2.0	14.0	0.68	0.76	0.68	54.1
Approach		274	3	288	1.1	0.321	8.4	LOS A	2.0	14.0	0.68	0.76	0.68	53.2
East: McClelland Avenue														
4	L2	58	0	61	0.0	0.047	5.9	LOS A	0.3	1.9	0.45	0.55	0.45	57.2
6a	R1	385	3	405	0.8	0.373	11.5	LOS A	2.8	19.7	0.70	0.75	0.70	53.8
6b	R3	13	0	14	0.0	0.373	13.7	LOS A	2.8	19.7	0.70	0.75	0.70	54.8
6u	U	1	0	1	0.0	0.373	14.9	LOS A	2.8	19.7	0.70	0.75	0.70	55.3
Approach		457	3	481	0.7	0.373	10.8	LOS A	2.8	19.7	0.67	0.73	0.67	54.2
NorthEast: Hicks Street														
24b	L3	58	0	61	0.0	0.350	6.9	LOS A	2.1	14.7	0.65	0.77	0.65	53.7
24a	L1	104	0	109	0.0	0.350	6.5	LOS A	2.1	14.7	0.65	0.77	0.65	52.5
26	R2	149	5	157	3.4	0.350	11.6	LOS A	2.1	14.7	0.65	0.77	0.65	52.7
26u	U	1	0	1	0.0	0.350	13.6	LOS A	2.1	14.7	0.65	0.77	0.65	53.8
Approach		312	5	328	1.6	0.350	9.0	LOS A	2.1	14.7	0.65	0.77	0.65	52.8
NorthWest: McClelland Avenue														
27	L2	71	6	75	8.5	0.082	5.3	LOS A	0.5	3.8	0.40	0.51	0.40	53.8
27a	L1	306	3	322	1.0	0.352	4.5	LOS A	3.0	21.0	0.43	0.52	0.43	53.9
29a	R1	188	2	198	1.1	0.352	8.4	LOS A	3.0	21.0	0.43	0.52	0.43	56.1
29u	U	3	0	3	0.0	0.352	11.5	LOS A	3.0	21.0	0.43	0.52	0.43	55.3
Approach		568	11	598	1.9	0.352	5.9	LOS A	3.0	21.0	0.42	0.52	0.42	54.7
All Vehicles		1611	22	1696	1.4	0.373	8.3	LOS A	3.0	21.0	0.58	0.67	0.58	53.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 102 [Site Access 1 (AM Peak) (Site Folder: Post Development - Sensitivity Testing)]

Primary Vehicle Access to Canterbury Road East (Site Access 1)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Site Access														
1	L2	38	0.0	40	0.0	0.122	5.2	LOS A	0.4	3.0	0.36	0.63	0.36	48.8
3	R2	74	0.0	78	0.0	0.122	6.6	LOS A	0.4	3.0	0.36	0.63	0.36	48.3
Approach		112	0.0	118	0.0	0.122	6.2	LOS A	0.4	3.0	0.36	0.63	0.36	48.5
East: Canterbury Road East														
4	L2	32	0.0	34	0.0	0.122	5.6	LOS A	0.0	0.0	0.00	0.08	0.00	57.6
5	T1	193	0.0	203	0.0	0.122	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	59.2
Approach		225	0.0	237	0.0	0.122	0.8	LOS A	0.0	0.0	0.00	0.08	0.00	58.9
West: Canterbury Road East														
11	T1	217	0.0	228	0.0	0.129	0.1	LOS A	0.1	0.9	0.06	0.04	0.06	59.4
12	R2	16	0.0	17	0.0	0.129	6.3	LOS A	0.1	0.9	0.06	0.04	0.06	52.9
Approach		233	0.0	245	0.0	0.129	0.5	LOS A	0.1	0.9	0.06	0.04	0.06	58.9
All Vehicles		570	0.0	600	0.0	0.129	1.7	LOS A	0.4	3.0	0.10	0.17	0.10	56.5

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 1 (School Peak) (Site Folder: Post Development - Sensitivity Testing)]

Primary Vehicle Access to Canterbury Road East (Site Access 1)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Site Access														
1	L2	26	0.0	27	0.0	0.091	5.2	LOS A	0.3	2.2	0.36	0.63	0.36	48.7
3	R2	54	0.0	57	0.0	0.091	6.9	LOS A	0.3	2.2	0.36	0.63	0.36	48.2
Approach		80	0.0	84	0.0	0.091	6.3	LOS A	0.3	2.2	0.36	0.63	0.36	48.4
East: Canterbury Road East														
4	L2	54	0.0	57	0.0	0.130	5.6	LOS A	0.0	0.0	0.00	0.14	0.00	57.2
5	T1	184	0.0	194	0.0	0.130	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	58.7
Approach		238	0.0	251	0.0	0.130	1.3	LOS A	0.0	0.0	0.00	0.14	0.00	58.4
West: Canterbury Road East														
11	T1	251	0.0	264	0.0	0.155	0.1	LOS A	0.2	1.6	0.08	0.06	0.08	59.1
12	R2	26	0.0	27	0.0	0.155	6.4	LOS A	0.2	1.6	0.08	0.06	0.08	52.7
Approach		277	0.0	292	0.0	0.155	0.7	LOS A	0.2	1.6	0.08	0.06	0.08	58.5
All Vehicles		595	0.0	626	0.0	0.155	1.7	LOS A	0.3	2.2	0.09	0.17	0.09	56.8

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 1 (PM Peak) (Site Folder: Post Development - Sensitivity Testing)]

Primary Vehicle Access to Canterbury Road East (Site Access 1)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Site Access														
1	L2	20	0.0	21	0.0	0.075	5.1	LOS A	0.3	1.8	0.35	0.62	0.35	48.6
3	R2	44	0.0	46	0.0	0.075	7.0	LOS A	0.3	1.8	0.35	0.62	0.35	48.2
Approach		64	0.0	67	0.0	0.075	6.4	LOS A	0.3	1.8	0.35	0.62	0.35	48.3
East: Canterbury Road East														
4	L2	66	0.0	69	0.0	0.123	5.6	LOS A	0.0	0.0	0.00	0.17	0.00	56.8
5	T1	159	0.0	167	0.0	0.123	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	58.4
Approach		225	0.0	237	0.0	0.123	1.7	LOS A	0.0	0.0	0.00	0.17	0.00	57.9
West: Canterbury Road East														
11	T1	290	0.0	305	0.0	0.179	0.1	LOS A	0.3	1.8	0.08	0.06	0.08	59.1
12	R2	30	0.0	32	0.0	0.179	6.4	LOS A	0.3	1.8	0.08	0.06	0.08	52.8
Approach		320	0.0	337	0.0	0.179	0.7	LOS A	0.3	1.8	0.08	0.06	0.08	58.5
All Vehicles		609	0.0	641	0.0	0.179	1.7	LOS A	0.3	1.8	0.08	0.16	0.08	57.0

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 2 (AM Peak) (Site Folder: Post Development - Sensitivity Testing)]

Vehicle Access to Canterbury Road East (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Canterbury Road East														
5	T1	193	0.0	203	0.0	0.125	0.2	LOS A	0.2	1.5	0.10	0.08	0.10	58.9
6	R2	27	0.0	28	0.0	0.125	6.3	LOS A	0.2	1.5	0.10	0.08	0.10	52.6
Approach		220	0.0	232	0.0	0.125	0.9	LOS A	0.2	1.5	0.10	0.08	0.10	58.0
North: Site Access														
7	L2	63	0.0	66	0.0	0.090	5.3	LOS A	0.3	2.3	0.34	0.58	0.34	48.9
9	R2	32	0.0	34	0.0	0.090	6.6	LOS A	0.3	2.3	0.34	0.58	0.34	48.5
Approach		95	0.0	100	0.0	0.090	5.7	LOS A	0.3	2.3	0.34	0.58	0.34	48.8
West: Canterbury Road East														
10	L2	14	0.0	15	0.0	0.125	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	58.0
11	T1	217	0.0	228	0.0	0.125	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		231	0.0	243	0.0	0.125	0.4	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
All Vehicles		546	0.0	575	0.0	0.125	1.5	LOS A	0.3	2.3	0.10	0.15	0.10	56.8

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 2 (School Peak) (Site Folder: Post Development - Sensitivity Testing)]

Vehicle Access to Canterbury Road East (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Canterbury Road East														
5	T1	184	0.0	194	0.0	0.135	0.3	LOS A	0.4	2.6	0.18	0.12	0.18	58.2
6	R2	46	0.0	48	0.0	0.135	6.5	LOS A	0.4	2.6	0.18	0.12	0.18	52.0
Approach		230	0.0	242	0.0	0.135	1.6	LOS A	0.4	2.6	0.18	0.12	0.18	56.8
North: Site Access														
7	L2	46	0.0	48	0.0	0.067	5.4	LOS A	0.2	1.7	0.36	0.59	0.36	48.9
9	R2	22	0.0	23	0.0	0.067	6.8	LOS A	0.2	1.7	0.36	0.59	0.36	48.4
Approach		68	0.0	72	0.0	0.067	5.9	LOS A	0.2	1.7	0.36	0.59	0.36	48.7
West: Canterbury Road East														
10	L2	22	0.0	23	0.0	0.148	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.9
11	T1	251	0.0	264	0.0	0.148	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach		273	0.0	287	0.0	0.148	0.5	LOS A	0.0	0.0	0.00	0.05	0.00	59.4
All Vehicles		571	0.0	601	0.0	0.148	1.6	LOS A	0.4	2.6	0.12	0.14	0.12	56.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 2 (PM Peak) (Site Folder: Post Development - Sensitivity Testing)]

Vehicle Access to Canterbury Road East (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Canterbury Road East														
5	T1	159	0.0	167	0.0	0.132	0.5	LOS A	0.5	3.2	0.25	0.17	0.25	57.7
6	R2	56	0.0	59	0.0	0.132	6.7	LOS A	0.5	3.2	0.25	0.17	0.25	51.6
Approach		215	0.0	226	0.0	0.132	2.1	LOS A	0.5	3.2	0.25	0.17	0.25	55.9
North: Site Access														
7	L2	38	0.0	40	0.0	0.056	5.6	LOS A	0.2	1.4	0.38	0.60	0.38	48.8
9	R2	17	0.0	18	0.0	0.056	7.0	LOS A	0.2	1.4	0.38	0.60	0.38	48.4
Approach		55	0.0	58	0.0	0.056	6.0	LOS A	0.2	1.4	0.38	0.60	0.38	48.7
West: Canterbury Road East														
10	L2	25	0.0	26	0.0	0.171	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.9
11	T1	290	0.0	305	0.0	0.171	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach		315	0.0	332	0.0	0.171	0.5	LOS A	0.0	0.0	0.00	0.05	0.00	59.4
All Vehicles		585	0.0	616	0.0	0.171	1.6	LOS A	0.5	3.2	0.13	0.14	0.13	56.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 3 (AM Peak) (Site Folder: Post Development - Sensitivity Testing)]

