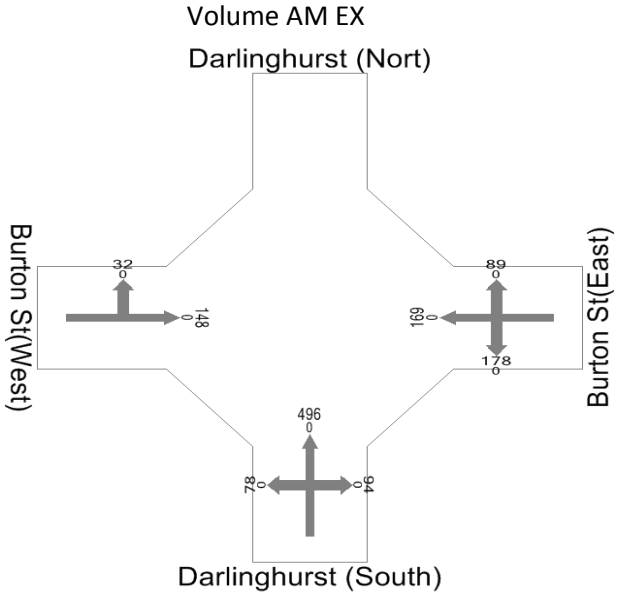
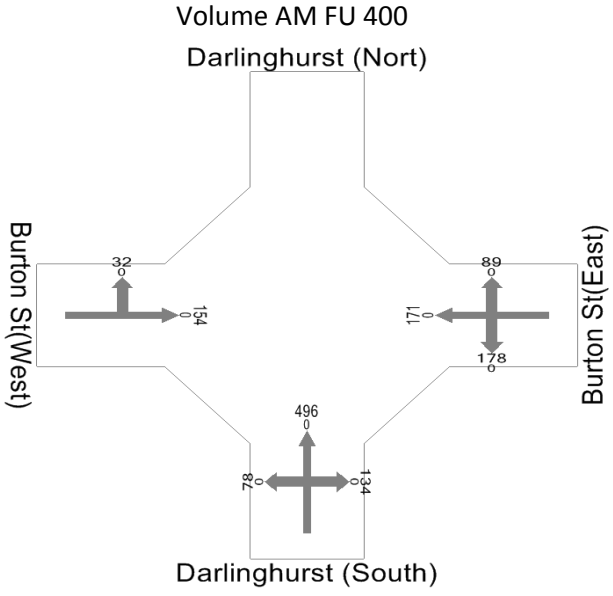
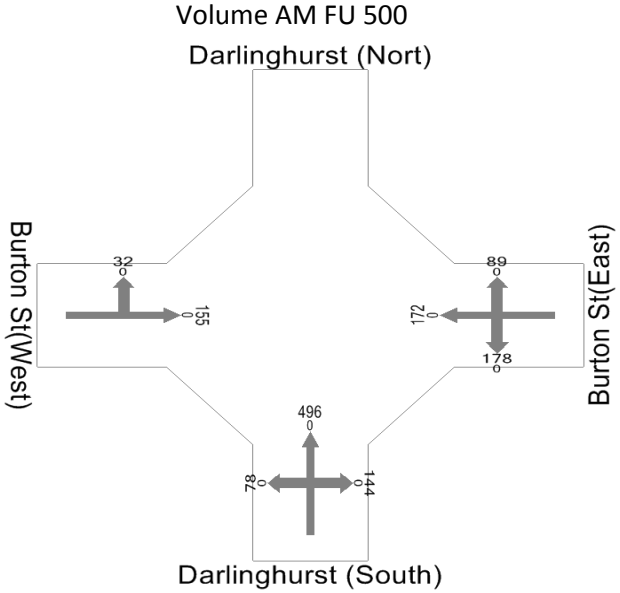
Volume AM EX



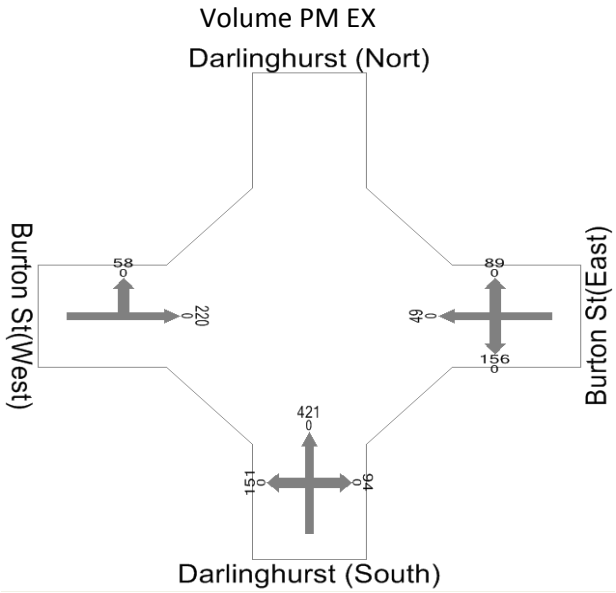
Volume AM FU 400



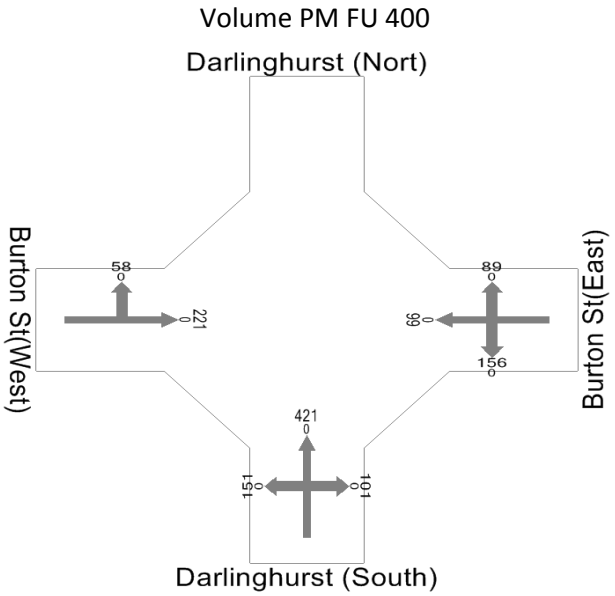
Volume AM FU 500



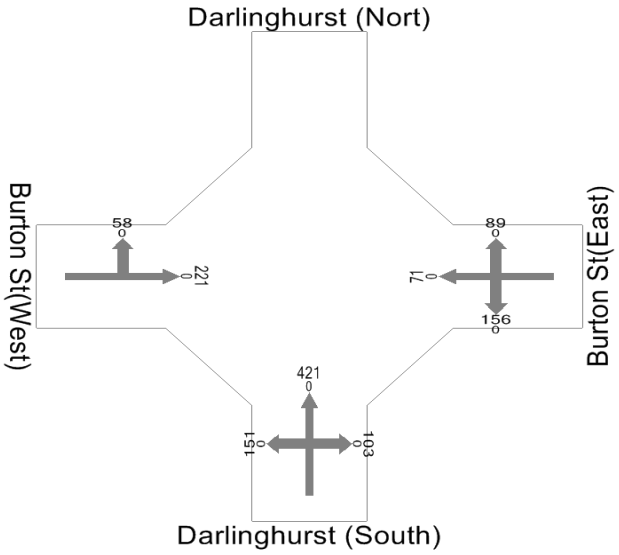
Volume PM EX



Volume PM FU 400



Volume PM FU 500



8169
Darlinghurst Rd-Burton St AM EX
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 110 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Time Ratio (g/C) 1st grn	2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	(m)
South: Darlinghurst (South)										
1	L	0.436*		82	193	0.425*	31.1	C	14.3	100
2	T	0.436		522	1228	0.425*	22.9	B	14.3	100
3	R	0.436		99	233	0.425*	31.1	C	14.3	100
East: Burton St(East)										
4	L	0.455		187	616	0.304	28.4	B	10.3	72
5	T	0.455		178	586	0.304	20.7	B	10.3	72
6	R	0.427*		94	310	0.303	29.4	C	8.6	60
West: Burton St(West)										
10	L	0.455		34	310	0.110	26.4	B	4.0	28
11	T	0.455		156	1420	0.110	18.2	B	4.1	29
Pedestrian Movements										
P1	(Ped)	0.391		105	4691	0.022	20.4	C	0.2	0
P3	(Ped)	0.364		105	4364	0.024	22.3	C	0.2	0
P5	(Ped)	0.409		105	4909	0.021	19.2	B	0.2	0
P7	(Ped)	0.373		105	4473	0.023	21.6	C	0.2	0
ALL VEHICLES:				1352		0.425	24.5	B	14.3	100
INTERSECTION (persons):				2448			23.8		14.3	100

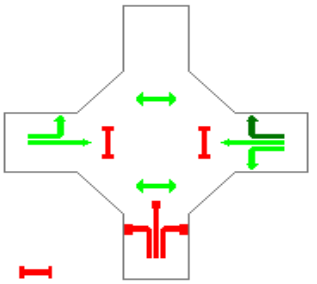
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods

8169

Darlinghurst Rd-Burton St AM EX

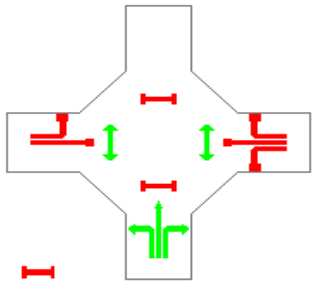
C = **110** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **50** seconds
Phase Time = **56** seconds
Phase Split = **51** %

Phase B



Green Time = **48** seconds
Phase Time = **54** seconds
Phase Split = **49** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Darlinghurst Rd-Burton St PM EX
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 110 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio 1st grn	Green Ratio 2nd grn	Time (g/C)	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
South: Darlinghurst (South)											
1	L	0.436			159	373	0.426*	31.1	C	14.2	100
2	T	0.436			443	1040	0.426*	22.9	B	14.3	100
3	R	0.436*			99	232	0.426*	31.2	C	14.3	100
East: Burton St(East)											
4	L	0.455			164	716	0.229	27.6	B	7.9	55
5	T	0.455			52	227	0.229	20.7	B	7.9	55
6	R	0.409*			94	411	0.229	30.7	C	5.5	39
West: Burton St(West)											
10	L	0.455			61	360	0.170	27.0	B	6.0	42
11	T	0.455			232	1368	0.170	18.8	B	6.1	43
Pedestrian Movements											
P1	(Ped)	0.391			105	4691	0.022	20.4	C	0.2	0
P3	(Ped)	0.364			105	4364	0.024	22.3	C	0.2	0
P5	(Ped)	0.409			105	4909	0.021	19.2	B	0.2	0
P7	(Ped)	0.373			105	4473	0.023	21.6	C	0.2	0
ALL VEHICLES:					1304		0.426	25.1	B	14.3	100
INTERSECTION (persons):					2376			24.3		14.3	100

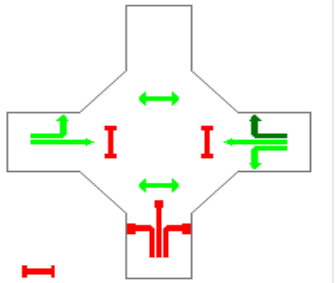
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods

8169

Darlinghurst Rd-Burton St PM EX

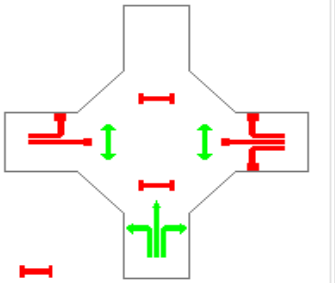
C = **110** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **50** seconds
Phase Time = **56** seconds
Phase Split = **51 %**

Phase B



Green Time = **48** seconds
Phase Time = **54** seconds
Phase Split = **49 %**

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Darlinghurst Rd-Burton St AM FU 400
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 110 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio (g/C) 1st grn	Green Ratio (g/C) 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
South: Darlinghurst (South)										
1	L	0.436*		82	182	0.452*	31.4	C	15.2	107
2	T	0.436		522	1157	0.451	23.2	B	15.2	107
3	R	0.436		141	312	0.451	31.5	C	15.1	106
East: Burton St(East)										
4	L	0.455		187	612	0.305	28.4	B	10.3	72
5	T	0.455		180	590	0.305	20.7	B	10.3	72
6	R	0.427*		94	308	0.305	29.4	C	8.6	61
West: Burton St(West)										
10	L	0.455		34	300	0.113	26.4	B	4.1	29
11	T	0.455		162	1430	0.113	18.2	B	4.2	29
Pedestrian Movements										
P1	(Ped)	0.391		105	4691	0.022	20.4	C	0.2	0
P3	(Ped)	0.364		105	4364	0.024	22.3	C	0.2	0
P5	(Ped)	0.409		105	4909	0.021	19.2	B	0.2	0
P7	(Ped)	0.373		105	4473	0.023	21.6	C	0.2	0
ALL VEHICLES:				1402		0.452	24.8	B	15.2	107
INTERSECTION (persons):				2523			24.2		15.2	107

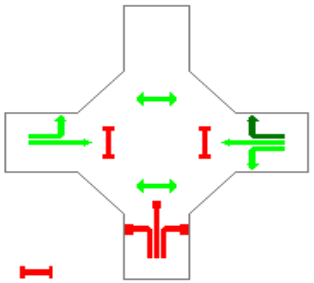
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods

8169

Darlinghurst Rd-Burton St AM FU 400

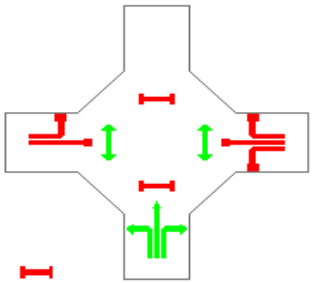
C = **110** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **50** seconds
Phase Time = **56** seconds
Phase Split = **51** %

Phase B



Green Time = **48** seconds
Phase Time = **54** seconds
Phase Split = **49** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Darlinghurst Rd-Burton St PM FU 400
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 110 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio (g/C) 1st grn	Green Ratio (g/C) 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
South: Darlinghurst (South)										
1	L	0.436		159	369	0.431*	31.2	C	14.4	101
2	T	0.436		443	1029	0.431*	23.0	B	14.5	101
3	R	0.436*		106	246	0.431*	31.2	C	14.5	101
East: Burton St(East)										
4	L	0.455		164	686	0.239	27.7	B	8.2	57
5	T	0.455		69	289	0.239	20.8	B	8.2	57
6	R	0.409*		94	393	0.239	30.8	C	5.9	41
West: Burton St(West)										
10	L	0.455		61	358	0.170	27.0	B	6.1	42
11	T	0.455		233	1369	0.170	18.8	B	6.2	43
Pedestrian Movements										
P1	(Ped)	0.391		105	4691	0.022	20.4	C	0.2	0
P3	(Ped)	0.364		105	4364	0.024	22.3	C	0.2	0
P5	(Ped)	0.409		105	4909	0.021	19.2	B	0.2	0
P7	(Ped)	0.373		105	4473	0.023	21.6	C	0.2	0
ALL VEHICLES:				1329		0.431	25.1	B	14.5	101
INTERSECTION (persons):				2414			24.4		14.5	101

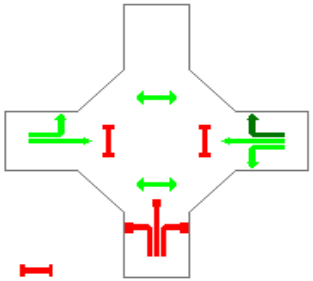
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods

8169

Darlinghurst Rd-Burton St PM FU 400

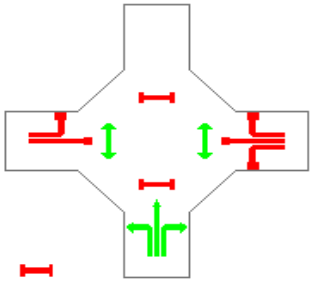
C = **110** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **50** seconds
Phase Time = **56** seconds
Phase Split = **51** %

