


Wurruk Growth Area, Princes Highway

Traffic and Transport Assessment

16 March 2022

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CONTENTS

1	PREAMBLE.....	4
1.1	INTRODUCTION	4
1.2	OBJECTIVES.....	4
1.3	FACTS AND MATTERS RELIED UPON	4
2	EXISTING CONDITIONS.....	5
2.1	SUBJECT SITE.....	5
2.2	SUBJECT SITE CONTEXT	7
2.3	ROAD NETWORK.....	9
	THE FOUR ROADS ADJOINING THE SUBJECT SITE HAVE THE FOLLOWING FEATURES:.....	9
2.3.1	PRINCES HIGHWAY	9
2.3.2	HUNT PLACE	9
2.3.3	THE RIDGE	10
2.3.4	SETTLEMENT ROAD.....	11
2.3.5	ARNUP ROAD	12
2.4	TRAFFIC VOLUMES.....	13
2.5	EXISTING INTERSECTION OPERATION	14
2.6	REID DRIVE INTERSECTION	16
3	SALE, WURRUK AND LONGFORD STRUCTURE PLAN.....	18
3.1	GENERAL.....	18
4	PROPOSAL.....	19
4.1	GENERAL.....	19
4.2	SITE ACCESS	21
4.2.1	HUNT PLACE	21
4.2.2	THE RIDGE – INTERSECTION 1	21
4.2.3	THE RIDGE – INTERSECTION 2	21
4.2.4	SETTLEMENT ROAD.....	21
4.2.5	SOVEREIGN DRIVE	22
4.2.6	ARNUP ROAD	23
4.3	PROPOSED INTERNAL ROAD NETWORK HIERARCHY	24
4.4	LOCAL AREA TRAFFIC MANAGEMENT	26
5	TRAFFIC IMPACT CONSIDERATIONS	30
5.1	TRAFFIC GENERATION	30
5.2	TRAFFIC DISTRIBUTION.....	30
5.3	INTERSECTION MODELLING.....	33

5.3.1	POST DEVELOPMENT MODEL.....	33
5.3.2	10-YEAR GROWTH MODEL	35
6	CYCLIST AND PEDESTRIAN PATH NETWORK	37
6.1	STRUCTURE PLAN SHARED PATH NETWORK.....	37
6.2	PROPOSED SHARED PATH NETWORK.....	37
6.3	DISCUSSION	41
7	SUMMARY AND CONCLUSIONS.....	42

FIGURES

FIGURE 1:	CONCEPT PLAN (SOURCE: SCHEDULE 9 TO CLAUSE 43.04; WELLINGTON PLANNING SCHEME).....	5
FIGURE 2:	AERIAL PHOTOGRAPH OF THE SUBJECT SITE SOURCE: NEARMAP	6
FIGURE 3:	AERIAL PHOTOGRAPH SHOWING THE LOCATION OF THE DEVELOPMENT PLAN AREA WITH RESPECT TO THE BALANCE OF DEVELOPMENT IN WURRUK AND THE ADJACENT REGIONAL CENTRE OF SALE.....	7
FIGURE 4:	ZONING MAP SHOWING THE SUBJECT SITE OUTLINED RED	8
FIGURE 5:	AERIAL VIEW OF THE ROUNDABOUT AT THE INTERSECTION OF HUNT PLACE AND PRINCES HIGHWAY	9
FIGURE 6:	AERIAL VIEW OF THE RIDGE ESTATE AND ITS INTERSECTION WITH PRINCES HIGHWAY	10
FIGURE 7:	AERIAL VIEW OF THE INTERSECTION BETWEEN ARNUP ROAD AND SETTLEMENT ROAD WITH THE LAND USE ZONING OVERLAID	11
FIGURE 8:	AERIAL VIEW OF THE INTERSECTION BETWEEN ARNUP ROAD AND REID DRIVE	12
FIGURE 9:	PEAK HOUR TURNING MOVEMENT COUNTS	13
FIGURE 10:	EXISTING INTERSECTION CONDITIONS – PRINCES HIGHWAY/HUNT PLACE.....	15
FIGURE 11:	EXISTING INTERSECTION CONDITIONS – PRINCES HIGHWAY/THE RIDGE	15
FIGURE 12:	EXISTING INTERSECTION CONDITIONS – PRINCES HIGHWAY/THE RIDGE	15
FIGURE 13:	REID DRIVE CALCULATED TURNING MOVEMENTS	16
FIGURE 14:	REID DRIVE SIDRA MODEL LAYOUT	16
FIGURE 15:	REID DRIVE EXISTING CONDITIONS.....	17
FIGURE 16:	WURRUK GROWTH AREA STRUCTURE PLAN	18
FIGURE 17:	CONCEPT PLAN (EXCERPT FROM CLAUSE 43.04, SCHEDULE 9; WELLINGTON PLANNING SCHEME).....	19
FIGURE 18:	INDICATIVE DEVELOPMENT PLAN WITH PROPOSED SITE ACCESS POINTS SHOWN.....	20
FIGURE 19:	SOVEREIGN DRIVE ACCESS LOCATION	22
FIGURE 20:	INDICATIVE DEVELOPMENT PLAN WITH PROPOSED SITE ACCESS POINTS SHOWN.....	23
FIGURE 21:	CROSS SECTION 30M CONNECTOR ROAD	24
FIGURE 22:	CROSS SECTION 20M KEY ACCESS STREET	25
FIGURE 23:	CROSS SECTION 16M LOCAL ACCESS ROAD.....	25
FIGURE 24:	EXAMPLE OF INTERSECTION RAISED PLATEAU	26
FIGURE 25:	TYPICAL MODIFIED T-INTERSECTION TREATMENT	27