Secondary Vehicle Access to Canterbury Road East (Site Access 3)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Canterbury Road East														
21	L2	68	0.0	72	0.0	0.130	5.6	LOS A	0.0	0.0	0.00	0.17	0.00	56.9
22	T1	170	0.0	179	0.0	0.130	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	58.4
Approach		238	0.0	251	0.0	0.130	1.6	LOS A	0.0	0.0	0.00	0.17	0.00	58.0
NorthWest: Canterbury Road East														
28	T1	319	0.0	336	0.0	0.199	0.1	LOS A	0.3	2.2	0.09	0.06	0.09	59.1
29	R2	35	0.0	37	0.0	0.199	6.4	LOS A	0.3	2.2	0.09	0.06	0.09	52.7
Approach		354	0.0	373	0.0	0.199	0.8	LOS A	0.3	2.2	0.09	0.06	0.09	58.4
SouthWest: RoadName														
30	L2	82	0.0	86	0.0	0.292	5.3	LOS A	1.2	8.3	0.41	0.69	0.43	48.1
32	R2	159	0.0	167	0.0	0.292	8.0	LOS A	1.2	8.3	0.41	0.69	0.43	47.7
Approach		241	0.0	254	0.0	0.292	7.1	LOS A	1.2	8.3	0.41	0.69	0.43	47.9
All Vehicles		833	0.0	877	0.0	0.292	2.8	LOS A	1.2	8.3	0.16	0.27	0.16	54.8

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 3 (School Peak) (Site Folder: Post Development - Sensitivity Testing)]

Secondary Vehicle Access to Canterbury Road East (Site Access 3)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Canterbury Road East														
21	L2	117	0.0	123	0.0	0.190	5.6	LOS A	0.0	0.0	0.00	0.20	0.00	56.6
22	T1	229	0.0	241	0.0	0.190	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	58.1
Approach		346	0.0	364	0.0	0.190	1.9	LOS A	0.0	0.0	0.00	0.20	0.00	57.6
NorthWest: Canterbury Road East														
28	T1	296	0.0	312	0.0	0.207	0.4	LOS A	0.5	3.8	0.18	0.10	0.18	58.4
29	R2	55	0.0	58	0.0	0.207	7.0	LOS A	0.5	3.8	0.18	0.10	0.18	52.2
Approach		351	0.0	369	0.0	0.207	1.4	LOS A	0.5	3.8	0.18	0.10	0.18	57.3
SouthWest: RoadName														
30	L2	55	0.0	58	0.0	0.229	5.4	LOS A	0.8	5.8	0.46	0.71	0.46	47.9
32	R2	117	0.0	123	0.0	0.229	8.3	LOS A	0.8	5.8	0.46	0.71	0.46	47.5
Approach		172	0.0	181	0.0	0.229	7.4	LOS A	0.8	5.8	0.46	0.71	0.46	47.7
All Vehicles		869	0.0	915	0.0	0.229	2.8	LOS A	0.8	5.8	0.16	0.26	0.16	55.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 3 (PM Peak) (Site Folder: Post Development - Sensitivity Testing)]

Secondary Vehicle Access to Canterbury Road East (Site Access 3)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Canterbury Road East														
21	L2	142	0.0	149	0.0	0.210	5.6	LOS A	0.0	0.0	0.00	0.22	0.00	56.4
22	T1	239	0.0	252	0.0	0.210	0.1	LOS A	0.0	0.0	0.00	0.22	0.00	57.9
Approach		381	0.0	401	0.0	0.210	2.1	LOS A	0.0	0.0	0.00	0.22	0.00	57.4
NorthWest: Canterbury Road East														
28	T1	307	0.0	323	0.0	0.222	0.5	LOS A	0.7	4.6	0.21	0.11	0.21	58.2
29	R2	64	0.0	67	0.0	0.222	7.3	LOS A	0.7	4.6	0.21	0.11	0.21	52.0
Approach		371	0.0	391	0.0	0.222	1.7	LOS A	0.7	4.6	0.21	0.11	0.21	57.0
SouthWest: RoadName														
30	L2	43	0.0	45	0.0	0.193	5.4	LOS A	0.7	4.8	0.46	0.71	0.46	47.8
32	R2	95	0.0	100	0.0	0.193	8.6	LOS A	0.7	4.8	0.46	0.71	0.46	47.4
Approach		138	0.0	145	0.0	0.193	7.6	LOS A	0.7	4.8	0.46	0.71	0.46	47.5
All Vehicles		890	0.0	937	0.0	0.222	2.8	LOS A	0.7	4.8	0.16	0.25	0.16	55.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 4 (AM Peak) (Site Folder: Post Development - Sensitivity Testing)]

Secondary Vehicle Access to Rennie Street (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	165	0.0	174	0.0	0.116	0.1	LOS A	0.3	1.9	0.07	0.12	0.07	58.6
26	R2	42	0.0	44	0.0	0.116	5.6	LOS A	0.3	1.9	0.07	0.12	0.07	52.4
Approach		207	0.0	218	0.0	0.116	1.2	LOS A	0.3	1.9	0.07	0.12	0.07	57.2
NorthWest: Site Access														
27	L2	99	0.0	104	0.0	0.080	4.7	LOS A	0.3	2.3	0.13	0.51	0.13	49.5
29	R2	13	0.0	14	0.0	0.080	5.6	LOS A	0.3	2.3	0.13	0.51	0.13	45.9
Approach		112	0.0	118	0.0	0.080	4.8	LOS A	0.3	2.3	0.13	0.51	0.13	49.0
SouthWest: Rennie Street														
30	L2	6	0.0	6	0.0	0.031	5.5	LOS A	0.0	0.0	0.00	0.06	0.00	57.8
31	T1	52	0.0	55	0.0	0.031	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.4
Approach		58	0.0	61	0.0	0.031	0.6	LOS A	0.0	0.0	0.00	0.06	0.00	59.3
All Vehicles		377	0.0	397	0.0	0.116	2.2	LOS A	0.3	2.3	0.08	0.23	0.08	54.8

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 4 (School Peak) (Site Folder: Post Development - Sensitivity Testing)]

Secondary Vehicle Access to Rennie Street (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	116	0.0	122	0.0	0.110	0.3	LOS A	0.4	3.0	0.20	0.22	0.20	57.3
26	R2	70	0.0	74	0.0	0.110	5.9	LOS A	0.4	3.0	0.20	0.22	0.20	51.3
Approach		186	0.0	196	0.0	0.110	2.4	LOS A	0.4	3.0	0.20	0.22	0.20	54.9
NorthWest: Site Access														
27	L2	70	0.0	74	0.0	0.062	5.0	LOS A	0.2	1.7	0.23	0.52	0.23	49.2
29	R2	10	0.0	11	0.0	0.062	5.9	LOS A	0.2	1.7	0.23	0.52	0.23	45.7
Approach		80	0.0	84	0.0	0.062	5.1	LOS A	0.2	1.7	0.23	0.52	0.23	48.7
SouthWest: Rennie Street														
30	L2	10	0.0	11	0.0	0.075	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	58.0
31	T1	128	0.0	135	0.0	0.075	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		138	0.0	145	0.0	0.075	0.4	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
All Vehicles		404	0.0	425	0.0	0.110	2.3	LOS A	0.4	3.0	0.14	0.22	0.14	54.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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.

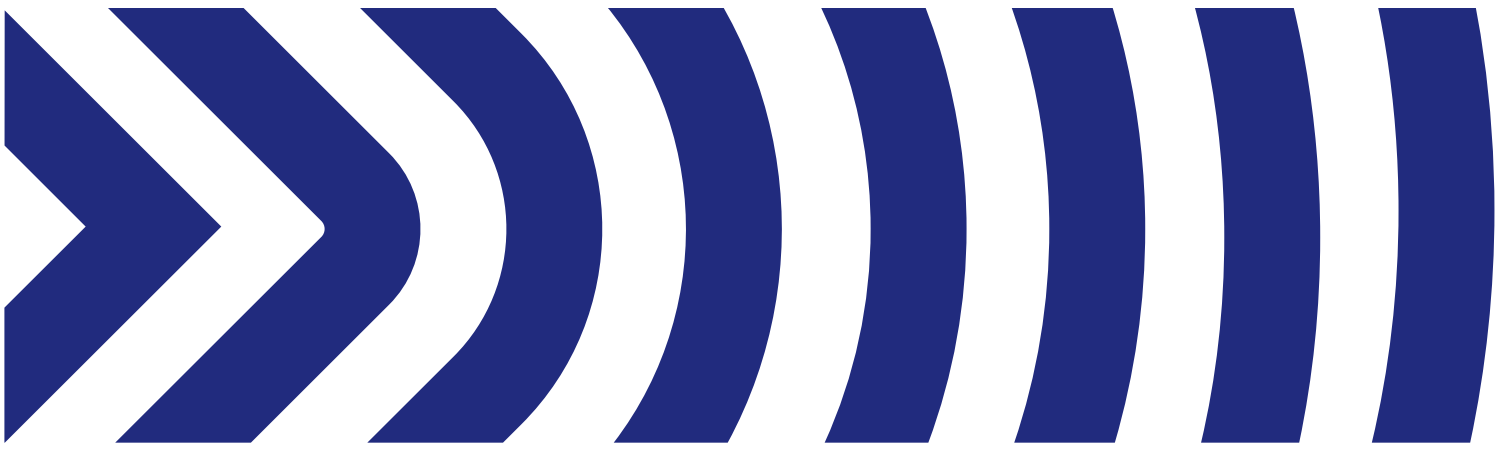
MOVEMENT SUMMARY

▼ Site: 102 [Site Access 4 (PM Peak) (Site Folder: Post Development - Sensitivity Testing)]

Secondary Vehicle Access to Rennie Street (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	97	0.0	102	0.0	0.111	0.4	LOS A	0.5	3.5	0.26	0.27	0.26	56.7
26	R2	83	0.0	87	0.0	0.111	6.1	LOS A	0.5	3.5	0.26	0.27	0.26	50.8
Approach		180	0.0	189	0.0	0.111	3.0	LOS A	0.5	3.5	0.26	0.27	0.26	53.8
NorthWest: Site Access														
27	L2	55	0.0	58	0.0	0.051	5.1	LOS A	0.2	1.4	0.27	0.53	0.27	49.1
29	R2	9	0.0	9	0.0	0.051	6.0	LOS A	0.2	1.4	0.27	0.53	0.27	45.6
Approach		64	0.0	67	0.0	0.051	5.2	LOS A	0.2	1.4	0.27	0.53	0.27	48.6
SouthWest: Rennie Street														
30	L2	13	0.0	14	0.0	0.096	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.9
31	T1	164	0.0	173	0.0	0.096	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		177	0.0	186	0.0	0.096	0.4	LOS A	0.0	0.0	0.00	0.04	0.00	59.4
All Vehicles		421	0.0	443	0.0	0.111	2.3	LOS A	0.5	3.5	0.15	0.22	0.15	55.1