Phase B



Green Time = **48** seconds
Phase Time = **54** seconds
Phase Split = **49** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Darlinghurst Rd-Burton St AM FU 500
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 110 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio 1st grn	Green Ratio 2nd grn	Time (g/C)	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
South: Darlinghurst (South)											
1	L	0.436			82	179	0.458*	31.5	C	15.5	108
2	T	0.436			522	1139	0.458*	23.3	B	15.5	108
3	R	0.436*			152	332	0.458*	31.6	C	15.4	108
East: Burton St(East)											
4	L	0.455			187	611	0.306	28.4	B	10.4	73
5	T	0.455			181	591	0.306	20.7	B	10.4	73
6	R	0.427*			94	307	0.306	29.4	C	8.7	61
West: Burton St(West)											
10	L	0.455			34	299	0.114	26.4	B	4.2	29
11	T	0.455			163	1432	0.114	18.3	B	4.2	30
Pedestrian Movements											
P1	(Ped)	0.391			105	4691	0.022	20.4	C	0.2	0
P3	(Ped)	0.364			105	4364	0.024	22.3	C	0.2	0
P5	(Ped)	0.409			105	4909	0.021	19.2	B	0.2	0
P7	(Ped)	0.373			105	4473	0.023	21.6	C	0.2	0
ALL VEHICLES:					1415		0.458	24.9	B	15.5	108
INTERSECTION (persons):					2543			24.3		15.5	108

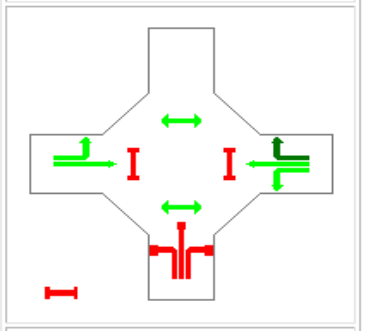
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods

8169

Darlinghurst Rd-Burton St AM FU 500

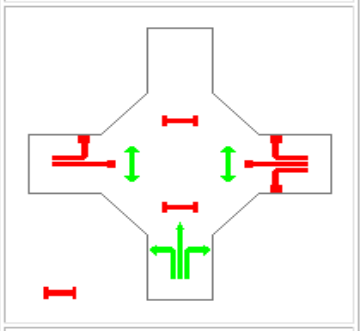
C = **110** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **50** seconds
Phase Time = **56** seconds
Phase Split = **51** %

Phase B



Green Time = **48** seconds
Phase Time = **54** seconds
Phase Split = **49** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Darlinghurst Rd-Burton St PM FU 500
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 110 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio 1st grn	Green Ratio 2nd grn	Time (g/C)	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
South: Darlinghurst (South)											
1	L	0.436			159	368	0.432*	31.2	C	14.4	101
2	T	0.436			443	1026	0.432*	23.0	B	14.5	102
3	R	0.436*			108	250	0.432*	31.2	C	14.5	102
East: Burton St(East)											
4	L	0.455			164	676	0.243	27.7	B	8.3	58
5	T	0.455			75	309	0.243	20.9	B	8.3	58
6	R	0.409*			94	387	0.243	30.8	C	6.0	42
West: Burton St(West)											
10	L	0.455			61	358	0.170	27.0	B	6.1	42
11	T	0.455			233	1369	0.170	18.8	B	6.2	43
Pedestrian Movements											
P1	(Ped)	0.391			105	4691	0.022	20.4	C	0.2	0
P3	(Ped)	0.364			105	4364	0.024	22.3	C	0.2	0
P5	(Ped)	0.409			105	4909	0.021	19.2	B	0.2	0
P7	(Ped)	0.373			105	4473	0.023	21.6	C	0.2	0
ALL VEHICLES:					1337		0.432	25.1	B	14.5	102
INTERSECTION (persons):					2426			24.4		14.5	102

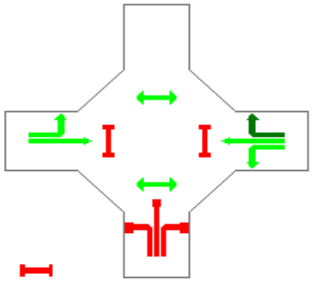
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods

8169

Darlinghurst Rd-Burton St PM FU 500

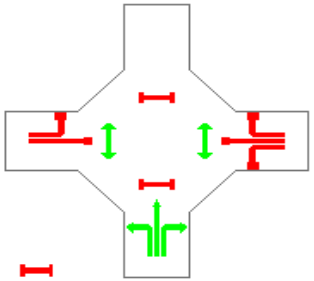
C = **110** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **50** seconds
Phase Time = **56** seconds
Phase Split = **51** %

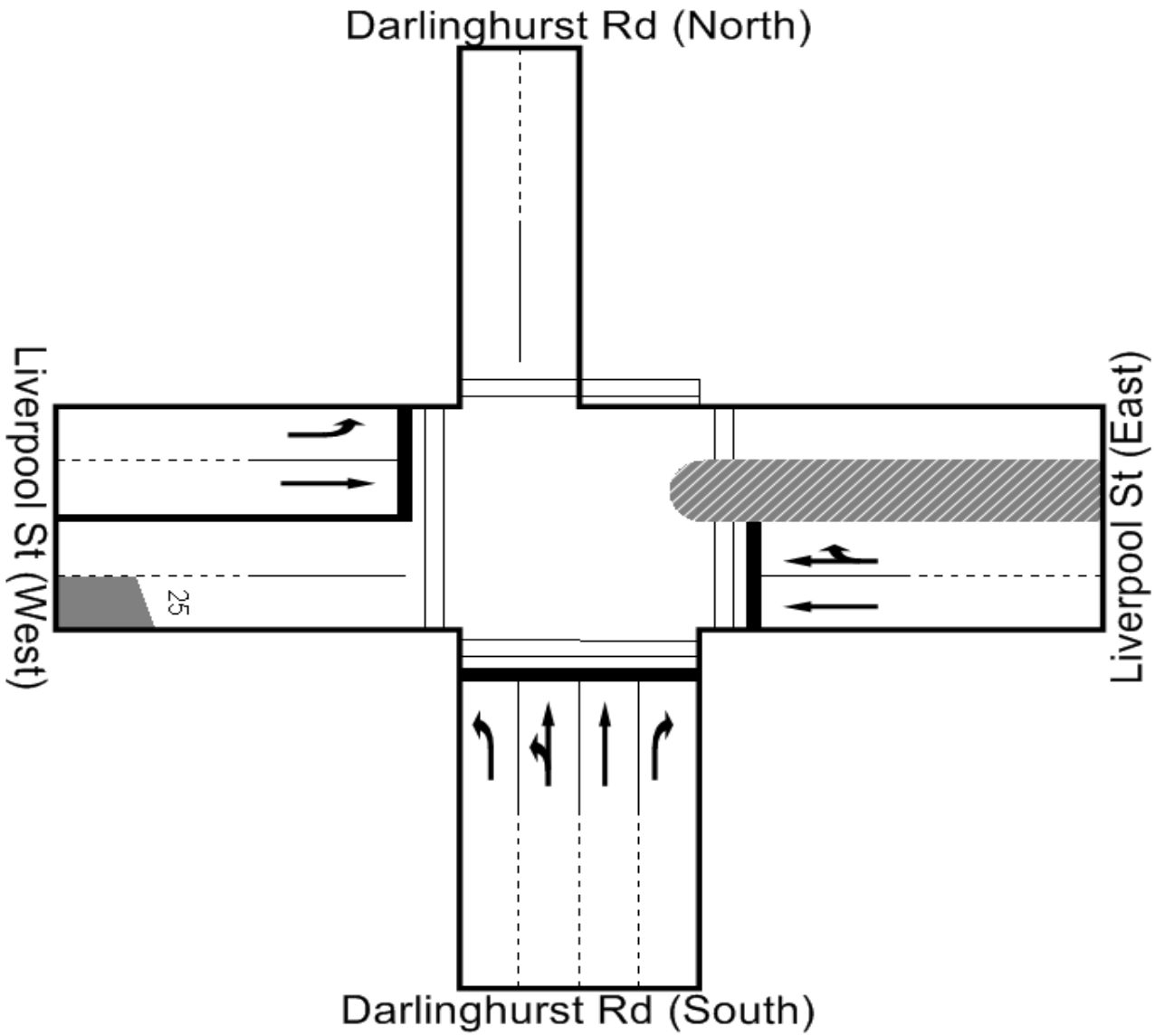
Phase B



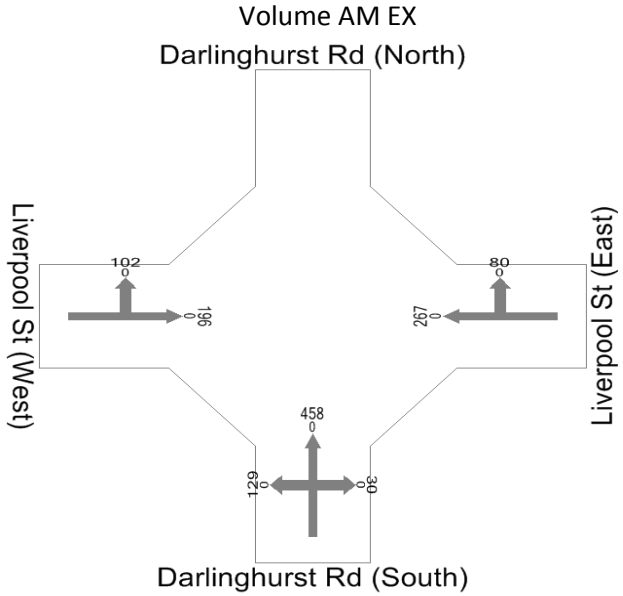
Green Time = **48** seconds
Phase Time = **54** seconds
Phase Split = **49** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

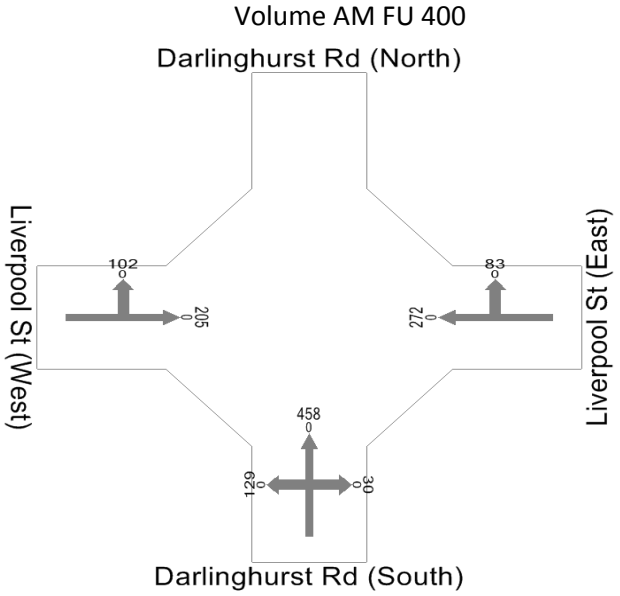
Layout


Darlinghurst Rd (North)
Liverpool St (West)
Liverpool St (East)
25
Darlinghurst Rd (South)

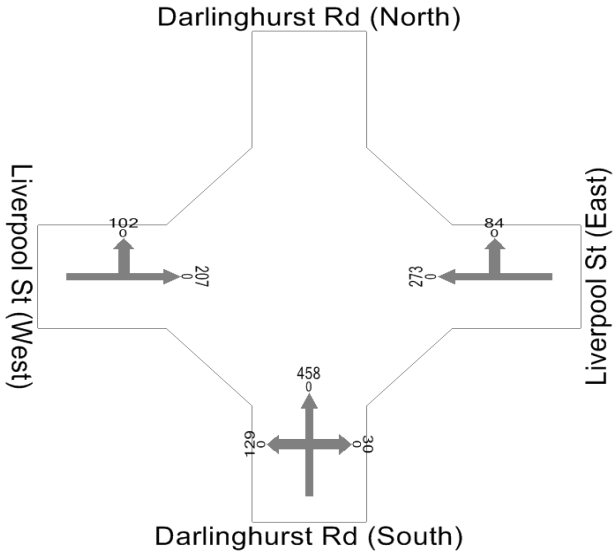
Volume AM EX



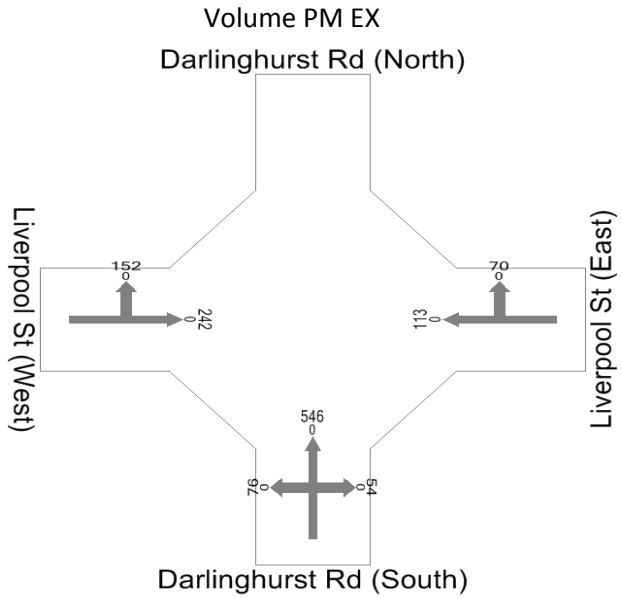
Volume AM FU 400



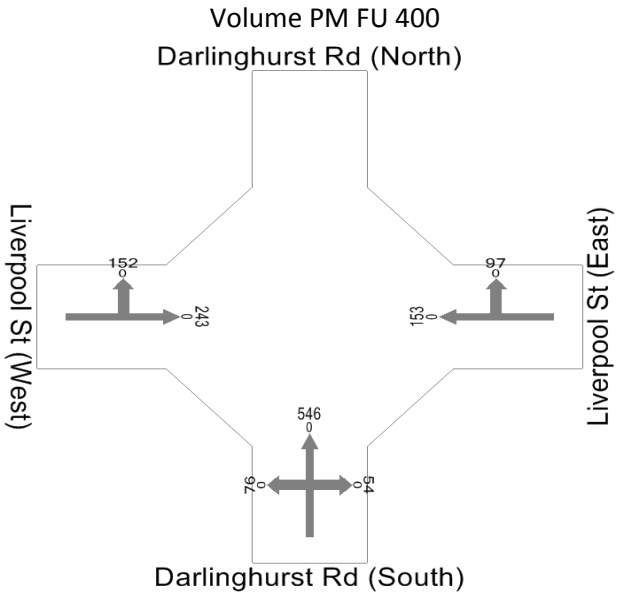
Volume AM FU 500



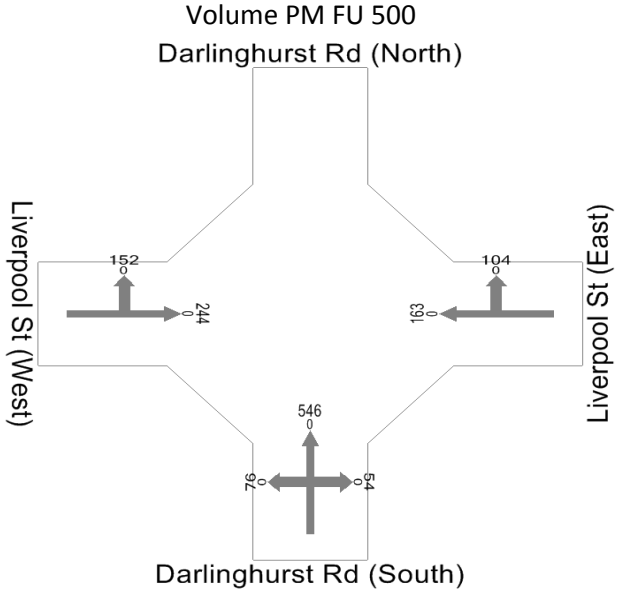
Volume PM EX



Volume PM FU 400



Volume PM FU 500



8169
Darlinghurst Rd-Liverpool St EX
Intersection ID: 1
Fixed-Time Signals, Cycle Time = 110 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio 1st grn	Green Ratio 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
South: Darlinghurst Rd (South)										
1	L	0.464*		136	432	0.315	26.8	B	10.9	76
2	T	0.464		482	1530	0.315	19.7	B	11.0	77
3	R	0.464		32	848	0.038	25.4	B	1.4	10
East: Liverpool St (East)										
5	T	0.427		281	619	0.454	24.2	B	12.6	88
6	R	0.364*		84	185	0.455*	35.0	C	12.6	88
West: Liverpool St (West)										
10	L	0.427		107	781	0.137	28.5	C	4.8	33
11	T	0.427		206	820	0.251	21.5	B	8.7	61
Pedestrian Movements										
P1	(Ped)	0.364		105	4364	0.024	22.3	C	0.2	0
P3	(Ped)	0.418		105	5018	0.021	18.6	B	0.2	0
P5	(Ped)	0.409		105	4909	0.021	19.2	B	0.2	0
P7	(Ped)	0.391		105	4691	0.022	20.4	C	0.2	0
ALL VEHICLES:				1328		0.455	23.5	B	12.6	88
INTERSECTION (persons):				2412			22.9		12.6	88