FIGURE 26: EXAMPLE SINGLE LANE NARROWING.....	27
FIGURE 27: TYPICAL CHICANE TREATMENT.....	28
FIGURE 28: TYPICAL RAISED PLATEAU TREATMENT	28
FIGURE 29: INDICATIVE LATM DEVICE LOCATIONS	29
FIGURE 30: POST DEVELOPMENT ACCESS POINT VOLUMES.....	31
FIGURE 31: ADDITIONAL POST DEVELOPMENT PEAK HOUR TURNING MOVEMENTS ON THE PRINCES HIGHWAY	32
FIGURE 32: EXISTING INTERSECTION CONDITIONS – PRINCES HIGHWAY/HUNT PLACE.....	33
FIGURE 33: EXISTING INTERSECTION CONDITIONS – PRINCES HIGHWAY/THE RIDGE	33
FIGURE 34: EXISTING INTERSECTION CONDITIONS – PRINCES HIGHWAY/THE RIDGE	33
FIGURE 35: EXISTING INTERSECTION CONDITIONS – PRINCES HIGHWAY/REID DRIVE	34
FIGURE 36: HUNT PLACE SOUTH LEG WITH DEDICATED RIGHT TURNING LANE.....	35
FIGURE 37: 10-YEAR GROWTH CONDITIONS – PRINCES HIGHWAY/HUNT PLACE	36
FIGURE 38: 10-YEAR GROWTH CONDITIONS – PRINCES HIGHWAY/THE RIDGE.....	36
FIGURE 39: 10-YEAR GROWTH CONDITIONS – PRINCES HIGHWAY/THE RIDGE.....	36
FIGURE 40: MAP SHOWING THE EXISTING, PROPOSED AND STRUCTURE PLAN WALK/CYCLE PATH ALIGNMENTS ACROSS WURRUK.....	38
FIGURE 41: EXISTING SHARED PATH.....	38
FIGURE 42: EXISTING UNFORMED RAMPS	39
FIGURE 43: PROPOSED SHARED PATH BRIDGE INTERFACE	39
FIGURE 44: PROPOSED BOARDWALK LOCATION.....	40

APPENDICES

- APPENDIX A. INDICATIVE SUBDIVISION & STAGING PLAN V13
- APPENDIX B. TURNING MOVEMENT COUNTS
- APPENDIX C. SIDRA ANALYSIS

1 PREAMBLE

1.1 Introduction

Beveridge Williams has been engaged by Jelaryl Pty Ltd, Barry Hollonds, Pearsondale Heights Pty. Ltd. and Park Ridge Investments Pty. Ltd. to prepare a Traffic and Transport Report and Pedestrian and Cyclist Movement Traffic Study for a residential subdivision on Princes Highway, Wurruk.