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 G

**SIDRA Results – Post-Development Conditions
(with Possible Regional Sports Reserve)**

MOVEMENT SUMMARY

▼ Site: 101 [Watt Street/Avalon Road (AM Peak) - PD (Site Folder: Post Development)]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	82	5	86	6.1	0.204	6.6	LOS A	0.0	0.3	0.01	0.13	0.01	60.9
2	T1	303	24	319	7.9	0.204	0.0	LOS A	0.0	0.3	0.01	0.13	0.01	68.1
3u	U	1	0	1	0.0	0.204	12.5	LOS A	0.0	0.3	0.01	0.13	0.01	64.5
Approach		386	29	406	7.5	0.204	1.5	LOS A	0.0	0.3	0.01	0.13	0.01	66.4
North: Avalon Road														
8	T1	446	36	469	8.1	0.258	0.1	LOS A	0.2	1.4	0.04	0.02	0.04	69.5
9	R2	13	2	14	15.4	0.258	8.9	LOS A	0.2	1.4	0.04	0.02	0.04	61.1
Approach		459	38	483	8.3	0.258	0.4	LOS A	0.2	1.4	0.04	0.02	0.04	69.2
West: Watt Street														
10	L2	17	1	18	5.9	0.378	8.0	LOS A	1.6	11.2	0.67	0.92	0.88	49.8
12	R2	175	0	184	0.0	0.378	12.7	LOS A	1.6	11.2	0.67	0.92	0.88	50.9
Approach		192	1	202	0.5	0.378	12.2	LOS A	1.6	11.2	0.67	0.92	0.88	50.8
All Vehicles		1037	68	1092	6.6	0.378	3.0	LOS A	1.6	11.2	0.15	0.23	0.19	63.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Watt Street/Avalon Road (School Peak) - PD (Site Folder: Post Development)]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	179	1	188	0.6	0.308	6.4	LOS A	0.0	0.0	0.00	0.19	0.00	64.0
2	T1	418	23	440	5.5	0.308	0.1	LOS A	0.0	0.0	0.00	0.19	0.00	67.3
Approach		597	24	628	4.0	0.308	2.0	LOS A	0.0	0.0	0.00	0.19	0.00	66.2
North: Avalon Road														
8	T1	308	20	324	6.5	0.191	0.4	LOS A	0.3	2.3	0.11	0.04	0.11	68.7
9	R2	19	1	20	5.3	0.191	10.1	LOS A	0.3	2.3	0.11	0.04	0.11	61.0
Approach		327	21	344	6.4	0.191	1.0	LOS A	0.3	2.3	0.11	0.04	0.11	68.2
West: Watt Street														
10	L2	22	2	23	9.1	0.321	8.5	LOS A	1.3	9.2	0.68	0.90	0.83	49.2
12	R2	132	6	139	4.5	0.321	13.0	LOS A	1.3	9.2	0.68	0.90	0.83	49.9
Approach		154	8	162	5.2	0.321	12.3	LOS A	1.3	9.2	0.68	0.90	0.83	49.8
All Vehicles		1078	53	1135	4.9	0.321	3.2	LOS A	1.3	9.2	0.13	0.25	0.15	63.8

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Watt Street/Avalon Road (PM Peak) - PD (Site Folder: Post Development)]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	202	0	213	0.0	0.340	6.4	LOS A	0.0	0.0	0.00	0.19	0.00	64.2
2	T1	465	14	489	3.0	0.340	0.1	LOS A	0.0	0.0	0.00	0.19	0.00	67.2
Approach		667	14	702	2.1	0.340	2.0	LOS A	0.0	0.0	0.00	0.19	0.00	66.3
North: Avalon Road														
8	T1	342	8	360	2.3	0.213	0.6	LOS A	0.4	3.0	0.13	0.04	0.13	68.4
9	R2	23	1	24	4.3	0.213	10.9	LOS A	0.4	3.0	0.13	0.04	0.13	60.8
Approach		365	9	384	2.5	0.213	1.3	LOS A	0.4	3.0	0.13	0.04	0.13	67.8
West: Watt Street														
10	L2	14	0	15	0.0	0.300	8.4	LOS A	1.1	7.8	0.72	0.92	0.85	50.4
12	R2	114	2	120	1.8	0.300	13.8	LOS A	1.1	7.8	0.72	0.92	0.85	49.8
Approach		128	2	135	1.6	0.300	13.2	LOS A	1.1	7.8	0.72	0.92	0.85	49.9
All Vehicles		1160	25	1221	2.2	0.340	3.0	LOS A	1.1	7.8	0.12	0.22	0.14	64.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Watt Street/Avalon Road (Weekend Peak) - PD (Site Folder: Post Development)]

Watt Street/Avalon Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Avalon Road														
1	L2	164	0	173	0.0	0.272	6.4	LOS A	0.0	0.0	0.00	0.19	0.00	64.2
2	T1	367	14	386	3.8	0.272	0.1	LOS A	0.0	0.0	0.00	0.19	0.00	67.2
Approach		531	14	559	2.6	0.272	2.0	LOS A	0.0	0.0	0.00	0.19	0.00	66.3
North: Avalon Road														
8	T1	270	8	284	3.0	0.165	0.4	LOS A	0.3	1.9	0.11	0.04	0.11	68.7
9	R2	19	1	20	5.3	0.165	9.3	LOS A	0.3	1.9	0.11	0.04	0.11	61.1
Approach		289	9	304	3.1	0.165	1.0	LOS A	0.3	1.9	0.11	0.04	0.11	68.2
West: Watt Street														
10	L2	15	0	16	0.0	0.245	7.3	LOS A	0.9	6.3	0.60	0.84	0.65	52.5
12	R2	123	2	129	1.6	0.245	10.7	LOS A	0.9	6.3	0.60	0.84	0.65	51.9
Approach		138	2	145	1.4	0.245	10.3	LOS A	0.9	6.3	0.60	0.84	0.65	52.0
All Vehicles		958	25	1008	2.6	0.272	2.9	LOS A	0.9	6.3	0.12	0.24	0.13	64.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (AM Peak) - PD (Site Folder: Post Development)]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	67	0	71	0.0	0.072	5.5	LOS A	0.3	2.1	0.33	0.54	0.33	53.7
26	R2	1	0	1	0.0	0.072	9.5	LOS A	0.3	2.1	0.33	0.54	0.33	53.1
Approach		68	0	72	0.0	0.072	5.5	LOS A	0.3	2.1	0.33	0.54	0.33	53.7
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.112	6.1	LOS A	0.5	3.8	0.26	0.55	0.26	52.8
29	R2	167	2	176	1.2	0.112	6.0	LOS A	0.5	3.8	0.26	0.55	0.26	52.8
Approach		168	2	177	1.2	0.112	6.0	LOS A	0.5	3.8	0.26	0.55	0.26	52.8
SouthWest: Rennie Street														
30	L2	229	1	241	0.4	0.126	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	136	0	143	0.0	0.077	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		365	1	384	0.3	0.126	3.5	LOS A	0.0	0.0	0.00	0.36	0.00	55.8
All Vehicles		601	3	633	0.5	0.126	4.4	LOS A	0.5	3.8	0.11	0.43	0.11	54.7

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (School Peak) - PD
(Site Folder: Post Development)]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	118	0	124	0.0	0.130	5.8	LOS A	0.6	4.0	0.38	0.57	0.38	53.6
26	R2	1	0	1	0.0	0.130	10.1	LOS A	0.6	4.0	0.38	0.57	0.38	53.0
Approach		119	0	125	0.0	0.130	5.8	LOS A	0.6	4.0	0.38	0.57	0.38	53.6
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.130	6.1	LOS A	0.6	4.5	0.26	0.55	0.26	52.8
29	R2	193	3	203	1.6	0.130	6.0	LOS A	0.6	4.5	0.26	0.55	0.26	52.8
29u	U	1	0	1	0.0	0.130	8.6	LOS A	0.6	4.5	0.26	0.55	0.26	52.5
Approach		195	3	205	1.5	0.130	6.0	LOS A	0.6	4.5	0.26	0.55	0.26	52.8
SouthWest: Rennie Street														
30	L2	234	1	246	0.4	0.128	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	127	1	134	0.8	0.072	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		361	2	380	0.6	0.128	3.6	LOS A	0.0	0.0	0.00	0.37	0.00	55.7
All Vehicles		675	5	711	0.7	0.130	4.7	LOS A	0.6	4.5	0.14	0.46	0.14	54.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (PM Peak) - PD (Site Folder: Post Development)]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	145	0	153	0.0	0.164	5.8	LOS A	0.7	5.2	0.39	0.58	0.39	53.5
26	R2	4	0	4	0.0	0.164	9.3	LOS A	0.7	5.2	0.39	0.58	0.39	53.0
Approach		149	0	157	0.0	0.164	5.9	LOS A	0.7	5.2	0.39	0.58	0.39	53.5
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.127	6.0	LOS A	0.6	4.3	0.24	0.54	0.24	52.8
29	R2	194	0	204	0.0	0.127	5.9	LOS A	0.6	4.3	0.24	0.54	0.24	52.9
Approach		195	0	205	0.0	0.127	5.9	LOS A	0.6	4.3	0.24	0.54	0.24	52.9
SouthWest: Rennie Street														
30	L2	170	1	179	0.6	0.093	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	115	0	121	0.0	0.065	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		285	1	300	0.4	0.093	3.3	LOS A	0.0	0.0	0.00	0.34	0.00	56.0
All Vehicles		629	1	662	0.2	0.164	4.8	LOS A	0.7	5.2	0.17	0.46	0.17	54.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Nasmyth Street (Weekend Peak) - PD
(Site Folder: Post Development)]