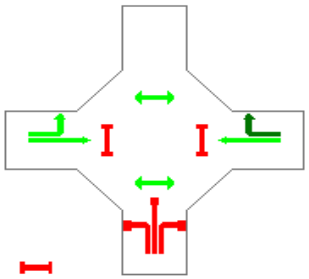
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Darlinghurst Rd-Liverpool St EX

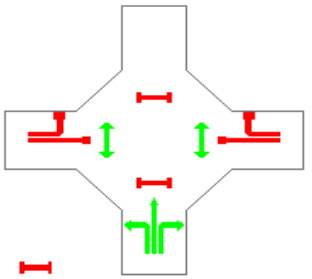
C = **110** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **47** seconds
Phase Time = **53** seconds
Phase Split = **48** %

Phase B



Green Time = **51** seconds
Phase Time = **57** seconds
Phase Split = **52** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Darlinghurst Rd-Liverpool St PM EX
Intersection ID: 1
Fixed-Time Signals, Cycle Time = 110 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio (g/C) 1st grn	Green Ratio (g/C) 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
South: Darlinghurst Rd (South)										
1	L	0.464*		80	241	0.332*	26.0	B	11.5	81
2	T	0.464		575	1731	0.332*	19.9	B	11.5	81
3	R	0.464		57	848	0.067	25.7	B	2.5	17
East: Liverpool St (East)										
5	T	0.427		119	403	0.295	23.6	B	6.9	48
6	R	0.345*		74	251	0.295	36.0	C	6.9	48
West: Liverpool St (West)										
10	L	0.427		160	781	0.205	29.2	C	6.9	48
11	T	0.427		255	820	0.311	22.2	B	10.6	74
Pedestrian Movements										
P1	(Ped)	0.364		105	4364	0.024	22.3	C	0.2	0
P3	(Ped)	0.418		105	5018	0.021	18.6	B	0.2	0
P5	(Ped)	0.409		105	4909	0.021	19.2	B	0.2	0
P7	(Ped)	0.391		105	4691	0.022	20.4	C	0.2	0
ALL VEHICLES:				1320		0.332	23.3	B	11.5	81
INTERSECTION (persons):				2400			22.8		11.5	81

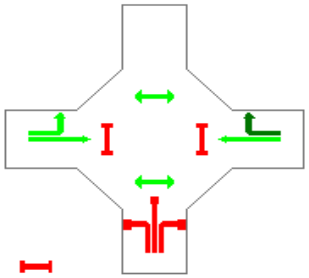
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Darlinghurst Rd-Liverpool St PM EX

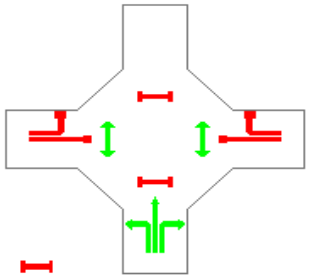
C = **110** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **47** seconds
Phase Time = **53** seconds
Phase Split = **48** %

Phase B



Green Time = **51** seconds
Phase Time = **57** seconds
Phase Split = **52** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Darlinghurst Rd-Liverpool St AM FU 400
Intersection ID: 1
Fixed-Time Signals, Cycle Time = 110 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Time Ratio (g/C) 1st grn	2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	(m)
South: Darlinghurst Rd (South)										
1	L	0.464*		136	432	0.315	26.8	B	10.9	76
2	T	0.464		482	1530	0.315	19.7	B	11.0	77
3	R	0.464		32	848	0.038	25.4	B	1.4	10
East: Liverpool St (East)										
5	T	0.427		286	611	0.468*	24.4	B	12.8	90
6	R	0.364*		87	186	0.468*	35.2	C	12.8	90
West: Liverpool St (West)										
10	L	0.427		107	781	0.137	28.5	C	4.8	33
11	T	0.427		216	820	0.263	21.6	B	9.1	64
Pedestrian Movements										
P1	(Ped)	0.364		105	4364	0.024	22.3	C	0.2	0
P3	(Ped)	0.418		105	5018	0.021	18.6	B	0.2	0
P5	(Ped)	0.409		105	4909	0.021	19.2	B	0.2	0
P7	(Ped)	0.391		105	4691	0.022	20.4	C	0.2	0
ALL VEHICLES:				1346		0.468	23.6	B	12.8	90
INTERSECTION (persons):				2439			23.0		12.8	90

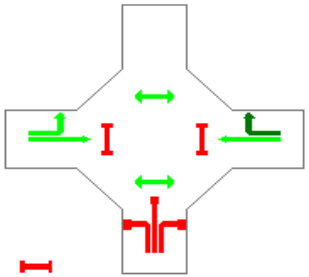
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Darlinghurst Rd-Liverpool St AM FU 400

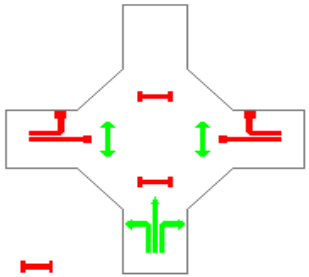
C = **110** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **47** seconds
Phase Time = **53** seconds
Phase Split = **48** %

Phase B



Green Time = **51** seconds
Phase Time = **57** seconds
Phase Split = **52** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Darlinghurst Rd-Liverpool St PM FU 400
Intersection ID: 1
Fixed-Time Signals, Cycle Time = 110 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio (g/C) 1st grn	Green Ratio (g/C) 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
South: Darlinghurst Rd (South)										
1	L	0.464*		80	241	0.332	26.0	B	11.5	81
2	T	0.464		575	1731	0.332	19.9	B	11.5	81
3	R	0.464		57	848	0.067	25.7	B	2.5	17
East: Liverpool St (East)										
5	T	0.427		161	399	0.404*	24.4	B	9.3	65
6	R	0.345*		102	253	0.404*	37.3	C	9.3	65
West: Liverpool St (West)										
10	L	0.427		160	781	0.205	29.2	C	6.9	48
11	T	0.427		256	820	0.312	22.2	B	10.6	74
Pedestrian Movements										
P1	(Ped)	0.364		105	4364	0.024	22.3	C	0.2	0
P3	(Ped)	0.418		105	5018	0.021	18.6	B	0.2	0
P5	(Ped)	0.409		105	4909	0.021	19.2	B	0.2	0
P7	(Ped)	0.391		105	4691	0.022	20.4	C	0.2	0
ALL VEHICLES:				1391		0.404	23.8	B	11.5	81
INTERSECTION (persons):				2507			23.2		11.5	81

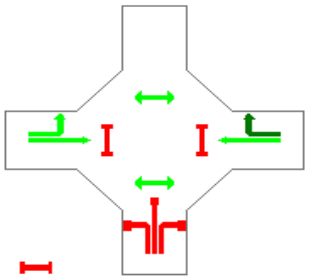
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Darlinghurst Rd-Liverpool St PM FU 400

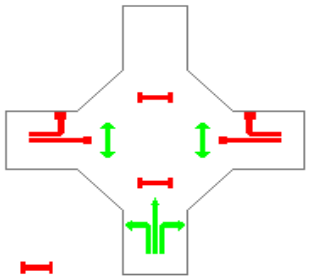
C = **110** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **47** seconds
Phase Time = **53** seconds
Phase Split = **48** %

Phase B



Green Time = **51** seconds
Phase Time = **57** seconds
Phase Split = **52** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Darlinghurst Rd-Liverpool St AM FU 500
Intersection ID: 1
Fixed-Time Signals, Cycle Time = 110 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio (g/C) 1st grn	Green Ratio (g/C) 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
South: Darlinghurst Rd (South)										
1	L	0.464*		136	432	0.315	26.8	B	10.9	76
2	T	0.464		482	1530	0.315	19.7	B	11.0	77
3	R	0.464		32	848	0.038	25.4	B	1.4	10
East: Liverpool St (East)										
5	T	0.427		287	604	0.475*	24.9	B	13.0	91
6	R	0.355*		88	185	0.475*	36.0	C	13.0	91
West: Liverpool St (West)										
10	L	0.427		107	781	0.137	28.5	C	4.8	33
11	T	0.427		218	820	0.266	21.7	B	9.2	64
Pedestrian Movements										
P1	(Ped)	0.364		105	4364	0.024	22.3	C	0.2	0
P3	(Ped)	0.418		105	5018	0.021	18.6	B	0.2	0
P5	(Ped)	0.409		105	4909	0.021	19.2	B	0.2	0
P7	(Ped)	0.391		105	4691	0.022	20.4	C	0.2	0
ALL VEHICLES:				1350		0.475	23.7	B	13.0	91
INTERSECTION (persons):				2445			23.1		13.0	91

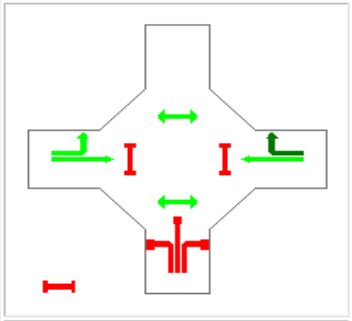
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Darlinghurst Rd-Liverpool St AM FU 500

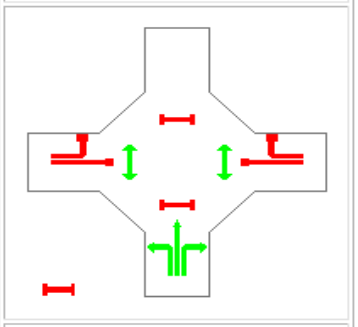
C = **110** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **47** seconds
Phase Time = **53** seconds
Phase Split = **48** %

Phase B



Green Time = **51** seconds
Phase Time = **57** seconds
Phase Split = **52** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Darlinghurst Rd-Liverpool St PM FU 500
Intersection ID: 1
Fixed-Time Signals, Cycle Time = 110 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio 1st grn	Green Ratio 2nd grn	Time (g/C)	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
South: Darlinghurst Rd (South)											
1	L	0.464*			80	241	0.332	26.0	B	11.5	81
2	T	0.464			575	1731	0.332	19.9	B	11.5	81
3	R	0.464			57	848	0.067	25.7	B	2.5	17
East: Liverpool St (East)											
5	T	0.427			172	398	0.432*	24.6	B	9.9	69
6	R	0.345*			109	253	0.432*	37.7	C	9.9	69
West: Liverpool St (West)											
10	L	0.427			160	781	0.205	29.2	C	6.9	48
11	T	0.427			257	820	0.313	22.2	B	10.7	75
Pedestrian Movements											
P1	(Ped)	0.364			105	4364	0.024	22.3	C	0.2	0
P3	(Ped)	0.418			105	5018	0.021	18.6	B	0.2	0
P5	(Ped)	0.409			105	4909	0.021	19.2	B	0.2	0
P7	(Ped)	0.391			105	4691	0.022	20.4	C	0.2	0
ALL VEHICLES:					1410		0.432	23.9	B	11.5	81
INTERSECTION (persons):					2535			23.3		11.5	81

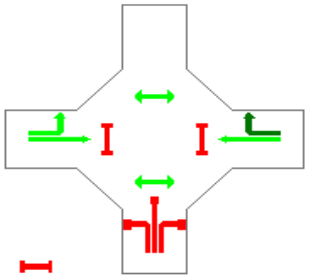
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Darlinghurst Rd-Liverpool St PM FU 500

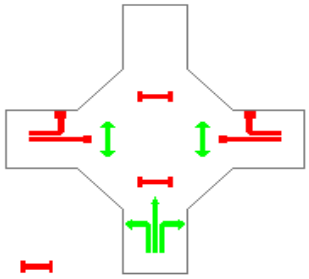
C = **110** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **47** seconds
Phase Time = **53** seconds
Phase Split = **48** %

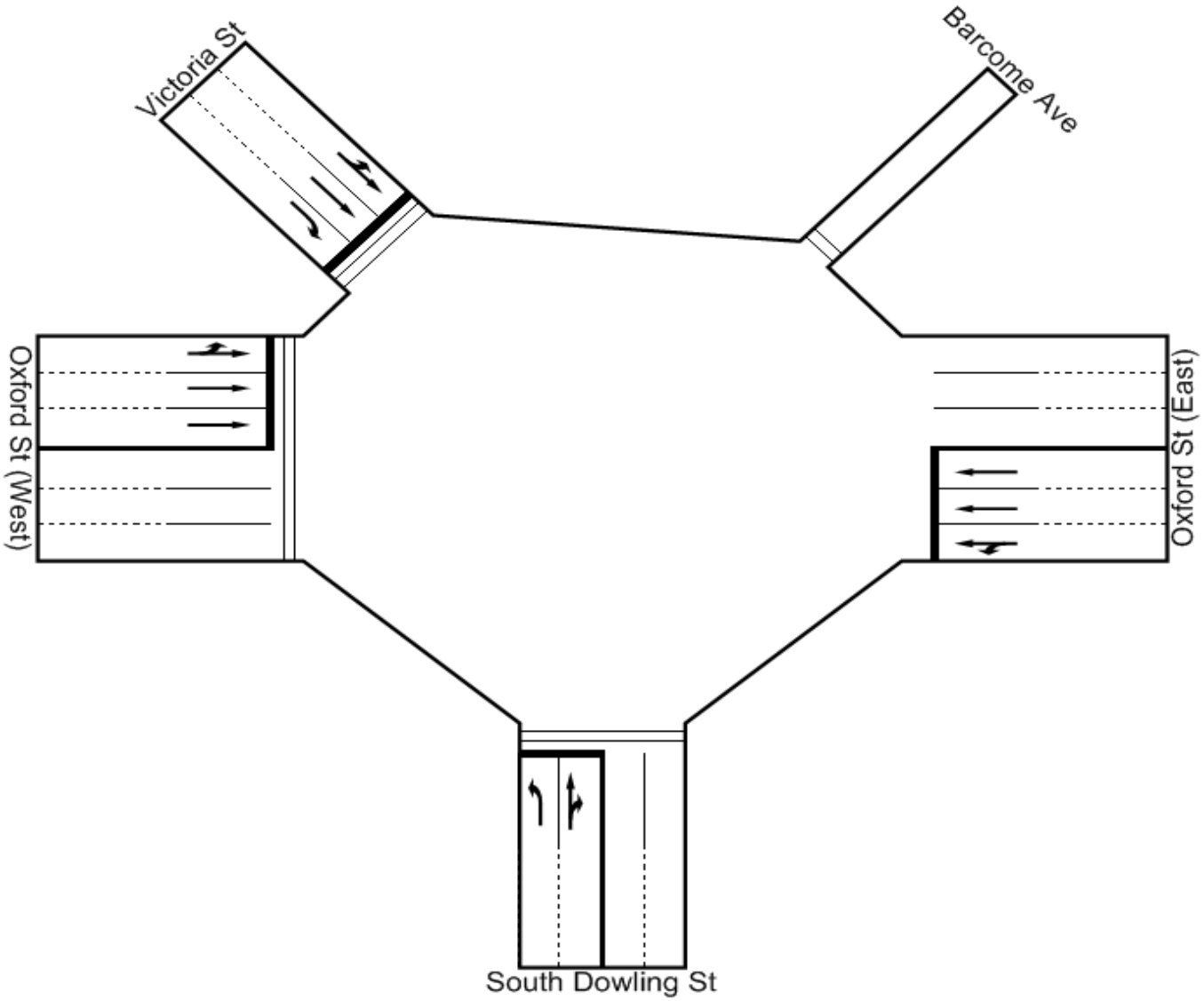
Phase B



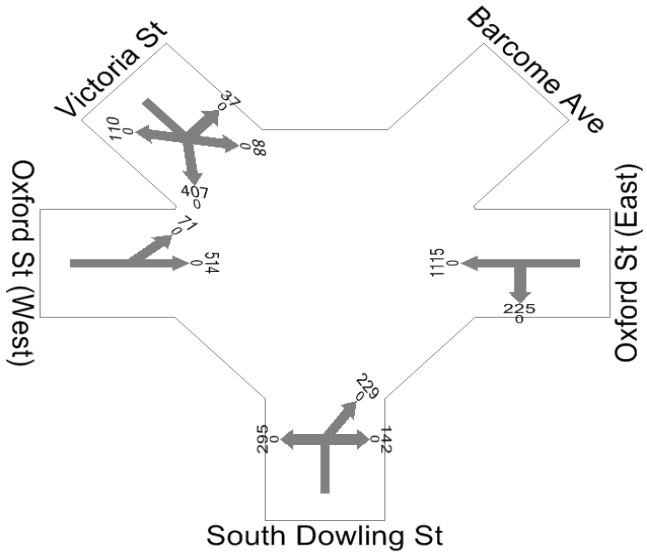
Green Time = **51** seconds
Phase Time = **57** seconds
Phase Split = **52** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