The following report sets out the findings of this assessment based on the investigations undertaken by Beveridge Williams.

1.2 Objectives

Based on the scope of Beveridge Williams' engagement the information contained within this assessment has been prepared to respond to the following objectives:

- Traffic Impact Considerations;
- Appropriate use of existing transport-related infrastructure; and
- Access considerations.

1.3 Facts and Matters Relied Upon

In preparing this assessment, Beveridge Williams has relied upon the following facts, matters and information:

- Wellington Planning Scheme;
- Schedule 9 to Clause 43.04 (DPO9) of the Wellington Planning Scheme;
- Sale, Wurruk & Longford Structure Plan;
- Indicative Development Plan Version 7 dated 15/3/2022 prepared by Beveridge Williams; and
- Site inspection observations.

2 EXISTING CONDITIONS

2.1 Subject Site

The subject site comprises the Wurruk Growth Area, which is defined in Schedule 9 to the Development Plan Overlay Clause 43.04 (DPO) in the Wellington Planning Scheme. This area is shown on the 'Concept Plan' within this Clause, which can be seen at **Figure 1**.



Figure 1: Concept Plan (Source: Schedule 9 to Clause 43.04; Wellington Planning Scheme)

The site is presently used largely for unirrigated livestock grazing, although there are some irrigated pastures in the southern portion. There are also two occupied dwellings in the southern portion of the site.

The existing conditions within the subject site and across its immediate surrounds are shown in the recent aerial photograph provided at **Figure 2**.



Figure 2: Aerial Photograph of the Subject Site Source: Nearmap

2.2 Subject Site Context

The subject site is located within the Wellington Shire LGA.

It fronts:

- Princes Highway on its north side;
- Existing low-density residential developments to the east and west;
- Settlement Road on its southeast side;
- Arnup Road and Reid Drive on its west side; and,
- Open farmland to the south.

Otherwise, it is located around 3 kilometres west of the central activity district of the regional centre of Sale.

The site context plan at **Figure 3** demonstrates the surrounding features.

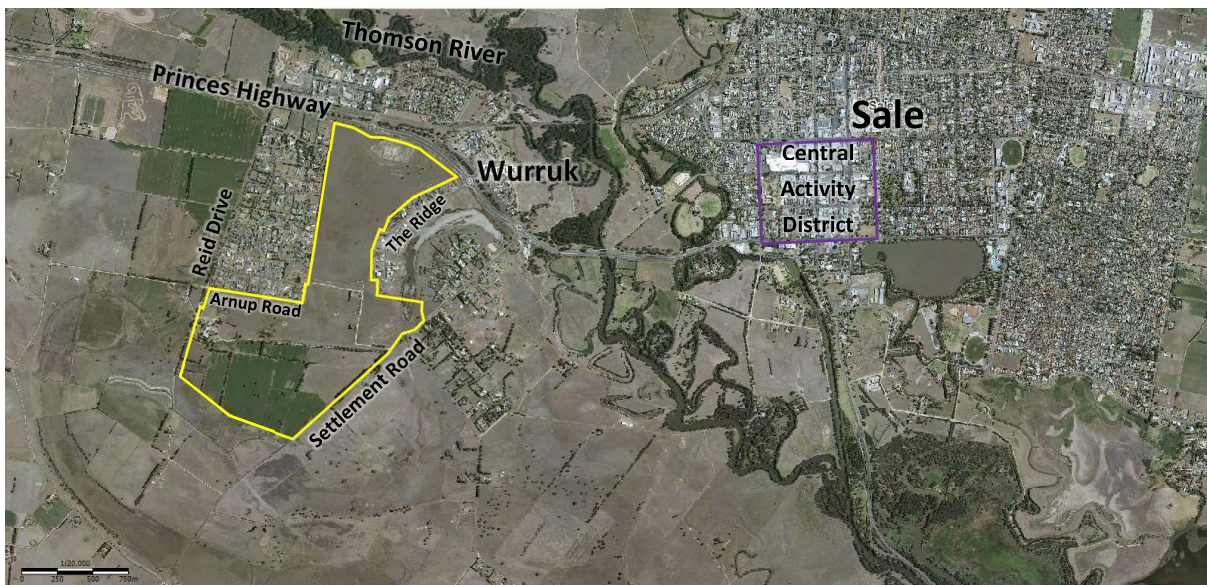


Figure 3: Aerial photograph showing the location of the Development Plan area with respect to the balance of development in Wurruk and the adjacent regional centre of Sale

As can be seen in the zoning map provided at **Figure 4**, the subject site is located in the:

- General Residential Zone in its northern and central portions;
- Farming Zone in its southern portion; and,
- Low Density Residential Zone across the balance.