Rennie Street/Nasmyth Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Nasmyth Street														
25	T1	119	0	125	0.0	0.128	5.5	LOS A	0.6	4.0	0.33	0.55	0.33	53.7
26	R2	3	0	3	0.0	0.128	9.1	LOS A	0.6	4.0	0.33	0.55	0.33	53.1
Approach		122	0	128	0.0	0.128	5.5	LOS A	0.6	4.0	0.33	0.55	0.33	53.7
NorthWest: Rennie Street														
27	L2	1	0	1	0.0	0.106	6.2	LOS A	0.5	3.5	0.29	0.56	0.29	52.7
29	R2	155	0	163	0.0	0.106	6.1	LOS A	0.5	3.5	0.29	0.56	0.29	52.8
Approach		156	0	164	0.0	0.106	6.1	LOS A	0.5	3.5	0.29	0.56	0.29	52.8
SouthWest: Rennie Street														
30	L2	161	1	169	0.6	0.088	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
31	T1	158	0	166	0.0	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		319	1	336	0.3	0.089	2.8	LOS A	0.0	0.0	0.00	0.29	0.00	56.6
All Vehicles		597	1	628	0.2	0.128	4.2	LOS A	0.6	4.0	0.14	0.41	0.14	54.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (AM Peak) - PD
(Site Folder: Post Development)]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	53	1	56	1.9	0.029	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	135	32	142	23.7	0.104	6.5	LOS A	0.5	4.1	0.30	0.59	0.30	51.1
Approach		188	33	198	17.6	0.104	4.7	LOS A	0.5	4.1	0.22	0.43	0.22	53.3
North: Rennie Street														
7	L2	3	0	3	0.0	0.084	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
8	T1	153	0	161	0.0	0.084	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		156	0	164	0.0	0.084	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		344	33	362	9.6	0.104	2.6	NA	0.5	4.1	0.12	0.24	0.12	56.1

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (School Peak) - PD
(Site Folder: Post Development)]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	147	1	155	0.7	0.081	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	259	36	273	13.9	0.184	6.3	LOS A	0.9	7.3	0.28	0.59	0.28	51.6
Approach		406	37	427	9.1	0.184	4.0	LOS A	0.9	7.3	0.18	0.38	0.18	54.3
North: Rennie Street														
7	L2	2	0	2	0.0	0.069	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.3
8	T1	125	0	132	0.0	0.069	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		127	0	134	0.0	0.069	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
All Vehicles		533	37	561	6.9	0.184	3.1	NA	0.9	7.3	0.14	0.29	0.14	55.5

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (PM Peak) - PD (Site Folder: Post Development)]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	183	0	193	0.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	173	31	182	17.9	0.123	6.2	LOS A	0.6	4.8	0.25	0.58	0.25	51.5
Approach		356	31	375	8.7	0.123	3.0	LOS A	0.6	4.8	0.12	0.28	0.12	55.5
North: Rennie Street														
7	L2	1	0	1	0.0	0.059	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.3
8	T1	107	3	113	2.8	0.059	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		108	3	114	2.8	0.059	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
All Vehicles		464	34	488	7.3	0.123	2.4	NA	0.6	4.8	0.09	0.22	0.09	56.5

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Princes Freeway (Weekend Peak) - PD (Site Folder: Post Development)]

Rennie Street/Princes Freeway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
2	T1	186	0	196	0.0	0.102	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	137	31	144	22.6	0.103	6.5	LOS A	0.5	4.1	0.29	0.59	0.29	51.2
Approach		323	31	340	9.6	0.103	2.8	LOS A	0.5	4.1	0.12	0.25	0.12	55.9
North: Rennie Street														
7	L2	1	0	1	0.0	0.077	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.3
8	T1	140	3	147	2.1	0.077	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		141	3	148	2.1	0.077	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		464	34	488	7.3	0.103	1.9	NA	0.5	4.1	0.08	0.17	0.08	57.1

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Canterbury Road E (AM Peak) - PD
(Site Folder: Post Development)]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	86	2	91	2.3	0.147	0.4	LOS A	0.7	5.1	0.25	0.37	0.25	55.9
26	R2	149	0	157	0.0	0.147	5.9	LOS A	0.7	5.1	0.25	0.37	0.25	59.4
Approach		235	2	247	0.9	0.147	3.9	LOS A	0.7	5.1	0.25	0.37	0.25	58.1
NorthWest: Canterbury Road E														
27	L2	227	0	239	0.0	0.334	7.2	LOS A	1.5	10.8	0.21	0.63	0.21	58.3
29	R2	159	0	167	0.0	0.334	8.6	LOS A	1.5	10.8	0.21	0.63	0.21	57.7
Approach		386	0	406	0.0	0.334	7.8	LOS A	1.5	10.8	0.21	0.63	0.21	58.1
SouthWest: Rennie Street														
30	L2	56	0	59	0.0	0.069	5.6	LOS A	0.0	0.0	0.00	0.27	0.00	56.1
31	T1	69	1	73	1.4	0.069	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	57.6
Approach		125	1	132	0.8	0.069	2.5	LOS A	0.0	0.0	0.00	0.27	0.00	56.9
All Vehicles		746	3	785	0.4	0.334	5.7	LOS A	1.5	10.8	0.19	0.49	0.19	57.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 [Rennie Street/Canterbury Road E (School Peak) - PD (Site Folder: Post Development)]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	119	0	125	0.0	0.220	0.7	LOS A	1.2	8.2	0.34	0.39	0.34	55.6
26	R2	216	0	227	0.0	0.220	6.2	LOS A	1.2	8.2	0.34	0.39	0.34	59.0
Approach		335	0	353	0.0	0.220	4.3	LOS A	1.2	8.2	0.34	0.39	0.34	57.7
NorthWest: Canterbury Road E														
27	L2	150	2	158	1.3	0.292	7.4	LOS A	1.2	8.6	0.29	0.67	0.29	57.6
29	R2	138	0	145	0.0	0.292	9.6	LOS A	1.2	8.6	0.29	0.67	0.29	57.1
Approach		288	2	303	0.7	0.292	8.5	LOS A	1.2	8.6	0.29	0.67	0.29	57.4
SouthWest: Rennie Street														
30	L2	81	0	85	0.0	0.108	5.6	LOS A	0.0	0.0	0.00	0.25	0.00	56.2
31	T1	114	1	120	0.9	0.108	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	57.8
Approach		195	1	205	0.5	0.108	2.3	LOS A	0.0	0.0	0.00	0.25	0.00	57.1
All Vehicles		818	3	861	0.4	0.292	5.3	LOS A	1.2	8.6	0.24	0.45	0.24	57.5

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Canterbury Road E (PM Peak) - PD
(Site Folder: Post Development)]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	104	3	109	2.9	0.230	0.8	LOS A	1.2	8.8	0.37	0.43	0.37	55.3
26	R2	236	2	248	0.8	0.230	6.3	LOS A	1.2	8.8	0.37	0.43	0.37	58.4
Approach		340	5	358	1.5	0.230	4.7	LOS A	1.2	8.8	0.37	0.43	0.37	57.4
NorthWest: Canterbury Road E														
27	L2	119	0	125	0.0	0.250	7.4	LOS A	1.0	6.9	0.30	0.67	0.30	57.6
29	R2	120	0	126	0.0	0.250	9.6	LOS A	1.0	6.9	0.30	0.67	0.30	57.1
Approach		239	0	252	0.0	0.250	8.5	LOS A	1.0	6.9	0.30	0.67	0.30	57.3
SouthWest: Rennie Street														
30	L2	89	0	94	0.0	0.117	5.6	LOS A	0.0	0.0	0.00	0.25	0.00	56.2
31	T1	123	0	129	0.0	0.117	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	57.7
Approach		212	0	223	0.0	0.117	2.4	LOS A	0.0	0.0	0.00	0.25	0.00	57.1
All Vehicles		791	5	833	0.6	0.250	5.2	LOS A	1.2	8.8	0.25	0.45	0.25	57.3

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

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 [Rennie Street/Canterbury Road E (Weekend Peak) - PD (Site Folder: Post Development)]

Rennie Street/Canterbury Road E
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	111	3	117	2.7	0.198	0.7	LOS A	1.0	7.3	0.35	0.38	0.35	55.6
26	R2	187	2	197	1.1	0.198	6.3	LOS A	1.0	7.3	0.35	0.38	0.35	58.7
Approach		298	5	314	1.7	0.198	4.2	LOS A	1.0	7.3	0.35	0.38	0.35	57.5
NorthWest: Canterbury Road E														
27	L2	145	0	153	0.0	0.240	7.5	LOS A	1.0	6.8	0.29	0.66	0.29	57.9
29	R2	103	0	108	0.0	0.240	9.3	LOS A	1.0	6.8	0.29	0.66	0.29	57.3
Approach		248	0	261	0.0	0.240	8.2	LOS A	1.0	6.8	0.29	0.66	0.29	57.7
SouthWest: Rennie Street														
30	L2	77	0	81	0.0	0.116	5.6	LOS A	0.0	0.0	0.00	0.22	0.00	56.5
31	T1	134	0	141	0.0	0.116	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	58.0
Approach		211	0	222	0.0	0.116	2.0	LOS A	0.0	0.0	0.00	0.22	0.00	57.5
All Vehicles		757	5	797	0.7	0.240	4.9	LOS A	1.0	7.3	0.23	0.43	0.23	57.6

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 [Forest Road S/Canterbury Road W (AM Peak) - PD**
(Site Folder: Post Development)]

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	35	2	37	5.7	0.382	6.3	LOS A	2.4	17.8	0.53	0.64	0.53	51.7
2	T1	281	16	296	5.7	0.382	6.4	LOS A	2.4	17.8	0.53	0.64	0.53	52.7
3	R2	55	1	58	1.8	0.382	9.6	LOS A	2.4	17.8	0.53	0.64	0.53	52.5
Approach		371	19	391	5.1	0.382	6.9	LOS A	2.4	17.8	0.53	0.64	0.53	52.6
East: Canterbury Road E														
4	L2	157	2	165	1.3	0.491	11.1	LOS A	3.8	27.0	0.84	0.96	0.97	48.6
5	T1	51	0	54	0.0	0.491	11.2	LOS A	3.8	27.0	0.84	0.96	0.97	49.5
6	R2	121	2	127	1.7	0.491	14.6	LOS A	3.8	27.0	0.84	0.96	0.97	49.1
Approach		329	4	346	1.2	0.491	12.4	LOS A	3.8	27.0	0.84	0.96	0.97	49.0
North: Forest Road S														
7	L2	78	2	82	2.6	0.062	5.1	LOS A	0.3	2.1	0.29	0.54	0.29	53.3
8	T1	444	15	467	3.4	0.454	6.3	LOS A	3.1	22.6	0.57	0.65	0.57	52.6
9	R2	67	1	71	1.5	0.454	9.5	LOS A	3.1	22.6	0.57	0.65	0.57	52.3
9u	U	8	0	8	0.0	0.454	11.1	LOS A	3.1	22.6	0.57	0.65	0.57	52.9
Approach		597	18	628	3.0	0.454	6.5	LOS A	3.1	22.6	0.54	0.64	0.54	52.6
West: Canterbury Road W														
10	L2	107	0	113	0.0	0.443	8.5	LOS A	3.1	21.6	0.74	0.82	0.75	50.3
11	T1	100	0	105	0.0	0.443	8.6	LOS A	3.1	21.6	0.74	0.82	0.75	51.2
12	R2	143	1	151	0.7	0.443	12.0	LOS A	3.1	21.6	0.74	0.82	0.75	50.9
12u	U	1	0	1	0.0	0.443	13.6	LOS A	3.1	21.6	0.74	0.82	0.75	51.4
Approach		351	1	369	0.3	0.443	10.0	LOS A	3.1	21.6	0.74	0.82	0.75	50.8
All Vehicles		1648	42	1735	2.5	0.491	8.5	LOS A	3.8	27.0	0.64	0.74	0.67	51.5