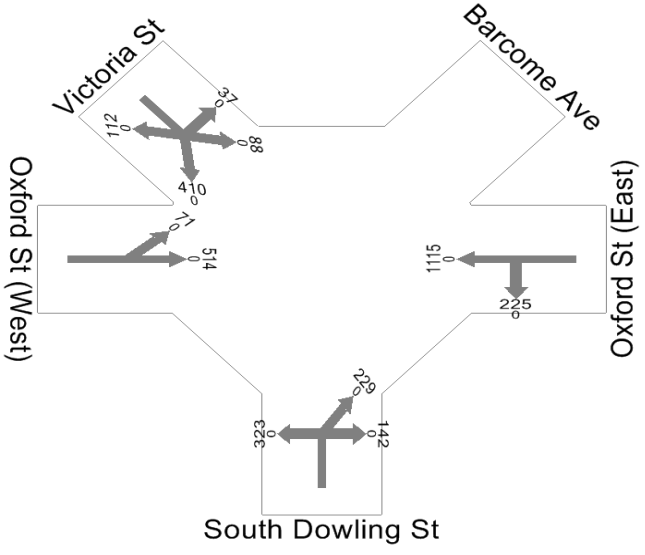
Layout


Victoria St
Barcome Ave
Oxford St (West)
Oxford St (East)
South Dowling St

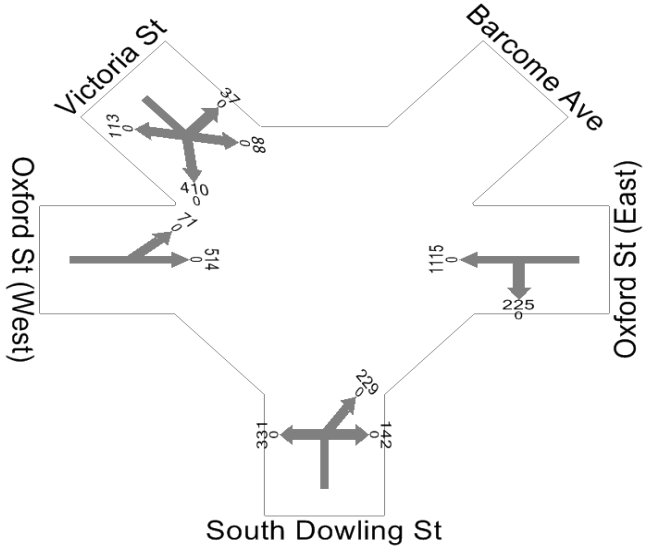
Volume AM EX



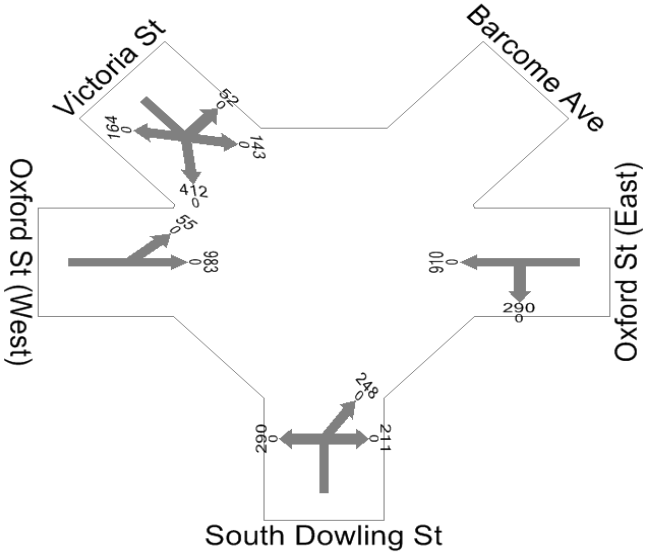
Volume AM FU 400



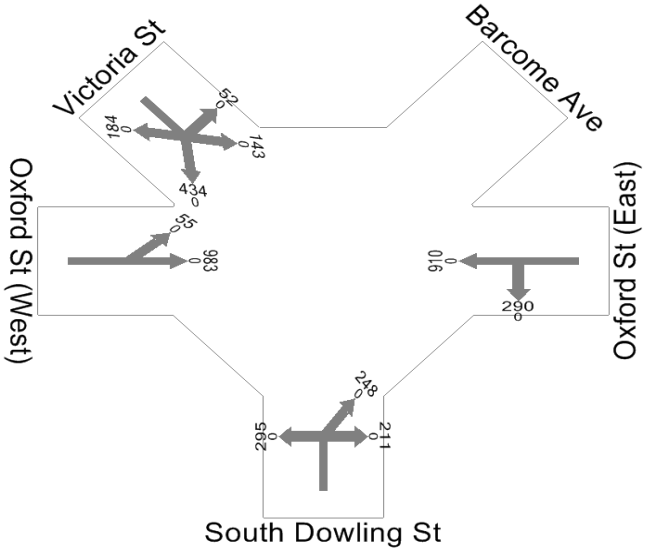
Volume AM FU 500



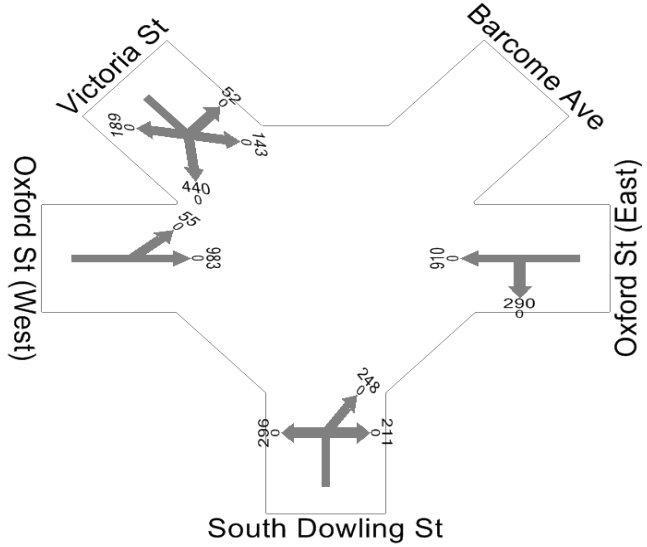
Volume PM EX



Volume PM FU 400



Volume PM FU 500



8169
Oxford St-Victoria St AM EX
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 140 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Time Ratio (g/C) 1st grn	2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	(m)
South: South Dowling St										
1	L	0.250		311	455	0.684	59.5	E	20.0	140
2	T	0.250*		241	290	0.832	64.6	E	27.1	190
3	R	0.250		149	179	0.832	67.1	E	27.1	190
East: Oxford St (East)										
4	L	0.757		237	450	0.527	35.1	C	22.6	158
5	T	0.464*		1174	2229	0.527	27.9	B	22.8	160
NorthWest: Victoria St										
27	L	0.157		132	144	0.915*	85.9	F	22.3	156
28	T	0.157*		428	468	0.915*	84.9	F	22.7	159
29	R	0.157		116	295	0.393	67.0	E	8.9	62
West: Oxford St (West)										
10	L	0.464		75	324	0.232	31.0	C	9.8	69
11	T	0.464		541	2334	0.232	23.7	B	10.0	70
Pedestrian Movements										
P1	(Ped)	0.414		53	4971	0.011	24.0	C	0.1	0
P11	(Ped)	0.443		211	5314	0.040	21.7	C	0.5	0
P13	(Ped)	0.714		211	8571	0.025	5.7	A	0.2	0
P7	(Ped)	0.079		211	943	0.224	59.4	E	0.8	1
ALL VEHICLES:				3404		0.915	45.8	D	27.1	190
INTERSECTION (persons):				5792			43.7		27.1	190

Level of Service calculations are based on average control delay including geometric delay (RTA NSW criteria), independent of the current delay definition used. For the criteria, refer to the "Level of Service" topic in the SIDRA Output Guide or the Output section of the on-line help. Intersection capacity is calculated considering vehicle movements only.

* Maximum v/c ratio, or critical green periods

" Movement Level of service has been determined using adjacent lane v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

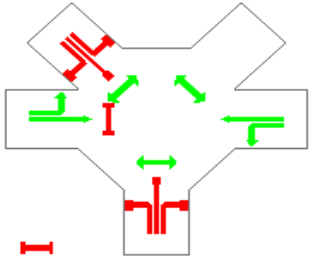
Oxford St-Victoria St AM EX

C = **140** seconds

Cycle Time Option: **User-specified cycle time**

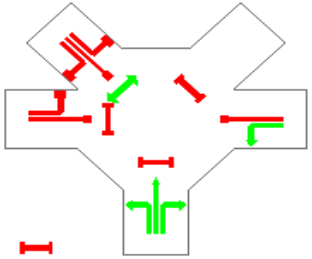
Phase times specified by the user.

Phase A



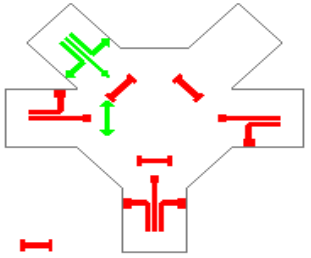
Green Time = **65** seconds
Phase Time = **71** seconds
Phase Split = **51** %

Phase B



Green Time = **35** seconds
Phase Time = **41** seconds
Phase Split = **29** %

Phase C



Green Time = **22** seconds
Phase Time = **28** seconds
Phase Split = **20** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Oxford St-Victoria St PM EX
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 140 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio 1st grn	Green Ratio 2nd grn	Time (g/C)	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest 95% Back (vehs)	Longest 95% Back (m)
South: South Dowling St											
1	L	0.257			305	468	0.652	58.2	E	19.4	136
2	T	0.257			261	259	1.006*	114.7	F	46.4	325
3	R	0.257*			222	221	1.006*	117.0	F	46.4	325
East: Oxford St (East)											
4	L	0.679			305	530	0.576	41.7	C	23.0	161
5	T	0.379*			958	1664	0.576	36.4	C	23.0	161
NorthWest: Victoria St											
27	L	0.236*			205	286	0.718	60.6	E	20.6	144
28	T	0.236			434	605	0.717	59.5	E	21.1	148
29	R	0.236			173	431	0.401	57.9	E	11.6	81
West: Oxford St (West)											
10	L	0.379			58	115	0.502	42.8	D	19.6	137
11	T	0.379			1035	2059	0.503	35.5	C	19.7	138
Pedestrian Movements											
P1	(Ped)	0.329			53	3943	0.013	31.6	D	0.1	0
P11	(Ped)	0.357			211	4286	0.049	28.9	C	0.5	1
P13	(Ped)	0.643			211	7714	0.027	8.9	A	0.3	0
P7	(Ped)	0.157			211	1886	0.112	49.7	E	0.7	1
ALL VEHICLES:					3956		1.006	52.8	D	46.4	325
INTERSECTION (persons):					6620			50.3		46.4	325

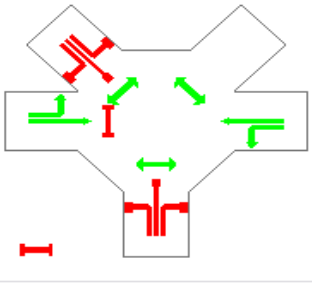
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Oxford St-Victoria St PM EX

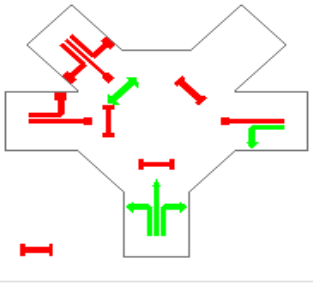
C = **140** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



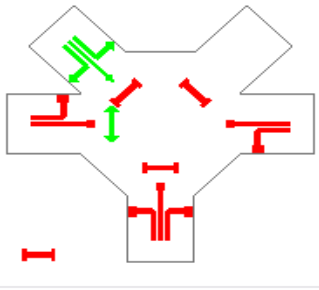
Green Time = **53** seconds
Phase Time = **59** seconds
Phase Split = **42** %

Phase B



Green Time = **36** seconds
Phase Time = **42** seconds
Phase Split = **30** %

Phase C



Green Time = **33** seconds
Phase Time = **39** seconds
Phase Split = **28** %

8169
Oxford St-Victoria St AM FU 400
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 140 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio 1st grn	Green Ratio 2nd grn	Time (g/C)	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue (m)
South: South Dowling St											
1	L	0.250			340	455	0.748	61.5	E	22.3	156
2	T	0.250*			241	290	0.832	64.6	E	27.1	190
3	R	0.250			149	179	0.832	67.1	E	27.1	190
East: Oxford St (East)											
4	L	0.757			237	450	0.527	35.1	C	22.6	158
5	T	0.464*			1174	2229	0.527	27.9	B	22.8	160
NorthWest: Victoria St											
27	L	0.157			132	143	0.921	87.3	F	22.7	159
28	T	0.157*			432	469	0.922*	86.3	F	23.1	162
29	R	0.157			118	295	0.400	67.0	E	9.0	63
West: Oxford St (West)											
10	L	0.464			75	324	0.232	31.0	C	9.8	69
11	T	0.464			541	2334	0.232	23.7	B	10.0	70
Pedestrian Movements											
P1	(Ped)	0.414			53	4971	0.011	24.0	C	0.1	0
P11	(Ped)	0.443			211	5314	0.040	21.7	C	0.5	0
P13	(Ped)	0.714			211	8571	0.025	5.7	A	0.2	0
P7	(Ped)	0.079			211	943	0.224	59.4	E	0.8	1
ALL VEHICLES:					3439		0.922	46.4	D	27.1	190
INTERSECTION (persons):					5845			44.3		27.1	190

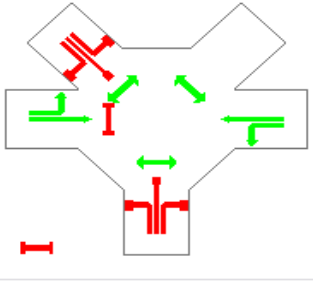
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Oxford St-Victoria St AM FU 400

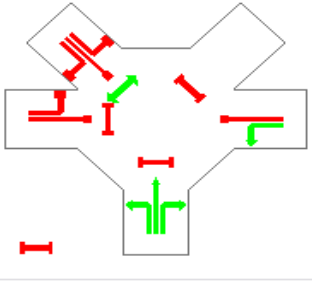
C = **140** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



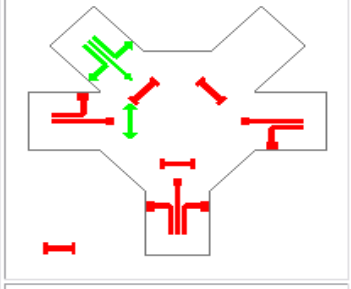
Green Time = **65** seconds
Phase Time = **71** seconds
Phase Split = **51** %

Phase B



Green Time = **35** seconds
Phase Time = **41** seconds
Phase Split = **29** %

Phase C



Green Time = **22** seconds
Phase Time = **28** seconds
Phase Split = **20** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Oxford St-Victoria St PM FU 400
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 140 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio (g/C) 1st grn	Green Ratio (g/C) 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest 95% Back (vehs)	Longest 95% Back (m)
South: South Dowling St										
1	L	0.257		311	468	0.665	58.4	E	19.8	139
2	T	0.257		261	259	1.006*	114.7	F	46.4	325
3	R	0.257*		222	221	1.006*	117.0	F	46.4	325
East: Oxford St (East)										
4	L	0.679		305	530	0.576	41.7	C	23.0	161
5	T	0.379*		958	1664	0.576	36.4	C	23.0	161
NorthWest: Victoria St										
27	L	0.236		205	276	0.743	61.6	E	21.6	151
28	T	0.236*		457	615	0.743	60.6	E	22.1	155
29	R	0.236		194	431	0.450	58.5	E	12.9	90
West: Oxford St (West)										
10	L	0.379		58	115	0.502	42.8	D	19.6	137
11	T	0.379		1035	2059	0.503	35.5	C	19.7	138
Pedestrian Movements										
P1	(Ped)	0.329		53	3943	0.013	31.6	D	0.1	0
P11	(Ped)	0.357		211	4286	0.049	28.9	C	0.5	1
P13	(Ped)	0.643		211	7714	0.027	8.9	A	0.3	0
P7	(Ped)	0.157		211	1886	0.112	49.7	E	0.7	1
ALL VEHICLES:				4006		1.006	53.1	D	46.4	325
INTERSECTION (persons):				6695			50.6		46.4	325

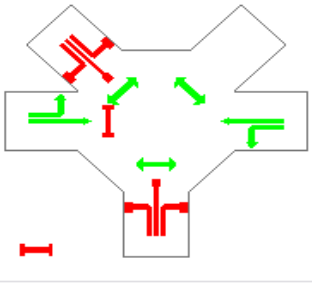
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Oxford St-Victoria St PM FU 400

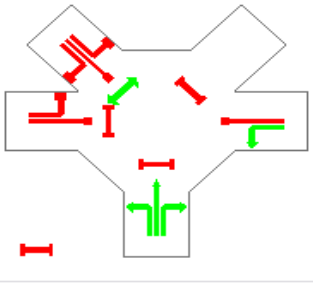
C = **140** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



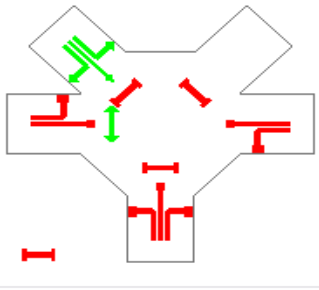
Green Time = **53** seconds
Phase Time = **59** seconds
Phase Split = **42** %

Phase B



Green Time = **36** seconds
Phase Time = **42** seconds
Phase Split = **30** %

Phase C



Green Time = **33** seconds
Phase Time = **39** seconds
Phase Split = **28** %

8169
Oxford St-Victoria St AM FU 500
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 140 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Time Ratio (g/C) 1st grn	Green Time Ratio (g/C) 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
South: South Dowling St										
1	L	0.250		348	455	0.765	62.5	E	23.1	162
2	T	0.250*		241	290	0.832	64.6	E	27.1	190
3	R	0.250		149	179	0.832	67.1	E	27.1	190
East: Oxford St (East)										
4	L	0.757		237	450	0.527	35.1	C	22.6	158
5	T	0.464*		1174	2229	0.527	27.9	B	22.8	160
NorthWest: Victoria St										
27	L	0.157		132	143	0.921	87.3	F	22.7	159
28	T	0.157*		432	469	0.922*	86.3	F	23.1	162
29	R	0.157		119	295	0.404	67.1	E	9.1	64
West: Oxford St (West)										
10	L	0.464		75	324	0.232	31.0	C	9.8	69
11	T	0.464		541	2334	0.232	23.7	B	10.0	70
Pedestrian Movements										
P1	(Ped)	0.414		53	4971	0.011	24.0	C	0.1	0
P11	(Ped)	0.443		211	5314	0.040	21.7	C	0.5	0
P13	(Ped)	0.714		211	8571	0.025	5.7	A	0.2	0
P7	(Ped)	0.079		211	943	0.224	59.4	E	0.8	1
ALL VEHICLES:				3448		0.922	46.5	D	27.1	190
INTERSECTION (persons):				5858			44.4		27.1	190

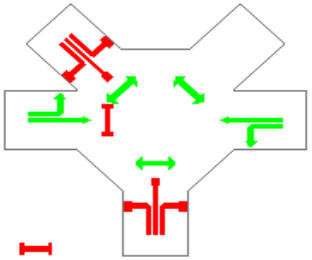
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Oxford St-Victoria St AM FU 500

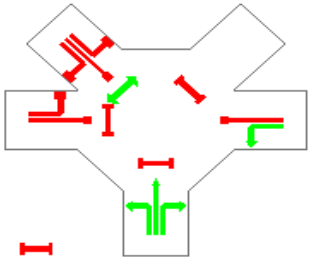
C = **140** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



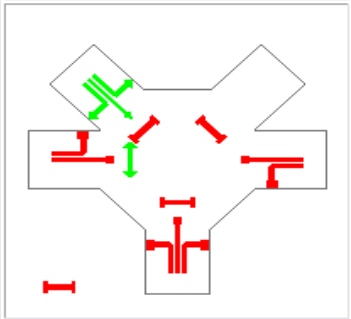
Green Time = **65** seconds
Phase Time = **71** seconds
Phase Split = **51** %

Phase B



Green Time = **35** seconds
Phase Time = **41** seconds
Phase Split = **29** %

Phase C



Green Time = **22** seconds
Phase Time = **28** seconds
Phase Split = **20** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Oxford St-Victoria St PM FU 500
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 140 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio (g/C) 1st grn	Green Ratio (g/C) 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
South: South Dowling St										
1	L	0.257		312	468	0.667	58.5	E	19.9	139
2	T	0.257		261	259	1.006*	114.7	F	46.4	325
3	R	0.257*		222	221	1.006*	117.0	F	46.4	325
East: Oxford St (East)										
4	L	0.679		305	530	0.576	41.7	C	23.0	161
5	T	0.379*		958	1664	0.576	36.4	C	23.0	161
NorthWest: Victoria St										
27	L	0.236		205	274	0.749	62.0	E	21.8	153
28	T	0.236*		463	618	0.749	60.9	E	22.4	157
29	R	0.236		199	431	0.462	58.7	E	13.2	92
West: Oxford St (West)										
10	L	0.379		58	115	0.502	42.8	D	19.6	137
11	T	0.379		1035	2059	0.503	35.5	C	19.7	138
Pedestrian Movements										
P1	(Ped)	0.329		53	3943	0.013	31.6	D	0.1	0
P11	(Ped)	0.357		211	4286	0.049	28.9	C	0.5	1
P13	(Ped)	0.643		211	7714	0.027	8.9	A	0.3	0
P7	(Ped)	0.157		211	1886	0.112	49.7	E	0.7	1
ALL VEHICLES:				4018		1.006	53.2	D	46.4	325
INTERSECTION (persons):				6713			50.7		46.4	325

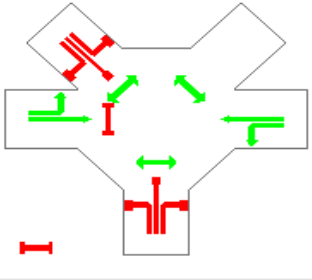
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Oxford St-Victoria St PM FU 500

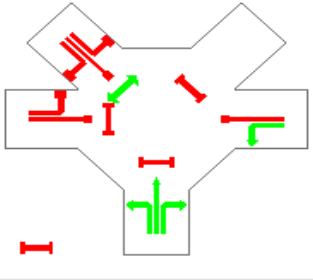
C = **140** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



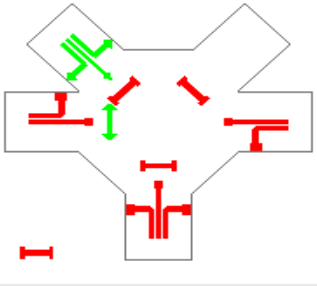
Green Time = **53** seconds
Phase Time = **59** seconds
Phase Split = **42** %

Phase B



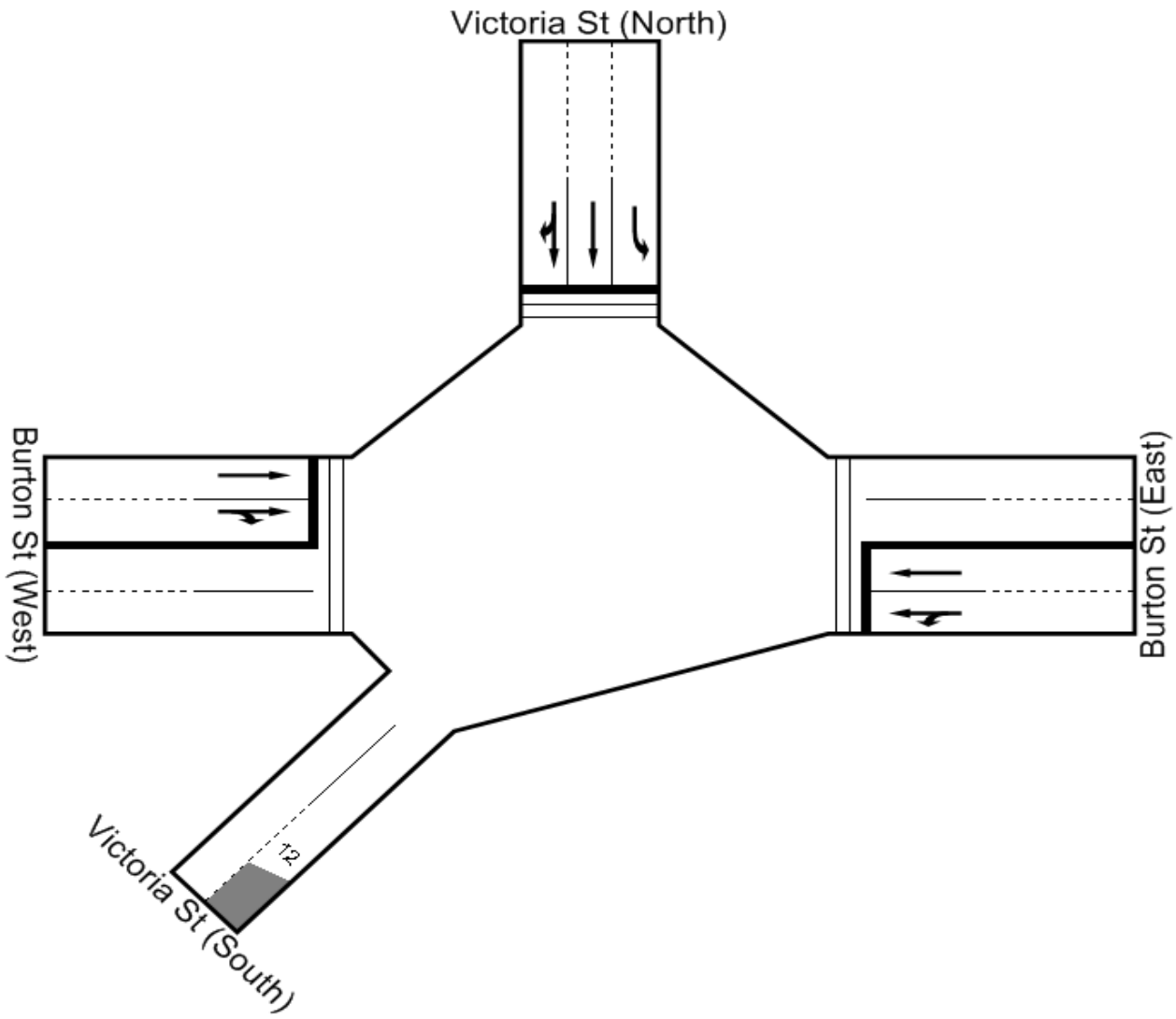
Green Time = **36** seconds
Phase Time = **42** seconds
Phase Split = **30** %