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Forest Road S/Canterbury Road W (School Peak) - PD (Site Folder: Post Development)]**

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	128	1	135	0.8	0.684	8.9	LOS B	7.2	52.1	0.78	0.82	0.90	50.5
2	T1	408	19	429	4.7	0.684	9.1	LOS B	7.2	52.1	0.78	0.82	0.90	51.3
3	R2	115	2	121	1.7	0.684	12.3	LOS B	7.2	52.1	0.78	0.82	0.90	51.1
Approach		651	22	685	3.4	0.684	9.6	LOS B	7.2	52.1	0.78	0.82	0.90	51.1
East: Canterbury Road E														
4	L2	78	2	82	2.6	0.413	9.8	LOS A	2.8	19.9	0.79	0.89	0.83	49.3
5	T1	75	1	79	1.3	0.413	9.8	LOS A	2.8	19.9	0.79	0.89	0.83	50.2
6	R2	128	3	135	2.3	0.413	13.2	LOS A	2.8	19.9	0.79	0.89	0.83	49.9
Approach		281	6	296	2.1	0.413	11.3	LOS A	2.8	19.9	0.79	0.89	0.83	49.8
North: Forest Road S														
7	L2	131	3	138	2.3	0.105	5.2	LOS A	0.5	3.7	0.32	0.55	0.32	53.2
8	T1	447	13	471	2.9	0.458	6.0	LOS A	3.1	22.1	0.52	0.62	0.52	52.8
9	R2	103	3	108	2.9	0.458	9.3	LOS A	3.1	22.1	0.52	0.62	0.52	52.4
9u	U	2	0	2	0.0	0.458	10.9	LOS A	3.1	22.1	0.52	0.62	0.52	53.1
Approach		683	19	719	2.8	0.458	6.4	LOS A	3.1	22.1	0.48	0.61	0.48	52.8
West: Canterbury Road W														
10	L2	58	1	61	1.7	0.320	9.7	LOS A	2.1	15.2	0.81	0.87	0.81	49.4
11	T1	50	1	53	2.0	0.320	9.9	LOS A	2.1	15.2	0.81	0.87	0.81	50.2
12	R2	87	2	92	2.3	0.320	13.2	LOS A	2.1	15.2	0.81	0.87	0.81	49.9
12u	U	1	0	1	0.0	0.320	14.7	LOS A	2.1	15.2	0.81	0.87	0.81	50.5
Approach		196	4	206	2.0	0.320	11.3	LOS A	2.1	15.2	0.81	0.87	0.81	49.8
All Vehicles		1811	51	1906	2.8	0.684	8.8	LOS B	7.2	52.1	0.67	0.76	0.72	51.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Forest Road S/Canterbury Road W (PM Peak) - PD**
(Site Folder: Post Development)]

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	176	0	185	0.0	0.795	11.2	LOS C	11.4	79.8	0.88	0.92	1.13	49.0
2	T1	457	1	481	0.2	0.795	11.3	LOS C	11.4	79.8	0.88	0.92	1.13	49.8
3	R2	154	0	162	0.0	0.795	14.6	LOS C	11.4	79.8	0.88	0.92	1.13	49.5
Approach		787	1	828	0.1	0.795	11.9	LOS C	11.4	79.8	0.88	0.92	1.13	49.6
East: Canterbury Road E														
4	L2	90	0	95	0.0	0.350	8.7	LOS A	2.2	15.4	0.74	0.83	0.74	50.2
5	T1	61	0	64	0.0	0.350	8.8	LOS A	2.2	15.4	0.74	0.83	0.74	51.1
6	R2	101	0	106	0.0	0.350	12.1	LOS A	2.2	15.4	0.74	0.83	0.74	50.8
Approach		252	0	265	0.0	0.350	10.1	LOS A	2.2	15.4	0.74	0.83	0.74	50.7
North: Forest Road S														
7	L2	123	0	129	0.0	0.101	5.3	LOS A	0.5	3.6	0.37	0.56	0.37	53.2
8	T1	350	9	368	2.6	0.436	6.3	LOS A	2.9	20.4	0.55	0.67	0.55	52.5
9	R2	147	1	155	0.7	0.436	9.5	LOS A	2.9	20.4	0.55	0.67	0.55	52.2
9u	U	5	1	5	20.0	0.436	11.7	LOS A	2.9	20.4	0.55	0.67	0.55	51.9
Approach		625	11	658	1.8	0.436	6.9	LOS A	2.9	20.4	0.52	0.65	0.52	52.5
West: Canterbury Road W														
10	L2	66	0	69	0.0	0.396	10.7	LOS A	2.9	20.3	0.89	0.93	0.91	48.8
11	T1	62	0	65	0.0	0.396	10.9	LOS A	2.9	20.3	0.89	0.93	0.91	49.7
12	R2	93	0	98	0.0	0.396	14.1	LOS A	2.9	20.3	0.89	0.93	0.91	49.3
12u	U	1	0	1	0.0	0.396	15.8	LOS A	2.9	20.3	0.89	0.93	0.91	49.8
Approach		222	0	234	0.0	0.396	12.2	LOS A	2.9	20.3	0.89	0.93	0.91	49.3
All Vehicles		1886	12	1985	0.6	0.795	10.0	LOS C	11.4	79.8	0.74	0.82	0.85	50.6

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Forest Road S/Canterbury Road W (Weekend Peak)**
- PD (Site Folder: Post Development)]

Forest Road S/Canterbury Road W
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Forest Road S														
1	L2	145	0	153	0.0	0.648	7.9	LOS B	6.2	43.6	0.72	0.76	0.78	51.1
2	T1	376	1	396	0.3	0.648	8.0	LOS B	6.2	43.6	0.72	0.76	0.78	52.0
3	R2	132	0	139	0.0	0.648	11.3	LOS B	6.2	43.6	0.72	0.76	0.78	51.7
Approach		653	1	687	0.2	0.648	8.6	LOS B	6.2	43.6	0.72	0.76	0.78	51.7
East: Canterbury Road E														
4	L2	95	0	100	0.0	0.347	7.6	LOS A	2.1	14.8	0.65	0.77	0.65	50.9
5	T1	76	0	80	0.0	0.347	7.7	LOS A	2.1	14.8	0.65	0.77	0.65	51.8
6	R2	118	0	124	0.0	0.347	11.0	LOS A	2.1	14.8	0.65	0.77	0.65	51.5
Approach		289	0	304	0.0	0.347	9.0	LOS A	2.1	14.8	0.65	0.77	0.65	51.4
North: Forest Road S														
7	L2	123	0	129	0.0	0.099	5.3	LOS A	0.5	3.4	0.34	0.56	0.34	53.2
8	T1	288	9	303	3.1	0.323	6.0	LOS A	1.9	13.5	0.48	0.62	0.48	52.8
9	R2	84	1	88	1.2	0.323	9.2	LOS A	1.9	13.5	0.48	0.62	0.48	52.5
9u	U	4	1	4	25.0	0.323	11.4	LOS A	1.9	13.5	0.48	0.62	0.48	52.0
Approach		499	11	525	2.2	0.323	6.4	LOS A	1.9	13.5	0.44	0.61	0.44	52.9
West: Canterbury Road W														
10	L2	54	0	57	0.0	0.312	9.3	LOS A	2.1	14.5	0.79	0.85	0.79	49.9
11	T1	73	0	77	0.0	0.312	9.5	LOS A	2.1	14.5	0.79	0.85	0.79	50.7
12	R2	77	0	81	0.0	0.312	12.7	LOS A	2.1	14.5	0.79	0.85	0.79	50.4
12u	U	1	0	1	0.0	0.312	14.4	LOS A	2.1	14.5	0.79	0.85	0.79	50.9
Approach		205	0	216	0.0	0.312	10.7	LOS A	2.1	14.5	0.79	0.85	0.79	50.4
All Vehicles		1646	12	1733	0.7	0.648	8.3	LOS B	6.2	43.6	0.63	0.73	0.66	51.8

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (AM Peak) - PD
(Site Folder: Post Development)]**

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	197	3	207	1.5	0.356	6.1	LOS A	2.1	15.1	0.62	0.73	0.62	53.0
3a	R1	80	0	84	0.0	0.356	10.1	LOS A	2.1	15.1	0.62	0.73	0.62	52.9
3	R2	59	0	62	0.0	0.356	11.1	LOS A	2.1	15.1	0.62	0.73	0.62	55.8
3u	U	1	0	1	0.0	0.356	13.2	LOS A	2.1	15.1	0.62	0.73	0.62	54.3
Approach		337	3	355	0.9	0.356	8.0	LOS A	2.1	15.1	0.62	0.73	0.62	53.4
East: McClelland Avenue														
4	L2	36	0	38	0.0	0.026	5.2	LOS A	0.1	1.0	0.32	0.50	0.32	57.7
6a	R1	370	27	389	7.3	0.302	10.0	LOS A	2.1	15.3	0.46	0.64	0.46	54.3
6b	R3	14	0	15	0.0	0.302	12.1	LOS A	2.1	15.3	0.46	0.64	0.46	55.6
6u	U	1	0	1	0.0	0.302	13.3	LOS A	2.1	15.3	0.46	0.64	0.46	56.1
Approach		421	27	443	6.4	0.302	9.7	LOS A	2.1	15.3	0.45	0.63	0.45	54.6
NorthEast: Hicks Street														
24b	L3	10	2	11	20.0	0.118	6.7	LOS A	0.6	4.5	0.55	0.69	0.55	49.8
24a	L1	40	3	42	7.5	0.118	5.9	LOS A	0.6	4.5	0.55	0.69	0.55	52.6
26	R2	51	6	54	11.8	0.118	11.1	LOS A	0.6	4.5	0.55	0.69	0.55	52.7
26u	U	1	0	1	0.0	0.118	12.9	LOS A	0.6	4.5	0.55	0.69	0.55	54.1
Approach		102	11	107	10.8	0.118	8.7	LOS A	0.6	4.5	0.55	0.69	0.55	52.4
NorthWest: McClelland Avenue														
27	L2	87	6	92	6.9	0.104	5.7	LOS A	0.6	4.7	0.45	0.54	0.45	53.7
27a	L1	337	12	355	3.6	0.330	4.7	LOS A	2.7	19.1	0.47	0.52	0.47	54.1
29a	R1	104	0	109	0.0	0.330	8.6	LOS A	2.7	19.1	0.47	0.52	0.47	56.6
29u	U	2	0	2	0.0	0.330	11.7	LOS A	2.7	19.1	0.47	0.52	0.47	55.6
Approach		530	18	558	3.4	0.330	5.7	LOS A	2.7	19.1	0.47	0.53	0.47	54.5
All Vehicles		1390	59	1463	4.2	0.356	7.7	LOS A	2.7	19.1	0.50	0.62	0.50	54.1

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (School Peak) - PD (Site Folder: Post Development)]**

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	193	2	203	1.0	0.329	6.3	LOS A	2.0	14.1	0.64	0.73	0.64	53.1
3a	R1	56	2	59	3.6	0.329	10.3	LOS A	2.0	14.1	0.64	0.73	0.64	52.8
3	R2	45	1	47	2.2	0.329	11.4	LOS A	2.0	14.1	0.64	0.73	0.64	55.3
3u	U	1	0	1	0.0	0.329	13.4	LOS A	2.0	14.1	0.64	0.73	0.64	54.4
Approach		295	5	311	1.7	0.329	7.9	LOS A	2.0	14.1	0.64	0.73	0.64	53.4
East: McClelland Avenue														
4	L2	62	0	65	0.0	0.050	5.8	LOS A	0.3	2.0	0.44	0.54	0.44	57.3
6a	R1	368	11	387	3.0	0.340	11.0	LOS A	2.4	17.4	0.62	0.72	0.62	53.9
6b	R3	16	2	17	12.5	0.340	13.5	LOS A	2.4	17.4	0.62	0.72	0.62	54.5
6u	U	1	0	1	0.0	0.340	14.3	LOS A	2.4	17.4	0.62	0.72	0.62	55.6
Approach		447	13	471	2.9	0.340	10.4	LOS A	2.4	17.4	0.60	0.69	0.60	54.4
NorthEast: Hicks Street														
24b	L3	26	0	27	0.0	0.223	6.6	LOS A	1.2	8.7	0.60	0.73	0.60	53.9
24a	L1	74	1	78	1.4	0.223	6.2	LOS A	1.2	8.7	0.60	0.73	0.60	52.6
26	R2	97	5	102	5.2	0.223	11.3	LOS A	1.2	8.7	0.60	0.73	0.60	52.8
26u	U	1	0	1	0.0	0.223	13.3	LOS A	1.2	8.7	0.60	0.73	0.60	53.9
Approach		198	6	208	3.0	0.223	8.8	LOS A	1.2	8.7	0.60	0.73	0.60	52.9
NorthWest: McClelland Avenue														
27	L2	80	3	84	3.8	0.090	5.2	LOS A	0.5	4.0	0.40	0.51	0.40	54.0
27a	L1	294	14	309	4.8	0.349	4.5	LOS A	2.9	21.0	0.43	0.52	0.43	53.8
29a	R1	188	4	198	2.1	0.349	8.5	LOS A	2.9	21.0	0.43	0.52	0.43	55.8
29u	U	3	1	3	33.3	0.349	12.2	LOS A	2.9	21.0	0.43	0.52	0.43	53.9
Approach		565	22	595	3.9	0.349	6.0	LOS A	2.9	21.0	0.42	0.52	0.42	54.5
All Vehicles		1505	46	1584	3.1	0.349	8.0	LOS A	2.9	21.0	0.54	0.64	0.54	54.0

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (PM Peak) - PD
(Site Folder: Post Development)]**

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	162	1	171	0.6	0.302	6.6	LOS A	1.8	12.9	0.67	0.75	0.67	52.9
3a	R1	54	2	57	3.7	0.302	10.7	LOS A	1.8	12.9	0.67	0.75	0.67	52.6
3	R2	41	0	43	0.0	0.302	11.6	LOS A	1.8	12.9	0.67	0.75	0.67	55.7
3u	U	1	0	1	0.0	0.302	13.7	LOS A	1.8	12.9	0.67	0.75	0.67	54.2
Approach		258	3	272	1.2	0.302	8.3	LOS A	1.8	12.9	0.67	0.75	0.67	53.2
East: McClelland Avenue														
4	L2	61	0	64	0.0	0.049	5.8	LOS A	0.3	2.0	0.44	0.54	0.44	57.3
6a	R1	385	3	405	0.8	0.366	11.3	LOS A	2.7	19.1	0.68	0.74	0.68	53.8
6b	R3	13	0	14	0.0	0.366	13.6	LOS A	2.7	19.1	0.68	0.74	0.68	54.8
6u	U	1	0	1	0.0	0.366	14.7	LOS A	2.7	19.1	0.68	0.74	0.68	55.3
Approach		460	3	484	0.7	0.366	10.7	LOS A	2.7	19.1	0.65	0.72	0.65	54.3
NorthEast: Hicks Street														
24b	L3	58	0	61	0.0	0.333	6.8	LOS A	1.9	13.7	0.63	0.76	0.63	53.8
24a	L1	93	0	98	0.0	0.333	6.4	LOS A	1.9	13.7	0.63	0.76	0.63	52.5
26	R2	149	5	157	3.4	0.333	11.5	LOS A	1.9	13.7	0.63	0.76	0.63	52.7
26u	U	1	0	1	0.0	0.333	13.5	LOS A	1.9	13.7	0.63	0.76	0.63	53.8
Approach		301	5	317	1.7	0.333	9.0	LOS A	1.9	13.7	0.63	0.76	0.63	52.9
NorthWest: McClelland Avenue														
27	L2	71	6	75	8.5	0.081	5.2	LOS A	0.5	3.7	0.38	0.50	0.38	53.9
27a	L1	306	3	322	1.0	0.340	4.4	LOS A	2.9	20.1	0.41	0.51	0.41	54.1
29a	R1	177	2	186	1.1	0.340	8.4	LOS A	2.9	20.1	0.41	0.51	0.41	56.3
29u	U	3	0	3	0.0	0.340	11.5	LOS A	2.9	20.1	0.41	0.51	0.41	55.5
Approach		557	11	586	2.0	0.340	5.8	LOS A	2.9	20.1	0.40	0.51	0.40	54.7
All Vehicles		1576	22	1659	1.4	0.366	8.2	LOS A	2.9	20.1	0.56	0.66	0.56	54.0

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Rennie Street/McClelland Avenue (Weekend Peak) - PD (Site Folder: Post Development)]**

Rennie Street/McClelland Avenue
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Rennie Street														
1a	L1	151	1	159	0.7	0.269	6.1	LOS A	1.5	10.9	0.60	0.71	0.60	53.1
3a	R1	58	2	61	3.4	0.269	10.1	LOS A	1.5	10.9	0.60	0.71	0.60	52.9
3	R2	38	0	40	0.0	0.269	11.1	LOS A	1.5	10.9	0.60	0.71	0.60	56.0
3u	U	1	0	1	0.0	0.269	13.2	LOS A	1.5	10.9	0.60	0.71	0.60	54.5
Approach		248	3	261	1.2	0.269	7.8	LOS A	1.5	10.9	0.60	0.71	0.60	53.5
East: McClelland Avenue														
4	L2	53	0	56	0.0	0.041	5.6	LOS A	0.2	1.6	0.40	0.53	0.40	57.4
6a	R1	334	3	352	0.9	0.302	10.8	LOS A	2.1	14.9	0.61	0.71	0.61	54.1
6b	R3	11	0	12	0.0	0.302	13.1	LOS A	2.1	14.9	0.61	0.71	0.61	55.1
6u	U	1	0	1	0.0	0.302	14.2	LOS A	2.1	14.9	0.61	0.71	0.61	55.6
Approach		399	3	420	0.8	0.302	10.2	LOS A	2.1	14.9	0.58	0.69	0.58	54.5
NorthEast: Hicks Street														
24b	L3	50	0	53	0.0	0.272	6.2	LOS A	1.5	10.5	0.56	0.72	0.56	54.2
24a	L1	80	0	84	0.0	0.272	5.8	LOS A	1.5	10.5	0.56	0.72	0.56	52.9
26	R2	129	5	136	3.9	0.272	10.9	LOS A	1.5	10.5	0.56	0.72	0.56	53.1
26u	U	1	0	1	0.0	0.272	12.9	LOS A	1.5	10.5	0.56	0.72	0.56	54.2
Approach		260	5	274	1.9	0.272	8.5	LOS A	1.5	10.5	0.56	0.72	0.56	53.2
NorthWest: McClelland Avenue														
27	L2	62	6	65	9.7	0.071	5.2	LOS A	0.4	3.2	0.38	0.50	0.38	53.9
27a	L1	265	3	279	1.1	0.295	4.4	LOS A	2.3	16.5	0.38	0.51	0.38	54.1
29a	R1	153	2	161	1.3	0.295	8.3	LOS A	2.3	16.5	0.38	0.51	0.38	56.3
29u	U	3	0	3	0.0	0.295	11.4	LOS A	2.3	16.5	0.38	0.51	0.38	55.5
Approach		483	11	508	2.3	0.295	5.8	LOS A	2.3	16.5	0.38	0.51	0.38	54.8
All Vehicles		1390	22	1463	1.6	0.302	7.9	LOS A	2.3	16.5	0.51	0.64	0.51	54.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on degree of saturation per movement.

Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 102 [Site Access 1 (AM Peak) (Site Folder: Post Development)]

Primary Vehicle Access to Canterbury Road East (Site Access 1)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Site Access														
1	L2	30	0.0	32	0.0	0.094	5.1	LOS A	0.3	2.3	0.34	0.61	0.34	48.9
3	R2	59	0.0	62	0.0	0.094	6.4	LOS A	0.3	2.3	0.34	0.61	0.34	48.4
Approach		89	0.0	94	0.0	0.094	6.0	LOS A	0.3	2.3	0.34	0.61	0.34	48.6
East: Canterbury Road East														
4	L2	25	0.0	26	0.0	0.106	5.6	LOS A	0.0	0.0	0.00	0.08	0.00	57.7
5	T1	171	0.0	180	0.0	0.106	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	59.3
Approach		196	0.0	206	0.0	0.106	0.7	LOS A	0.0	0.0	0.00	0.08	0.00	59.1
West: Canterbury Road East														
11	T1	209	0.0	220	0.0	0.122	0.1	LOS A	0.1	0.7	0.05	0.04	0.05	59.5
12	R2	13	0.0	14	0.0	0.122	6.2	LOS A	0.1	0.7	0.05	0.04	0.05	53.0
Approach		222	0.0	234	0.0	0.122	0.4	LOS A	0.1	0.7	0.05	0.04	0.05	59.1
All Vehicles		507	0.0	534	0.0	0.122	1.5	LOS A	0.3	2.3	0.08	0.15	0.08	56.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 1 (School Peak) (Site Folder: Post Development)]

Primary Vehicle Access to Canterbury Road East (Site Access 1)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Site Access														
1	L2	20	0.0	21	0.0	0.075	5.2	LOS A	0.3	1.8	0.38	0.63	0.38	48.6
3	R2	44	0.0	46	0.0	0.075	6.9	LOS A	0.3	1.8	0.38	0.63	0.38	48.2
Approach		64	0.0	67	0.0	0.075	6.4	LOS A	0.3	1.8	0.38	0.63	0.38	48.3
East: Canterbury Road East														
4	L2	44	0.0	46	0.0	0.134	5.6	LOS A	0.0	0.0	0.00	0.11	0.00	57.4
5	T1	202	0.0	213	0.0	0.134	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	59.0
Approach		246	0.0	259	0.0	0.134	1.0	LOS A	0.0	0.0	0.00	0.11	0.00	58.7
West: Canterbury Road East														
11	T1	258	0.0	272	0.0	0.155	0.1	LOS A	0.2	1.2	0.07	0.04	0.07	59.3
12	R2	20	0.0	21	0.0	0.155	6.4	LOS A	0.2	1.2	0.07	0.04	0.07	52.9
Approach		278	0.0	293	0.0	0.155	0.6	LOS A	0.2	1.2	0.07	0.04	0.07	58.8
All Vehicles		588	0.0	619	0.0	0.155	1.4	LOS A	0.3	1.8	0.07	0.13	0.07	57.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 1 (PM Peak) (Site Folder: Post Development)]

Primary Vehicle Access to Canterbury Road East (Site Access 1)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Site Access														
1	L2	16	0.0	17	0.0	0.061	5.1	LOS A	0.2	1.4	0.36	0.62	0.36	48.6
3	R2	35	0.0	37	0.0	0.061	7.1	LOS A	0.2	1.4	0.36	0.62	0.36	48.1
Approach		51	0.0	54	0.0	0.061	6.5	LOS A	0.2	1.4	0.36	0.62	0.36	48.3
East: Canterbury Road East														
4	L2	53	0.0	56	0.0	0.128	5.6	LOS A	0.0	0.0	0.00	0.13	0.00	57.2
5	T1	181	0.0	191	0.0	0.128	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	58.7
Approach		234	0.0	246	0.0	0.128	1.3	LOS A	0.0	0.0	0.00	0.13	0.00	58.4
West: Canterbury Road East														
11	T1	295	0.0	311	0.0	0.177	0.1	LOS A	0.2	1.5	0.07	0.05	0.07	59.3
12	R2	24	0.0	25	0.0	0.177	6.4	LOS A	0.2	1.5	0.07	0.05	0.07	52.9
Approach		319	0.0	336	0.0	0.177	0.6	LOS A	0.2	1.5	0.07	0.05	0.07	58.8
All Vehicles		604	0.0	636	0.0	0.177	1.3	LOS A	0.2	1.5	0.07	0.13	0.07	57.6

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 1 (Weekend Peak) (Site Folder: Post Development)]

Primary Vehicle Access to Canterbury Road East (Site Access 1)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Site Access														
1	L2	20	0.0	21	0.0	0.079	5.3	LOS A	0.3	1.9	0.40	0.65	0.40	48.4
3	R2	44	0.0	46	0.0	0.079	7.3	LOS A	0.3	1.9	0.40	0.65	0.40	48.0
Approach		64	0.0	67	0.0	0.079	6.7	LOS A	0.3	1.9	0.40	0.65	0.40	48.1
East: Canterbury Road East														
4	L2	44	0.0	46	0.0	0.147	5.6	LOS A	0.0	0.0	0.00	0.10	0.00	57.5
5	T1	227	0.0	239	0.0	0.147	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.1
Approach		271	0.0	285	0.0	0.147	0.9	LOS A	0.0	0.0	0.00	0.10	0.00	58.8
West: Canterbury Road East														
11	T1	292	0.0	307	0.0	0.173	0.1	LOS A	0.2	1.3	0.07	0.04	0.07	59.4
12	R2	20	0.0	21	0.0	0.173	6.6	LOS A	0.2	1.3	0.07	0.04	0.07	52.9
Approach		312	0.0	328	0.0	0.173	0.5	LOS A	0.2	1.3	0.07	0.04	0.07	58.9
All Vehicles		647	0.0	681	0.0	0.173	1.3	LOS A	0.3	1.9	0.07	0.12	0.07	57.6

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 2 (AM Peak) (Site Folder: Post Development)]

Vehicle Access to Canterbury Road East (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Canterbury Road East														
5	T1	171	0.0	180	0.0	0.109	0.1	LOS A	0.2	1.2	0.09	0.07	0.09	59.0
6	R2	22	0.0	23	0.0	0.109	6.2	LOS A	0.2	1.2	0.09	0.07	0.09	52.6
Approach		193	0.0	203	0.0	0.109	0.8	LOS A	0.2	1.2	0.09	0.07	0.09	58.2
North: Site Access														
7	L2	50	0.0	53	0.0	0.070	5.3	LOS A	0.3	1.8	0.32	0.57	0.32	49.0
9	R2	26	0.0	27	0.0	0.070	6.3	LOS A	0.3	1.8	0.32	0.57	0.32	48.5
Approach		76	0.0	80	0.0	0.070	5.6	LOS A	0.3	1.8	0.32	0.57	0.32	48.8
West: Canterbury Road East														
10	L2	11	0.0	12	0.0	0.119	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	58.1
11	T1	209	0.0	220	0.0	0.119	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach		220	0.0	232	0.0	0.119	0.3	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
All Vehicles		489	0.0	515	0.0	0.119	1.3	LOS A	0.3	1.8	0.09	0.13	0.09	57.1

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 2 (School Peak) (Site Folder: Post Development)]

Vehicle Access to Canterbury Road East (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Canterbury Road East														
5	T1	202	0.0	213	0.0	0.138	0.3	LOS A	0.3	2.2	0.15	0.10	0.15	58.6
6	R2	37	0.0	39	0.0	0.138	6.5	LOS A	0.3	2.2	0.15	0.10	0.15	52.3
Approach		239	0.0	252	0.0	0.138	1.2	LOS A	0.3	2.2	0.15	0.10	0.15	57.5
North: Site Access														
7	L2	37	0.0	39	0.0	0.053	5.4	LOS A	0.2	1.3	0.36	0.59	0.36	48.9
9	R2	17	0.0	18	0.0	0.053	6.9	LOS A	0.2	1.3	0.36	0.59	0.36	48.4
Approach		54	0.0	57	0.0	0.053	5.9	LOS A	0.2	1.3	0.36	0.59	0.36	48.7
West: Canterbury Road East														
10	L2	17	0.0	18	0.0	0.149	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	58.0
11	T1	258	0.0	272	0.0	0.149	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		275	0.0	289	0.0	0.149	0.4	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
All Vehicles		568	0.0	598	0.0	0.149	1.3	LOS A	0.3	2.2	0.10	0.11	0.10	57.4

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 2 (PM Peak) (Site Folder: Post Development)]

Vehicle Access to Canterbury Road East (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Canterbury Road East														
5	T1	181	0.0	191	0.0	0.135	0.4	LOS A	0.4	2.7	0.20	0.13	0.20	58.1
6	R2	45	0.0	47	0.0	0.135	6.7	LOS A	0.4	2.7	0.20	0.13	0.20	52.0
Approach		226	0.0	238	0.0	0.135	1.7	LOS A	0.4	2.7	0.20	0.13	0.20	56.8
North: Site Access														
7	L2	30	0.0	32	0.0	0.044	5.6	LOS A	0.2	1.1	0.38	0.60	0.38	48.8
9	R2	13	0.0	14	0.0	0.044	7.0	LOS A	0.2	1.1	0.38	0.60	0.38	48.4
Approach		43	0.0	45	0.0	0.044	6.0	LOS A	0.2	1.1	0.38	0.60	0.38	48.7
West: Canterbury Road East														
10	L2	20	0.0	21	0.0	0.171	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	58.0
11	T1	295	0.0	311	0.0	0.171	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		315	0.0	332	0.0	0.171	0.4	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
All Vehicles		584	0.0	615	0.0	0.171	1.3	LOS A	0.4	2.7	0.11	0.11	0.11	57.5

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 2 (Weekend Peak) (Site Folder: Post Development)]

Vehicle Access to Canterbury Road East (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Canterbury Road East														
5	T1	227	0.0	239	0.0	0.154	0.3	LOS A	0.3	2.4	0.15	0.09	0.15	58.6
6	R2	38	0.0	40	0.0	0.154	6.7	LOS A	0.3	2.4	0.15	0.09	0.15	52.3
Approach		265	0.0	279	0.0	0.154	1.2	LOS A	0.3	2.4	0.15	0.09	0.15	57.6
North: Site Access														
7	L2	38	0.0	40	0.0	0.057	5.6	LOS A	0.2	1.4	0.39	0.61	0.39	48.8
9	R2	17	0.0	18	0.0	0.057	7.3	LOS A	0.2	1.4	0.39	0.61	0.39	48.3
Approach		55	0.0	58	0.0	0.057	6.1	LOS A	0.2	1.4	0.39	0.61	0.39	48.6
West: Canterbury Road East														
10	L2	17	0.0	18	0.0	0.167	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	58.0
11	T1	292	0.0	307	0.0	0.167	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
Approach		309	0.0	325	0.0	0.167	0.3	LOS A	0.0	0.0	0.00	0.03	0.00	59.5
All Vehicles		629	0.0	662	0.0	0.167	1.2	LOS A	0.3	2.4	0.10	0.11	0.10	57.6

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 3 (AM Peak) (Site Folder: Post Development)]