Phase C

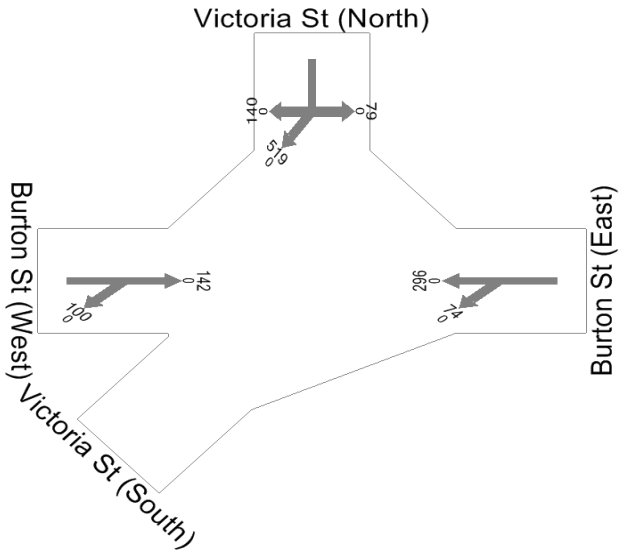


Green Time = **33** seconds
Phase Time = **39** seconds
Phase Split = **28** %

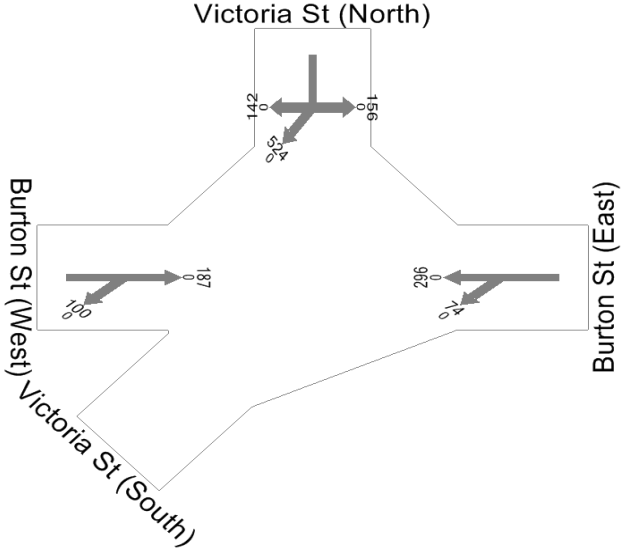
Layout


Victoria St (North)
Burton St (West)
Burton St (East)
Victoria St (South)
12

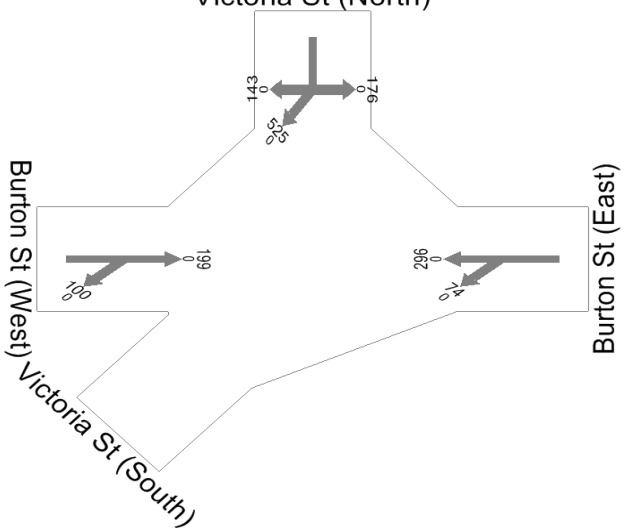
Volume AM EX



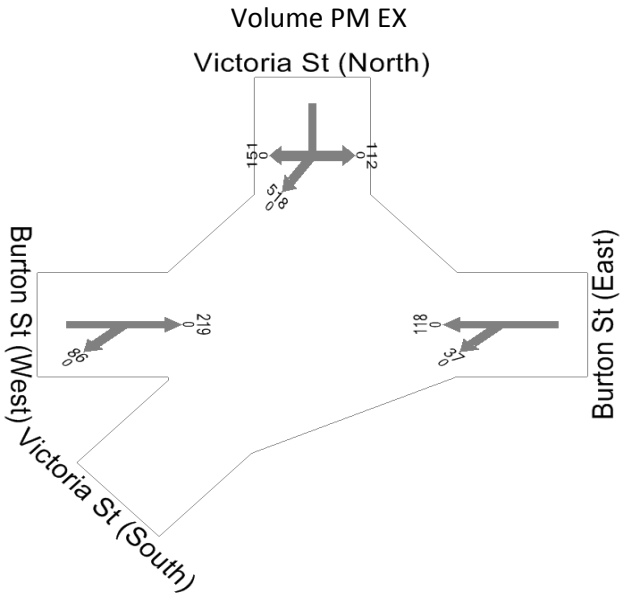
Volume AM FU 400



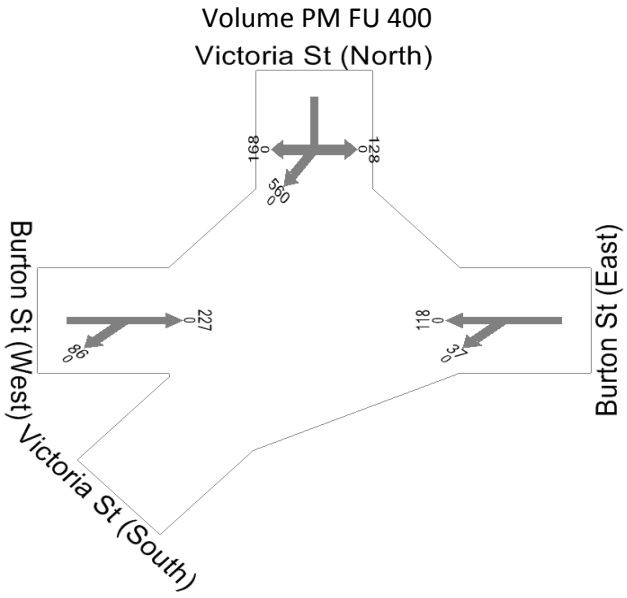
Volume AM FU 500



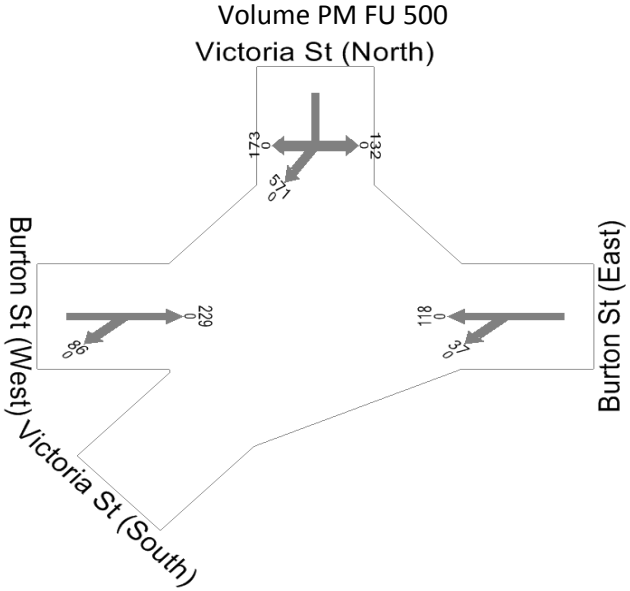
Volume PM EX



Volume PM FU 400



Volume PM FU 500



8169
Victoria St-Burton St AM EX
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 80 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio 1st grn	Green Ratio 2nd grn	Time (g/C)	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
East: Burton St (East)											
4	L	0.450			78	347	0.225	22.5	B	6.1	43
5	T	0.450			312	1390	0.224	14.4	A	6.2	43
North: Victoria St (North)											
7	L	0.400			83	747	0.111	24.3	B	3.0	21
8	T	0.400			546	737	0.741*	27.8	B	20.4	143
9	R	0.400*			147	198	0.741*	31.5	C	20.4	143
West: Burton St (West)											
11	T	0.450			149	864	0.172	14.0	A	4.8	33
12	R	0.400*			105	458	0.229	26.7	B	3.9	27
Pedestrian Movements											
P3	(Ped)	0.300			105	3600	0.029	19.6	B	0.2	0
P5	(Ped)	0.375			105	4500	0.023	15.6	B	0.1	0
P7	(Ped)	0.312			105	3750	0.028	18.9	B	0.2	0
ALL VEHICLES:					1420		0.741	23.2	B	20.4	143
INTERSECTION (persons):					2445			22.5		20.4	143

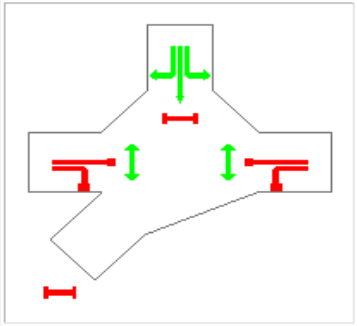
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Victoria St-Burton St AM EX

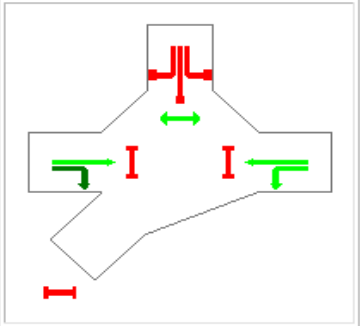
C = **80** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **32** seconds
Phase Time = **38** seconds
Phase Split = **48** %

Phase B



Green Time = **36** seconds
Phase Time = **42** seconds
Phase Split = **53** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Victoria St-Burton St PM EX
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 80 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio 1st grn	Green Ratio 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
East: Burton St (East)										
4	L	0.450		39	415	0.094	21.6	B	2.6	18
5	T	0.450		124	1319	0.094	13.5	A	2.7	19
North: Victoria St (North)										
7	L	0.400		118	747	0.158	24.7	B	4.1	29
8	T	0.400		545	724	0.753*	28.2	B	21.0	147
9	R	0.400*		159	211	0.753*	32.0	C	21.0	147
West: Burton St (West)										
11	T	0.450*		231	1081	0.214	14.4	A	5.8	41
12	R	0.438		91	426	0.214	23.8	B	4.6	32
Pedestrian Movements										
P3	(Ped)	0.300		105	3600	0.029	19.6	B	0.2	0
P5	(Ped)	0.375		105	4500	0.023	15.6	B	0.1	0
P7	(Ped)	0.312		105	3750	0.028	18.9	B	0.2	0
ALL VEHICLES:				1307		0.753	24.0	B	21.0	147
INTERSECTION (persons):				2276			23.2		21.0	147

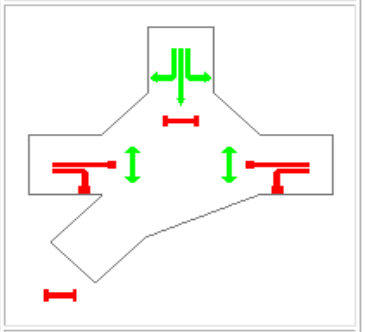
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Victoria St-Burton St PM EX

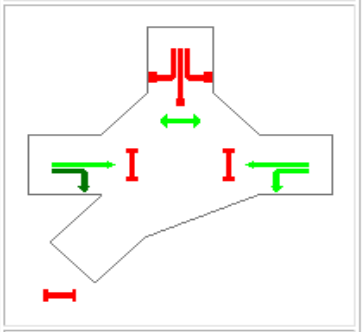
C = **80** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **32** seconds
Phase Time = **38** seconds
Phase Split = **48** %

Phase B



Green Time = **36** seconds
Phase Time = **42** seconds
Phase Split = **53** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Burton St-Victoria St AM FU 400
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 80 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio 1st grn	Green Ratio 2nd grn	Time (g/C)	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest 95% Back (vehs)	Queue (m)
East: Burton St (East)											
4	L	0.450			78	347	0.225	22.5	B	6.1	43
5	T	0.450			312	1390	0.224	14.4	A	6.2	43
North: Victoria St (North)											
7	L	0.400			164	747	0.220	25.2	B	5.7	40
8	T	0.400			552	737	0.749*	28.1	B	20.8	146
9	R	0.400*			149	199	0.749*	31.9	C	20.8	146
West: Burton St (West)											
11	T	0.450			197	864	0.228	14.5	A	6.2	44
12	R	0.400*			105	458	0.229	26.7	B	3.9	27
Pedestrian Movements											
P3	(Ped)	0.300			105	3600	0.029	19.6	B	0.2	0
P5	(Ped)	0.375			105	4500	0.023	15.6	B	0.1	0
P7	(Ped)	0.312			105	3750	0.028	18.9	B	0.2	0
ALL VEHICLES:					1557		0.749	23.3	B	20.8	146
INTERSECTION (persons):					2651			22.7		20.8	146

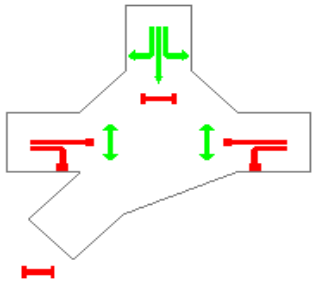
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Burton St-Victoria St AM FU 400

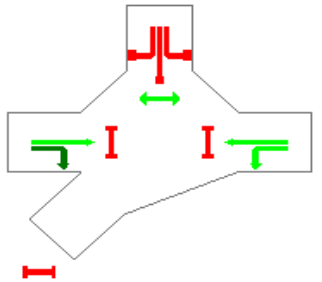
C = **80** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **32** seconds
Phase Time = **38** seconds
Phase Split = **48** %

Phase B



Green Time = **36** seconds
Phase Time = **42** seconds
Phase Split = **53** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Burton St - Victoria St PM FU 400
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 80 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Time Ratio (g/C) 1st grn	Green Time Ratio (g/C) 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
East: Burton St (East)										
4	L	0.450		39	415	0.094	21.6	B	2.6	18
5	T	0.450		124	1319	0.094	13.5	A	2.7	19
North: Victoria St (North)										
7	L	0.400		135	747	0.181	24.9	B	4.7	33
8	T	0.400		589	719	0.819*	31.3	C	24.8	174
9	R	0.400*		177	216	0.819*	36.0	C	24.8	174
West: Burton St (West)										
11	T	0.450*		239	1094	0.218	14.4	A	6.0	42
12	R	0.438		91	417	0.218	23.8	B	4.7	33
Pedestrian Movements										
P3	(Ped)	0.300		105	3600	0.029	19.6	B	0.2	0
P5	(Ped)	0.375		105	4500	0.023	15.6	B	0.1	0
P7	(Ped)	0.312		105	3750	0.028	18.9	B	0.2	0
ALL VEHICLES:				1394		0.819	26.0	B	24.8	174
INTERSECTION (persons):				2406			25.0		24.8	174

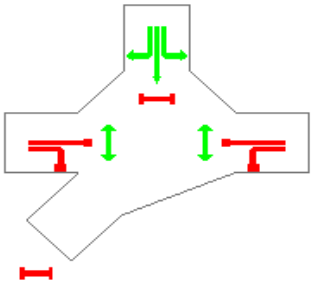
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Burton St - Victoria St PM FU 400

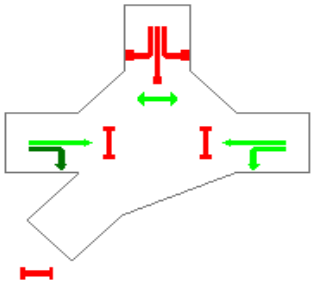
C = **80** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **32** seconds
Phase Time = **38** seconds
Phase Split = **48** %

Phase B



Green Time = **36** seconds
Phase Time = **42** seconds
Phase Split = **53** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Burton St-Victoria St AM FU 500
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 80 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio (g/C) 1st grn	Green Ratio (g/C) 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
East: Burton St (East)										
4	L	0.450		78	347	0.225	22.5	B	6.1	43
5	T	0.450		312	1390	0.224	14.4	A	6.2	43
North: Victoria St (North)										
7	L	0.400		185	747	0.248	25.4	B	6.4	45
8	T	0.400*		553	735	0.753*	28.2	B	21.0	147
9	R	0.400		151	201	0.752	32.0	C	21.0	147
West: Burton St (West)										
11	T	0.450		209	886	0.236	14.6	B	6.4	45
12	R	0.400*		105	445	0.236	26.0	B	4.0	28
Pedestrian Movements										
P3	(Ped)	0.300		105	3600	0.029	19.6	B	0.2	0
P5	(Ped)	0.375		105	4500	0.023	15.6	B	0.1	0
P7	(Ped)	0.312		105	3750	0.028	18.9	B	0.2	0
ALL VEHICLES:				1593		0.753	23.3	B	21.0	147
INTERSECTION (persons):				2705			22.7		21.0	147

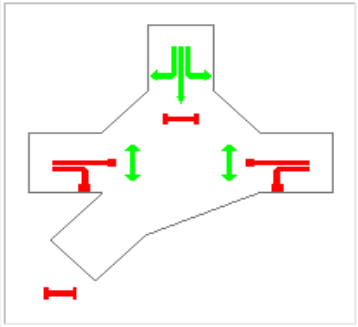
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Burton St-Victoria St AM FU 500

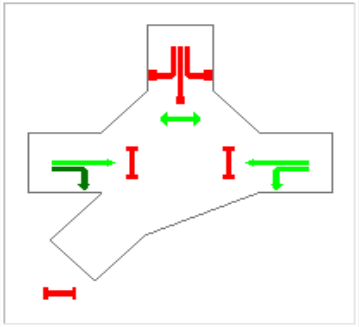
C = **80** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **32** seconds
Phase Time = **38** seconds
Phase Split = **48** %

Phase B



Green Time = **36** seconds
Phase Time = **42** seconds
Phase Split = **53** %

8169
Burton St - Victoria St PM FU 500
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 80 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio (g/C) 1st grn	Green Ratio (g/C) 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest 95% Back (vehs)	Longest 95% Back (m)
East: Burton St (East)										
4	L	0.450		39	415	0.094	21.6	B	2.6	18
5	T	0.450		124	1319	0.094	13.5	A	2.7	19
North: Victoria St (North)										
7	L	0.400		139	747	0.186	24.9	B	4.8	34
8	T	0.400		601	718	0.838*	32.5	C	26.1	183
9	R	0.400*		182	217	0.838*	37.6	C	26.1	183
West: Burton St (West)										
11	T	0.450*		241	1098	0.219	14.4	A	6.0	42
12	R	0.438		91	414	0.220	23.8	B	4.7	33
Pedestrian Movements										
P3	(Ped)	0.300		105	3600	0.029	19.6	B	0.2	0
P5	(Ped)	0.375		105	4500	0.023	15.6	B	0.1	0
P7	(Ped)	0.312		105	3750	0.028	18.9	B	0.2	0
ALL VEHICLES:				1417		0.838	26.8	B	26.1	183
INTERSECTION (persons):				2441			25.7		26.1	183

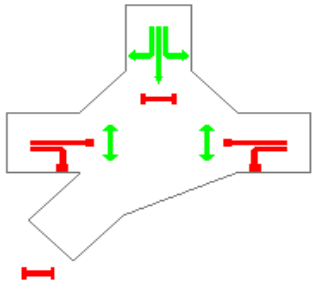
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Burton St - Victoria St PM FU 500

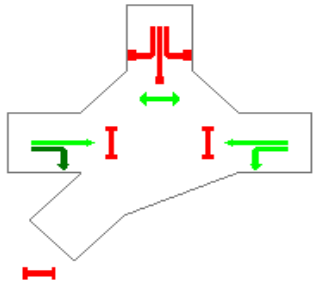
C = **80** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **32** seconds
Phase Time = **38** seconds
Phase Split = **48** %