Secondary Vehicle Access to Canterbury Road East (Site Access 3)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Canterbury Road East														
21	L2	54	0.0	57	0.0	0.112	5.6	LOS A	0.0	0.0	0.00	0.16	0.00	57.0
22	T1	150	0.0	158	0.0	0.112	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	58.5
Approach		204	0.0	215	0.0	0.112	1.5	LOS A	0.0	0.0	0.00	0.16	0.00	58.1
NorthWest: Canterbury Road East														
28	T1	288	0.0	303	0.0	0.177	0.1	LOS A	0.3	1.8	0.08	0.06	0.08	59.2
29	R2	30	0.0	32	0.0	0.177	6.3	LOS A	0.3	1.8	0.08	0.06	0.08	52.8
Approach		318	0.0	335	0.0	0.177	0.7	LOS A	0.3	1.8	0.08	0.06	0.08	58.5
SouthWest: RoadName														
30	L2	68	0.0	72	0.0	0.221	5.1	LOS A	0.8	5.8	0.36	0.65	0.36	48.5
32	R2	127	0.0	134	0.0	0.221	7.3	LOS A	0.8	5.8	0.36	0.65	0.36	48.1
Approach		195	0.0	205	0.0	0.221	6.5	LOS A	0.8	5.8	0.36	0.65	0.36	48.2
All Vehicles		717	0.0	755	0.0	0.221	2.5	LOS A	0.8	5.8	0.13	0.25	0.13	55.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 3 (School Peak) (Site Folder: Post Development)]

Secondary Vehicle Access to Canterbury Road East (Site Access 3)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Canterbury Road East														
21	L2	94	0.0	99	0.0	0.163	5.6	LOS A	0.0	0.0	0.00	0.19	0.00	56.7
22	T1	204	0.0	215	0.0	0.163	0.0	LOS A	0.0	0.0	0.00	0.19	0.00	58.2
Approach		298	0.0	314	0.0	0.163	1.8	LOS A	0.0	0.0	0.00	0.19	0.00	57.8
NorthWest: Canterbury Road East														
28	T1	261	0.0	275	0.0	0.204	0.5	LOS A	0.7	4.8	0.23	0.15	0.23	57.9
29	R2	78	0.0	82	0.0	0.204	6.7	LOS A	0.7	4.8	0.23	0.15	0.23	51.7
Approach		339	0.0	357	0.0	0.204	1.9	LOS A	0.7	4.8	0.23	0.15	0.23	56.3
SouthWest: RoadName														
30	L2	78	0.0	82	0.0	0.201	5.3	LOS A	0.7	5.2	0.39	0.66	0.39	48.4
32	R2	94	0.0	99	0.0	0.201	7.9	LOS A	0.7	5.2	0.39	0.66	0.39	47.9
Approach		172	0.0	181	0.0	0.201	6.7	LOS A	0.7	5.2	0.39	0.66	0.39	48.1
All Vehicles		809	0.0	852	0.0	0.204	2.9	LOS A	0.7	5.2	0.18	0.27	0.18	54.8

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 3 (PM Peak) (Site Folder: Post Development)]

Secondary Vehicle Access to Canterbury Road East (Site Access 3)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Canterbury Road East														
21	L2	114	0.0	120	0.0	0.179	5.6	LOS A	0.0	0.0	0.00	0.21	0.00	56.5
22	T1	211	0.0	222	0.0	0.179	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	58.1
Approach		325	0.0	342	0.0	0.179	2.0	LOS A	0.0	0.0	0.00	0.21	0.00	57.5
NorthWest: Canterbury Road East														
28	T1	275	0.0	289	0.0	0.219	0.6	LOS A	0.8	5.4	0.25	0.15	0.25	57.8
29	R2	85	0.0	89	0.0	0.219	6.9	LOS A	0.8	5.4	0.25	0.15	0.25	51.6
Approach		360	0.0	379	0.0	0.219	2.1	LOS A	0.8	5.4	0.25	0.15	0.25	56.2
SouthWest: RoadName														
30	L2	68	0.0	72	0.0	0.172	5.3	LOS A	0.6	4.4	0.39	0.65	0.39	48.3
32	R2	76	0.0	80	0.0	0.172	8.1	LOS A	0.6	4.4	0.39	0.65	0.39	47.9
Approach		144	0.0	152	0.0	0.172	6.8	LOS A	0.6	4.4	0.39	0.65	0.39	48.1
All Vehicles		829	0.0	873	0.0	0.219	2.9	LOS A	0.8	5.4	0.18	0.26	0.18	55.1

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 3 (Weekend Peak) (Site Folder: Post Development)]

Secondary Vehicle Access to Canterbury Road East (Site Access 3)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Canterbury Road East														
21	L2	95	0.0	100	0.0	0.145	5.6	LOS A	0.0	0.0	0.00	0.21	0.00	56.5
22	T1	169	0.0	178	0.0	0.145	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	58.0
Approach		264	0.0	278	0.0	0.145	2.0	LOS A	0.0	0.0	0.00	0.21	0.00	57.5
NorthWest: Canterbury Road East														
28	T1	233	0.0	245	0.0	0.234	0.7	LOS A	1.1	7.6	0.32	0.24	0.32	56.9
29	R2	140	0.0	147	0.0	0.234	6.6	LOS A	1.1	7.6	0.32	0.24	0.32	50.9
Approach		373	0.0	393	0.0	0.234	2.9	LOS A	1.1	7.6	0.32	0.24	0.32	54.5
SouthWest: RoadName														
30	L2	140	0.0	147	0.0	0.248	5.2	LOS A	1.0	6.9	0.34	0.61	0.34	48.6
32	R2	95	0.0	100	0.0	0.248	8.1	LOS A	1.0	6.9	0.34	0.61	0.34	48.2
Approach		235	0.0	247	0.0	0.248	6.4	LOS A	1.0	6.9	0.34	0.61	0.34	48.4
All Vehicles		872	0.0	918	0.0	0.248	3.6	LOS A	1.1	7.6	0.23	0.33	0.23	53.5

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 4 (AM Peak) (Site Folder: Post Development)]

Secondary Vehicle Access to Rennie Street (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	153	0.0	161	0.0	0.104	0.0	LOS A	0.2	1.5	0.06	0.11	0.06	58.8
26	R2	34	0.0	36	0.0	0.104	5.6	LOS A	0.2	1.5	0.06	0.11	0.06	52.5
Approach		187	0.0	197	0.0	0.104	1.1	LOS A	0.2	1.5	0.06	0.11	0.06	57.5
NorthWest: Site Access														
27	L2	79	0.0	83	0.0	0.064	4.7	LOS A	0.3	1.8	0.12	0.51	0.12	49.5
29	R2	11	0.0	12	0.0	0.064	5.5	LOS A	0.3	1.8	0.12	0.51	0.12	45.9
Approach		90	0.0	95	0.0	0.064	4.8	LOS A	0.3	1.8	0.12	0.51	0.12	49.0
SouthWest: Rennie Street														
30	L2	5	0.0	5	0.0	0.029	5.5	LOS A	0.0	0.0	0.00	0.06	0.00	57.9
31	T1	49	0.0	52	0.0	0.029	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.5
Approach		54	0.0	57	0.0	0.029	0.5	LOS A	0.0	0.0	0.00	0.06	0.00	59.3
All Vehicles		331	0.0	348	0.0	0.104	2.0	LOS A	0.3	1.8	0.07	0.21	0.07	55.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 4 (School Peak) (Site Folder: Post Development)]

Secondary Vehicle Access to Rennie Street (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	125	0.0	132	0.0	0.106	0.2	LOS A	0.4	2.6	0.18	0.18	0.18	57.7
26	R2	56	0.0	59	0.0	0.106	6.0	LOS A	0.4	2.6	0.18	0.18	0.18	51.6
Approach		181	0.0	191	0.0	0.106	2.0	LOS A	0.4	2.6	0.18	0.18	0.18	55.7
NorthWest: Site Access														
27	L2	56	0.0	59	0.0	0.050	5.0	LOS A	0.2	1.3	0.24	0.52	0.24	49.2
29	R2	8	0.0	8	0.0	0.050	5.9	LOS A	0.2	1.3	0.24	0.52	0.24	45.6
Approach		64	0.0	67	0.0	0.050	5.1	LOS A	0.2	1.3	0.24	0.52	0.24	48.7
SouthWest: Rennie Street														
30	L2	8	0.0	8	0.0	0.080	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	58.1
31	T1	140	0.0	147	0.0	0.080	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach		148	0.0	156	0.0	0.080	0.3	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
All Vehicles		393	0.0	414	0.0	0.106	1.9	LOS A	0.4	2.6	0.12	0.18	0.12	55.7

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 4 (PM Peak) (Site Folder: Post Development)]

Secondary Vehicle Access to Rennie Street (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	107	0.0	113	0.0	0.105	0.4	LOS A	0.4	2.9	0.23	0.23	0.23	57.1
26	R2	66	0.0	69	0.0	0.105	6.1	LOS A	0.4	2.9	0.23	0.23	0.23	51.2
Approach		173	0.0	182	0.0	0.105	2.6	LOS A	0.4	2.9	0.23	0.23	0.23	54.7
NorthWest: Site Access														
27	L2	44	0.0	46	0.0	0.041	5.1	LOS A	0.2	1.1	0.27	0.53	0.27	49.1
29	R2	7	0.0	7	0.0	0.041	6.0	LOS A	0.2	1.1	0.27	0.53	0.27	45.6
Approach		51	0.0	54	0.0	0.041	5.2	LOS A	0.2	1.1	0.27	0.53	0.27	48.6
SouthWest: Rennie Street														
30	L2	11	0.0	12	0.0	0.099	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	58.0
31	T1	172	0.0	181	0.0	0.099	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		183	0.0	193	0.0	0.099	0.4	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
All Vehicles		407	0.0	428	0.0	0.105	1.9	LOS A	0.4	2.9	0.13	0.18	0.13	55.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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: 102 [Site Access 4 (Weekend Peak) (Site Folder: Post Development)]

Secondary Vehicle Access to Rennie Street (Site Access 4)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Rennie Street														
25	T1	140	0.0	147	0.0	0.115	0.3	LOS A	0.4	2.7	0.19	0.17	0.19	57.8
26	R2	55	0.0	58	0.0	0.115	6.1	LOS A	0.4	2.7	0.19	0.17	0.19	51.7
Approach		195	0.0	205	0.0	0.115	1.9	LOS A	0.4	2.7	0.19	0.17	0.19	55.9
NorthWest: Site Access														
27	L2	55	0.0	58	0.0	0.052	5.1	LOS A	0.2	1.4	0.28	0.54	0.28	49.1
29	R2	9	0.0	9	0.0	0.052	6.1	LOS A	0.2	1.4	0.28	0.54	0.28	45.6
Approach		64	0.0	67	0.0	0.052	5.3	LOS A	0.2	1.4	0.28	0.54	0.28	48.5
SouthWest: Rennie Street														
30	L2	9	0.0	9	0.0	0.101	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	58.1
31	T1	177	0.0	186	0.0	0.101	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach		186	0.0	196	0.0	0.101	0.3	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
All Vehicles		445	0.0	468	0.0	0.115	1.7	LOS A	0.4	2.7	0.12	0.16	0.12	56.1

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
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.