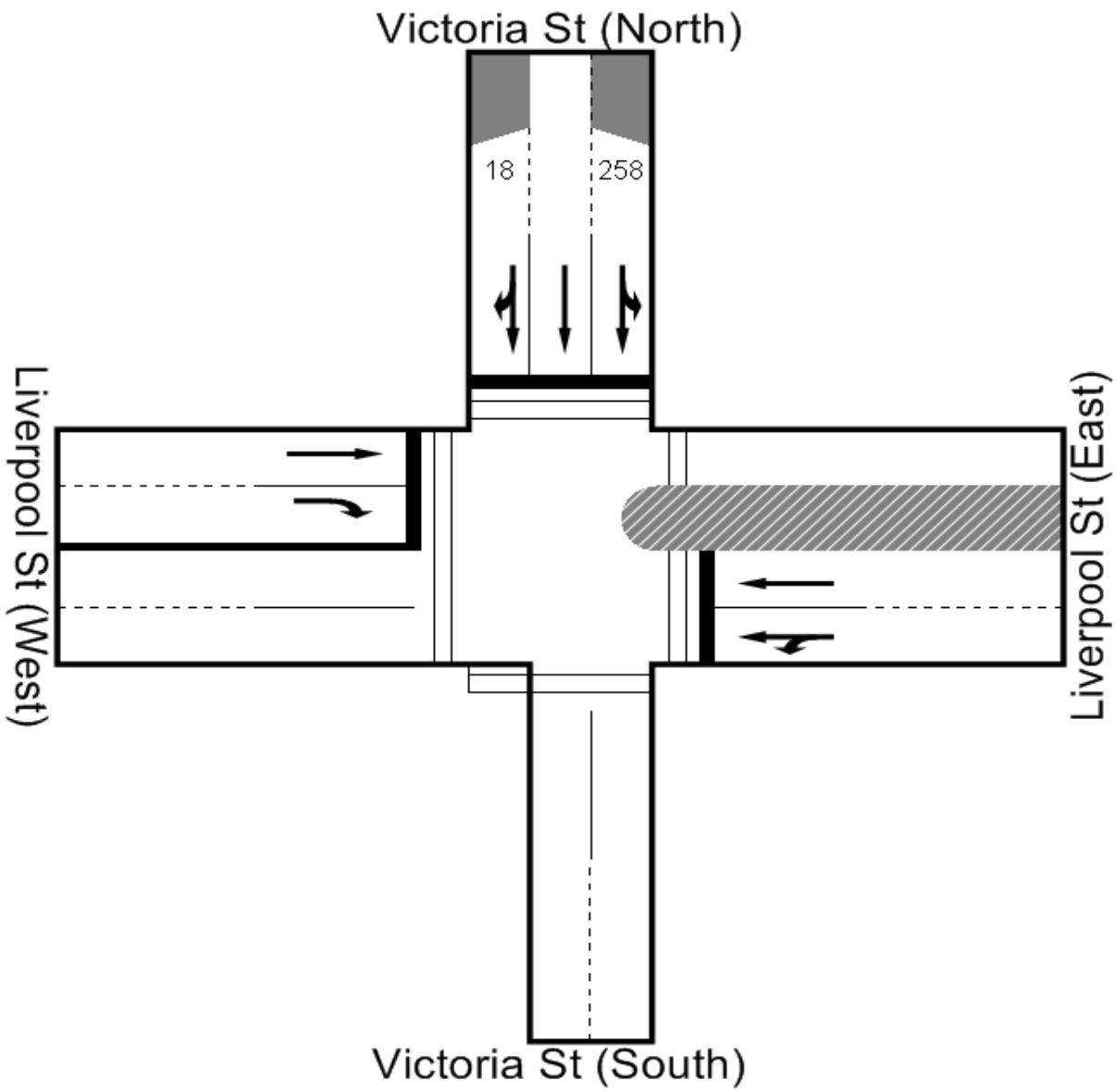
Phase B



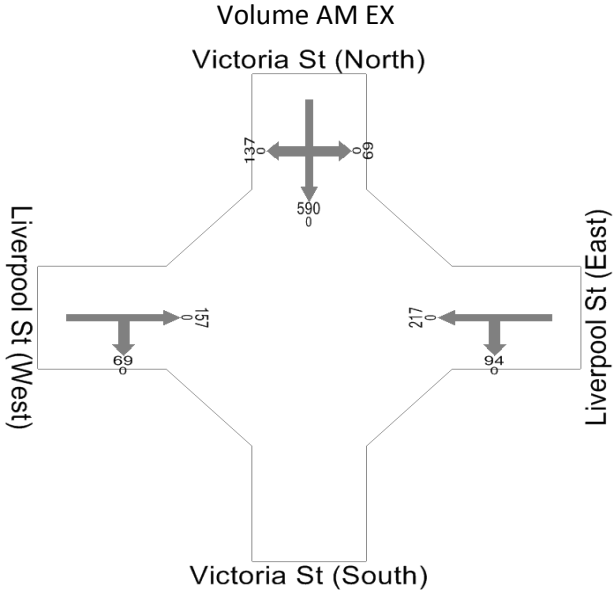
Green Time = **36** seconds
Phase Time = **42** seconds
Phase Split = **53** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

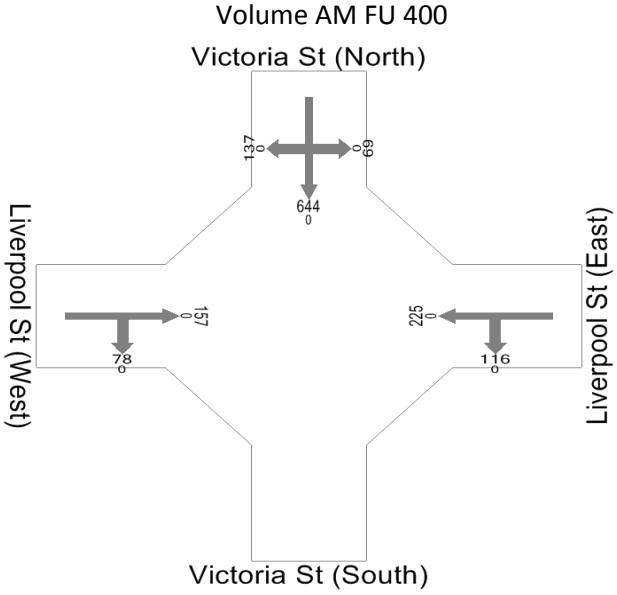
Layout


Victoria St (North)
18
258
Liverpool St (West)
Liverpool St (East)
Victoria St (South)

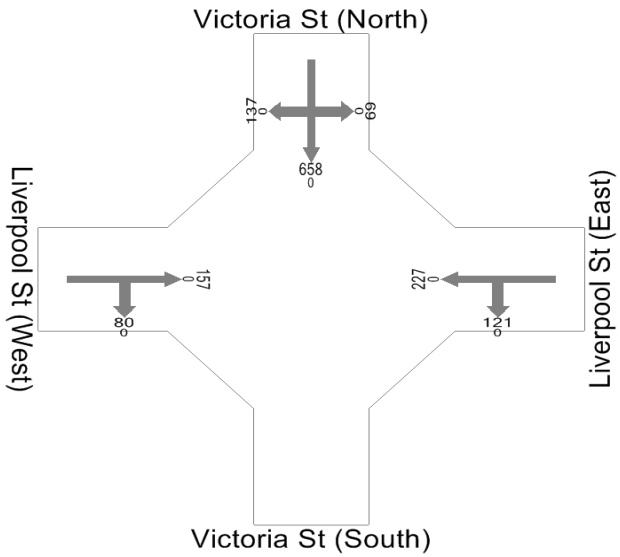
Volume AM EX



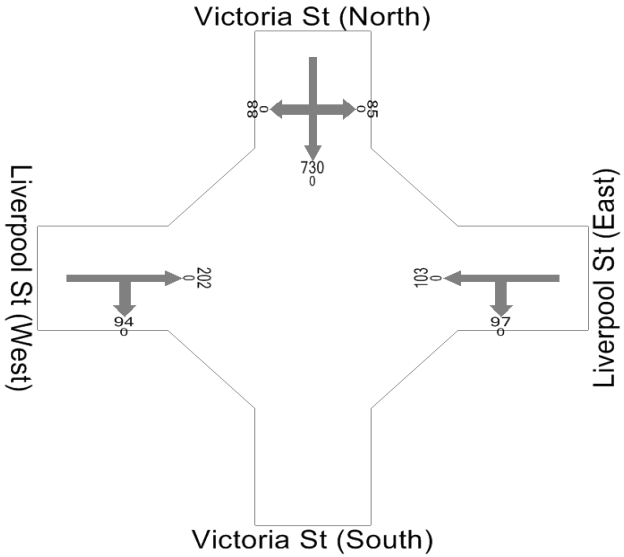
Volume AM FU 400



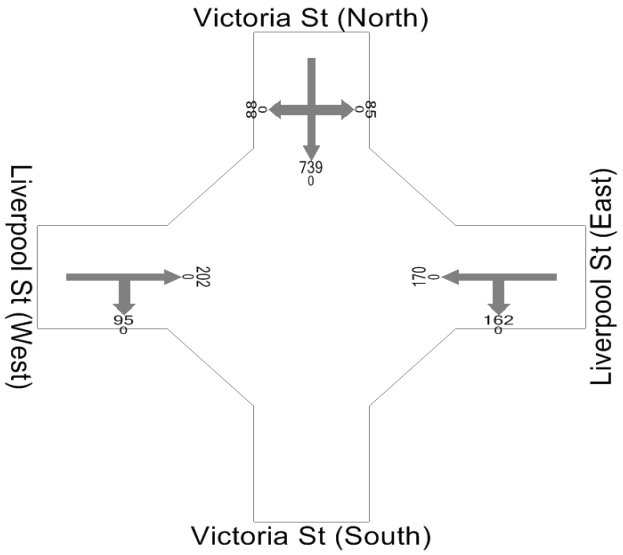
Volume AM FU 500



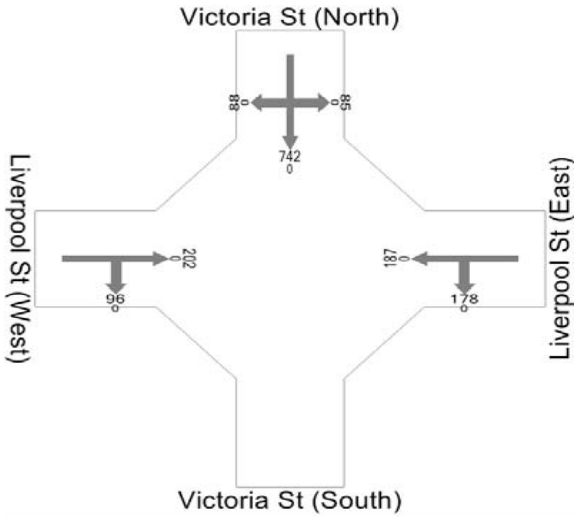
Volume PM EX



Volume PM FU 400



Volume PM FU 500



8169
Liverpool St - Victoria St AM EX
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 80 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Time (g/C) Ratio 1st grn	Green Time (g/C) Ratio 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest 95% Back (vehs)	Longest 95% Back (m)
East: Liverpool St (East)										
4	L	0.412		99	467	0.212	24.5	B	5.5	38
5	T	0.412		228	1077	0.212	16.3	B	5.6	39
North: Victoria St (North)										
7	L	0.438		73	546	0.134	22.6	B	3.7	26
8	T	0.438		621	930	0.668	19.0	B	19.0	133
9	R	0.438*		144	174<	0.827*	35.2	C	5.7	40
West: Liverpool St (West)										
11	T	0.412*		165	776	0.213	16.3	B	5.6	39
12	R	0.363		73	421	0.173	27.7	B	2.9	20
Pedestrian Movements										
P1	(Ped)	0.387		105	4650	0.023	15.0	B	0.1	0
P3	(Ped)	0.375		105	4500	0.023	15.6	B	0.1	0
P5	(Ped)	0.325		105	3900	0.027	18.2	B	0.2	0
P7	(Ped)	0.363		105	4350	0.024	16.3	B	0.2	0
ALL VEHICLES:				1403		0.827	20.9	B	19.0	133
INTERSECTION (persons):				2525			20.2		19.0	133

Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.

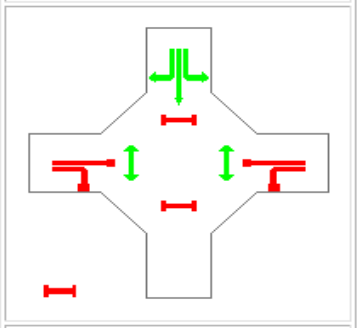
< Reduced capacity due to a short lane effect
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Liverpool St - Victoria St AM EX

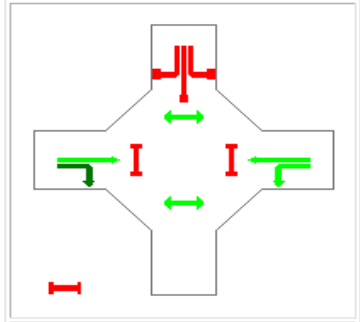
C = **80** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **35** seconds
Phase Time = **41** seconds
Phase Split = **51** %

Phase B



Green Time = **33** seconds
Phase Time = **39** seconds
Phase Split = **49** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Liverpool St - Victoria St PM EX
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 80 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Time (g/C) Ratio 1st grn	Green Time (g/C) Ratio 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest 95% Back (vehs)	Longest 95% Back (m)
East: Liverpool St (East)										
4	L	0.412		102	743	0.137	23.9	B	3.6	25
5	T	0.412		108	787	0.137	15.7	B	3.7	26
North: Victoria St (North)										
7	L	0.438		89	821	0.108	22.4	B	3.0	21
8	T	0.438		768	1529	0.502	17.5	B	13.6	95
9	R	0.438*		93	185	0.503*	26.2	B	13.5	95
West: Liverpool St (West)										
11	T	0.412*		213	776	0.275	16.8	B	7.1	50
12	R	0.387		99	485	0.204	26.4	B	3.7	26
Pedestrian Movements										
P1	(Ped)	0.387		105	4650	0.023	15.0	B	0.1	0
P3	(Ped)	0.375		105	4500	0.023	15.6	B	0.1	0
P5	(Ped)	0.338		105	4050	0.026	17.6	B	0.2	0
P7	(Ped)	0.363		105	4350	0.024	16.3	B	0.2	0
ALL VEHICLES:				1472		0.503	19.1	B	13.6	95
INTERSECTION (persons):				2628			18.7		13.6	95

Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.

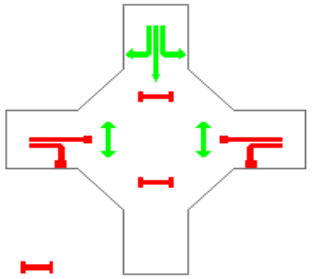
< Reduced capacity due to a short lane effect
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Liverpool St - Victoria St PM EX

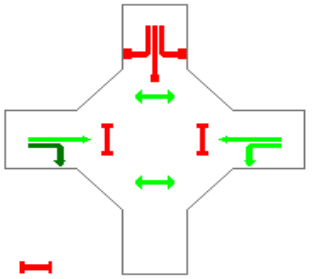
C = **80** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **35** seconds
Phase Time = **41** seconds
Phase Split = **51** %

Phase B



Green Time = **33** seconds
Phase Time = **39** seconds
Phase Split = **49** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Liverpool St - Victoria St AM FU 400
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 80 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Time Ratio (g/C) 1st grn	Green Time Ratio (g/C) 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
East: Liverpool St (East)										
4	L	0.412		122	524	0.233	24.6	B	6.0	42
5	T	0.412*		237	1017	0.233	16.4	B	6.1	43
North: Victoria St (North)										
7	L	0.438		73	505	0.144	22.6	B	4.0	28
8	T	0.438		678	939	0.722	19.6	B	20.9	146
9	R	0.438*		144	174<	0.827*	35.2	C	5.7	40
West: Liverpool St (West)										
11	T	0.412		165	776	0.213	16.3	B	5.6	39
12	R	0.363		82	404	0.203	27.9	B	3.3	23
Pedestrian Movements										
P1	(Ped)	0.387		105	4650	0.023	15.0	B	0.1	0
P3	(Ped)	0.375		105	4500	0.023	15.6	B	0.1	0
P5	(Ped)	0.325		105	3900	0.027	18.2	B	0.2	0
P7	(Ped)	0.363		105	4350	0.024	16.3	B	0.2	0
ALL VEHICLES:				1501		0.827	21.2	B	20.9	146
INTERSECTION (persons):				2672			20.5		20.9	146

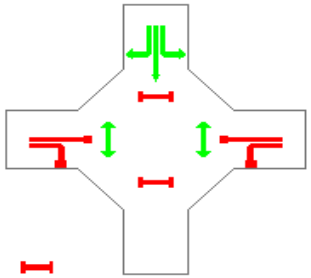
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
< Reduced capacity due to a short lane effect
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Liverpool St - Victoria St AM FU 400

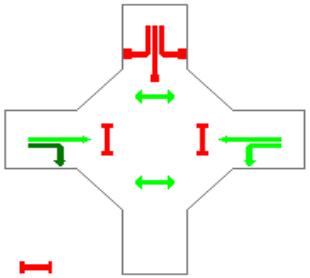
C = **80** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **35** seconds
Phase Time = **41** seconds
Phase Split = **51** %

Phase B



Green Time = **33** seconds
Phase Time = **39** seconds
Phase Split = **49** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Liverpool St - Victoria St PM FU 400
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 80 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Time Ratio (g/C) 1st grn	2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	(m)
East: Liverpool St (East)										
4	L	0.412		171	746	0.229	24.6	B	5.8	41
5	T	0.412		179	784	0.228	16.4	B	6.0	42
North: Victoria St (North)										
7	L	0.438		89	821	0.108	22.4	B	3.0	21
8	T	0.438		778	1532	0.508	17.6	B	13.8	97
9	R	0.438*		93	183	0.509*	26.2	B	13.7	96
West: Liverpool St (West)										
11	T	0.412*		213	776	0.275	16.8	B	7.1	50
12	R	0.363		100	408	0.245	28.3	B	4.0	28
Pedestrian Movements										
P1	(Ped)	0.387		105	4650	0.023	15.0	B	0.1	0
P3	(Ped)	0.375		105	4500	0.023	15.6	B	0.1	0
P5	(Ped)	0.338		105	4050	0.026	17.6	B	0.2	0
P7	(Ped)	0.363		105	4350	0.024	16.3	B	0.2	0
ALL VEHICLES:				1623		0.509	19.5	B	13.8	97
INTERSECTION (persons):				2855			19.0		13.8	97

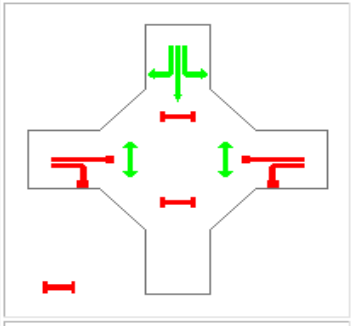
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Liverpool St - Victoria St PM FU 400

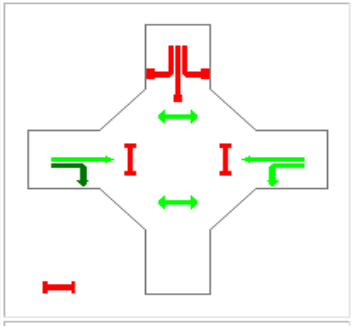
C = **80** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **35** seconds
Phase Time = **41** seconds
Phase Split = **51** %

Phase B



Green Time = **33** seconds
Phase Time = **39** seconds
Phase Split = **49** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Liverpool St - Victoria St AM FU 500
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 80 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio 1st grn	Green Ratio 2nd grn	Time (g/C)	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
East: Liverpool St (East)											
4	L	0.412*			127	535	0.238	24.7	B	6.1	43
5	T	0.412			239	1006	0.238	16.5	B	6.3	44
North: Victoria St (North)											
7	L	0.438			73	496	0.147	22.7	B	4.1	29
8	T	0.438			693	941	0.737	20.1	B	21.6	152
9	R	0.438*			144	174<	0.827*	35.2	C	5.7	40
West: Liverpool St (West)											
11	T	0.412			165	776	0.213	16.3	B	5.6	39
12	R	0.350			84	400	0.210	28.7	C	3.4	24
Pedestrian Movements											
P1	(Ped)	0.387			105	4650	0.023	15.0	B	0.1	0
P3	(Ped)	0.375			105	4500	0.023	15.6	B	0.1	0
P5	(Ped)	0.325			105	3900	0.027	18.2	B	0.2	0
P7	(Ped)	0.363			105	4350	0.024	16.3	B	0.2	0
ALL VEHICLES:					1525		0.827	21.5	B	21.6	152
INTERSECTION (persons):					2708			20.7		21.6	152

Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
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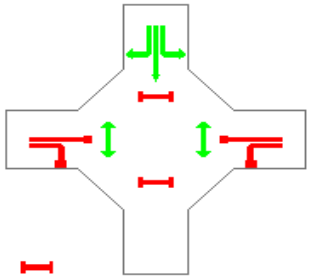
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
< Reduced capacity due to a short lane effect
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Liverpool St - Victoria St AM FU 500

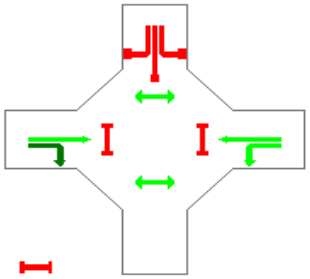
C = **80** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **35** seconds
Phase Time = **41** seconds
Phase Split = **51** %

Phase B



Green Time = **33** seconds
Phase Time = **39** seconds
Phase Split = **49** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

8169
Liverpool St - Victoria St PM FU 500
Intersection ID: 0
Fixed-Time Signals, Cycle Time = 80 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio 1st grn	Green Ratio 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Longest Queue 95% Back (m)
East: Liverpool St (East)										
4	L	0.412		187	745	0.251	24.8	B	6.3	44
5	T	0.412		197	785	0.251	16.6	B	6.6	46
North: Victoria St (North)										
7	L	0.438		89	821	0.108	22.4	B	3.0	21
8	T	0.438		781	1532	0.510*	17.6	B	13.9	97
9	R	0.438*		93	182	0.510*	26.2	B	13.7	96
West: Liverpool St (West)										
11	T	0.412		213	776	0.275	16.8	B	7.1	50
12	R	0.350*		101	391	0.259	29.2	C	4.1	29
Pedestrian Movements										
P1	(Ped)	0.387		105	4650	0.023	15.0	B	0.1	0
P3	(Ped)	0.375		105	4500	0.023	15.6	B	0.1	0
P5	(Ped)	0.338		105	4050	0.026	17.6	B	0.2	0
P7	(Ped)	0.363		105	4350	0.024	16.3	B	0.2	0
ALL VEHICLES:				1661		0.510	19.6	B	13.9	97
INTERSECTION (persons):				2912			19.1		13.9	97

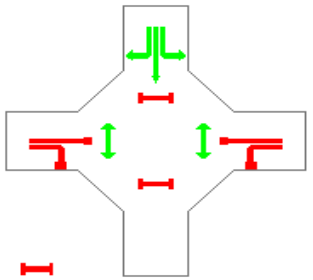
Level of Service calculations are based on
average control delay including geometric delay (RTA NSW criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

Liverpool St - Victoria St PM FU 500

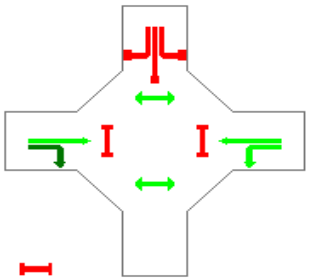
C = **80** seconds
Cycle Time Option: **User-specified cycle time**
Phase times specified by the user.

Phase A



Green Time = **35** seconds
Phase Time = **41** seconds
Phase Split = **51** %

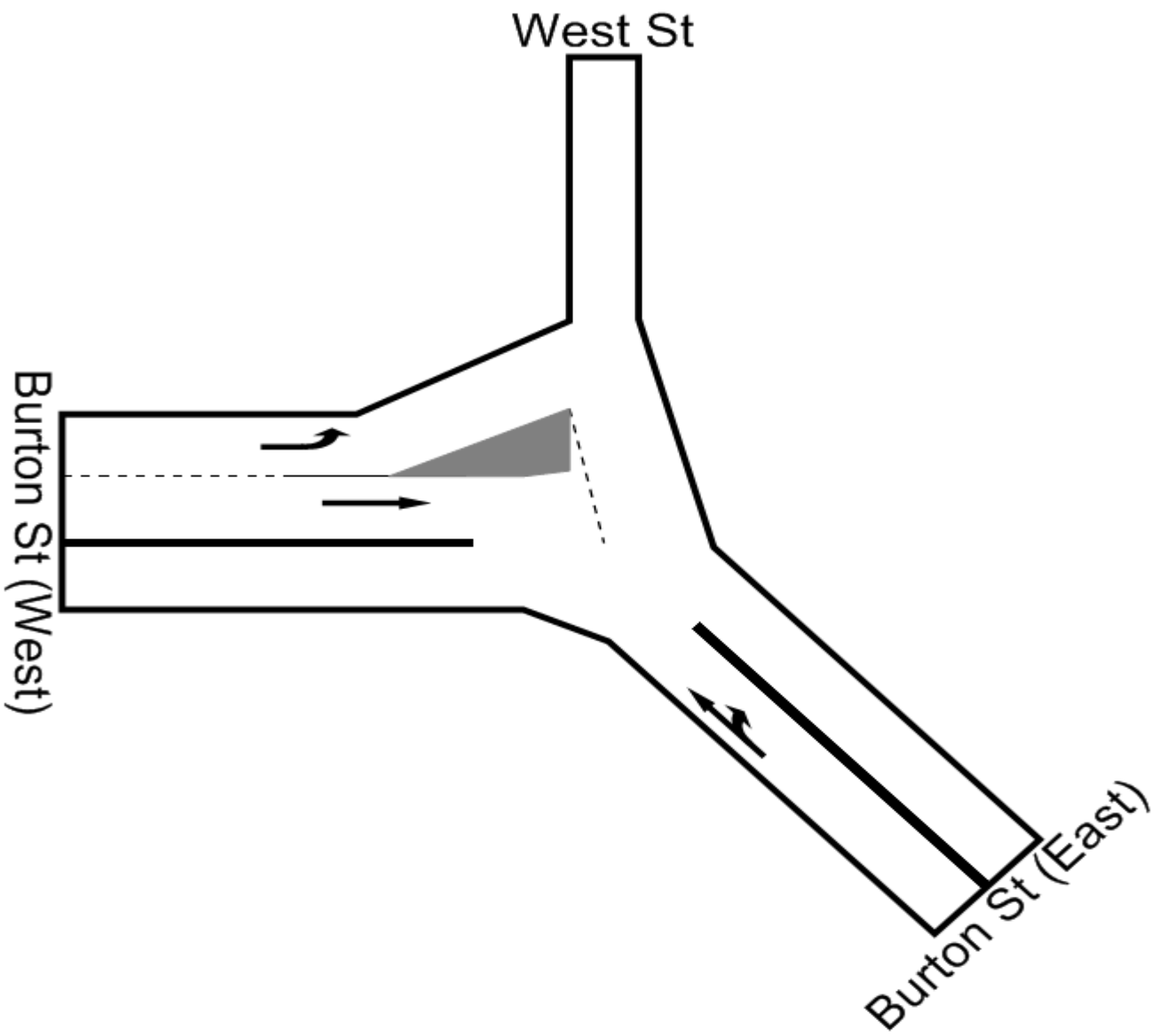
Phase B



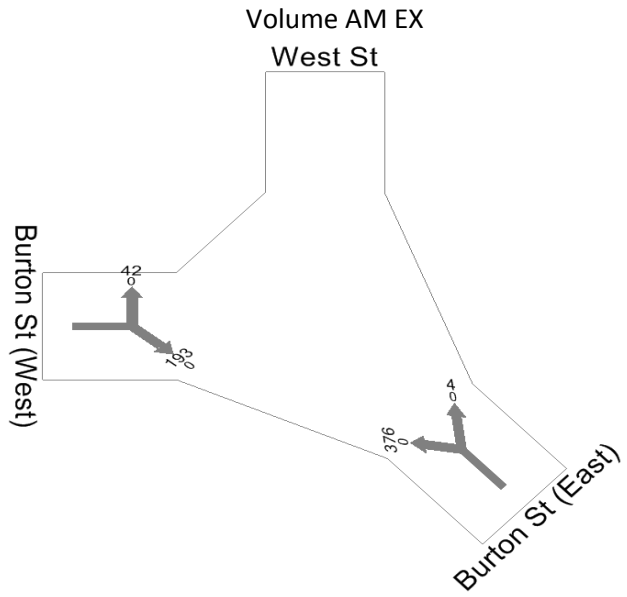
Green Time = **33** seconds
Phase Time = **39** seconds
Phase Split = **49** %

Normal Movement
Slip-Lane
Stopped Movement
Turn On Red
Permitted/Opposed
Opposed Slip-Lane
Continuous

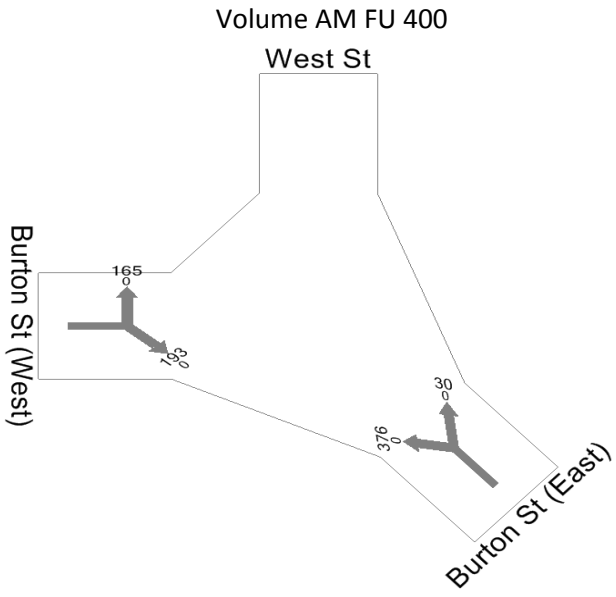
Layout



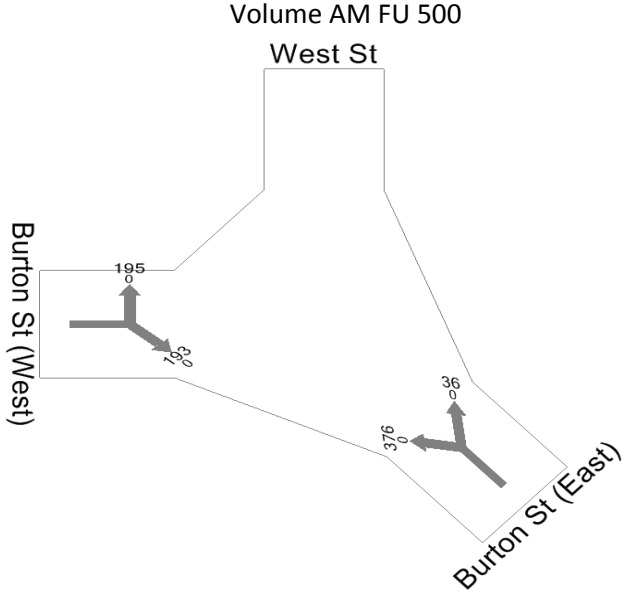
Volume AM EX



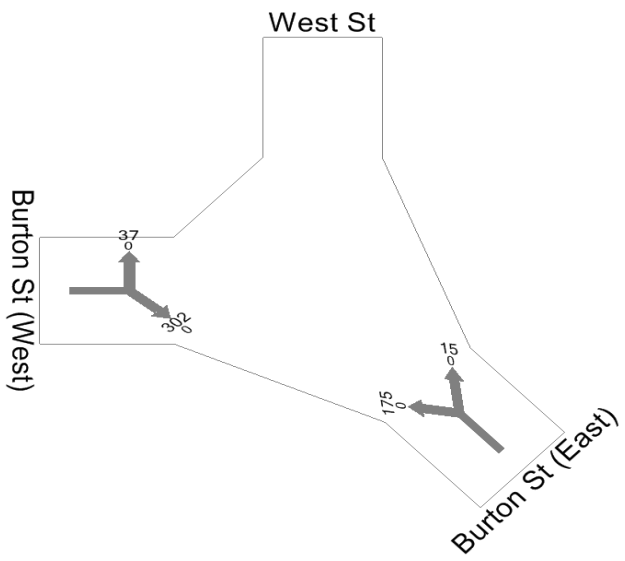
Volume AM FU 400



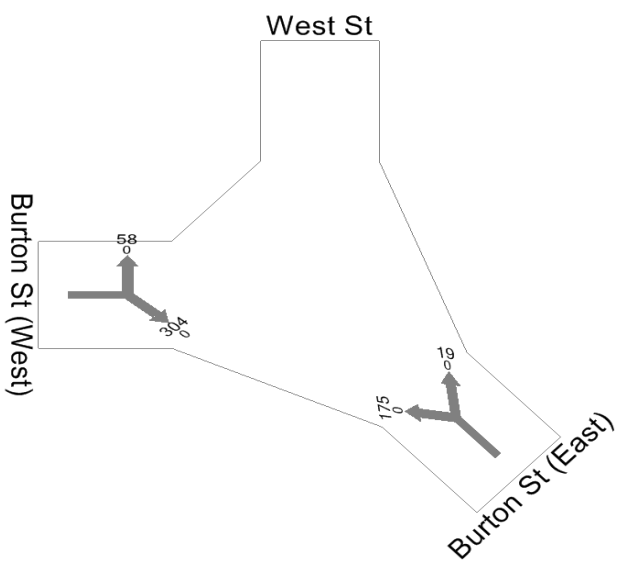
Volume AM FU 500



Volume PM EX



Volume PM FU 400



Volume PM FU 500