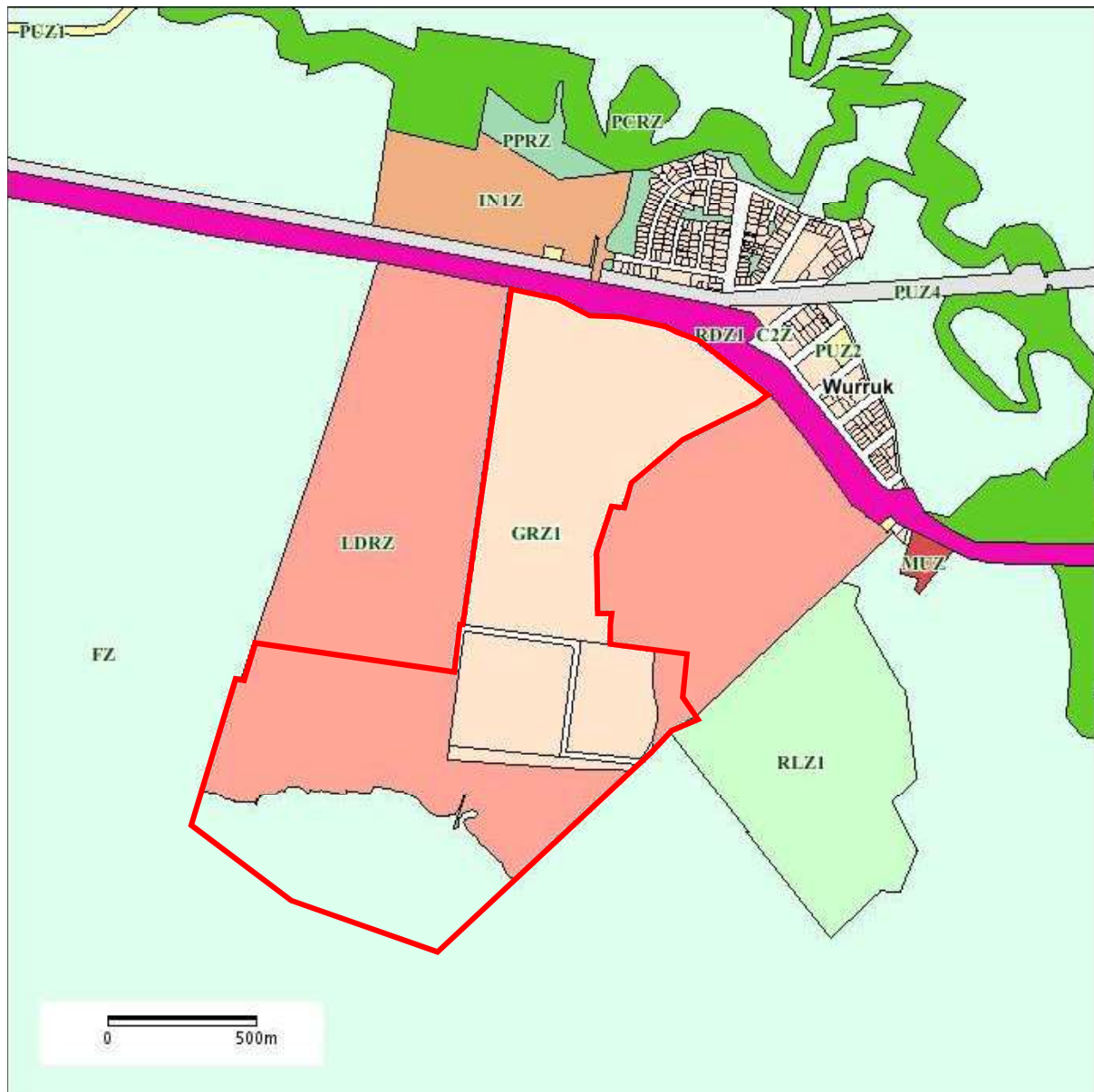


Figure 4: Zoning Map showing the subject site outlined red

2.3 Road Network

The four roads adjoining the subject site have the following features:

2.3.1 Princes Highway

Princes Highway is a national highway aligned in an east-west fashion on the north side of the subject site. It is managed and under the authority of the Department of Transport (DoT). The subject site's abuttal to Princes Highway includes one intersection, which is presently formed as a roundabout with three connection points, i.e. at Hunt Place. The Princes Highway has two further roundabout intersections located between the subject site and Sale, i.e. at The Ridge and Settlement Road.

The Princes Highway carriageway is a separated, four-lane, two-way road with a combination of wire rope safety barrier and guard rail on both the road sides and median. The lanes are generally 3.5m wide and the median width varies around 14m. The road operates with a posted 80km/h speed zone at the frontage of the site.

2.3.2 Hunt Place

Hunt Place forms the northern leg of the intersection on the Princes Highway that abuts the subject site. It is where the subject site will gain direct access from the Princes Highway once it is developed.

Hunt Place is a local road that serves as the sole access point for the original Wurruk residential neighbourhood and the Wurruk Industrial Estate. These developments are both located on the north side of the Bairnsdale-Melbourne Railway line, which Hunt Place crosses less than 50 metres to the north of its intersection with Princes Highway.

Hunt Place is two-lane, two-way road with a default local road speed limit of 50km/h. Figure 5 provides an aerial view of the current roundabout at the intersection of Hunt Place and the Princes Highway.



Figure 5: Aerial view of the roundabout at the intersection of Hunt Place and Princes Highway

2.3.3 The Ridge

The Ridge is a local road that continues south from its roundabout with Princes Highway. It is formed as a two-way road with a varied, non-delineated carriageway width of approximately 6m and terminates in a cul-de-sac at its southern end. The road pavement has no kerbing or pedestrian facilities and operates with a default local road speed limit of 50km/h.

The Ridge presently services 40 low-density residential lots that back onto the eastern perimeter of the subject site. It was designed to provide 5 vehicle connection points into the subject site. However, the proposed development plan only seeks to utilise two for motorised vehicular traffic, i.e. the two closest to the intersection with Princes Highway. They will be designed to accommodate normal vehicular traffic and one will be designed to encourage only limited vehicle access.

The Ridge will provide an alternative local road access point from the Princes Highway to the subject site.

The aerial photograph at Figure 6 shows The Ridge estate and its roundabout intersection with the Princes Highway.



Figure 6: Aerial view of The Ridge estate and its intersection with Princes Highway

2.3.4 Settlement Road

Settlement Road is a local road that also continues south from its roundabout with Princes Highway. It is a two-lane, two-way road with a varied width of approximately 6.5m. The road has no kerbing or pedestrian facilities and operates with a posted speed limit of 80km/h for the northern half of its abuttal with the subject site and 100km/h across the balance of the abuttal.

Settlement Road presently services:

- a BP Service Centre, which is located adjacent to the intersection with Princes Highway;
- low-density residential estates that are located on either side right up to its frontage with the subject;
- the subject site, for which it presently provides access to the two dwellings thereon;
- Arnup Road, which is a gravel road that bisects the southern portion of the subject site before connecting to Reid Drive further to the west; and,
- Farmland to the southwest of the subject;

Settlement Road meets the subject site at its easternmost tip. It forms an intersection with Arnup Road near the juncture of the low density residential zoned and general residential zoned areas and within the subject site, as can be seen at Figure 7.



Figure 7: Aerial view of the intersection between Arnup Road and Settlement Road with the land use zoning overlaid

2.3.5 Arnup Road

Arnup Road is a local gravel road that bisects the southern portion of the subject site and connects to Reid Drive, which is a north-south running road to the west, as shown at Figure 8.



Figure 8: Aerial view of the intersection between Arnup Road and Reid Drive

2.4 Traffic Volumes

Turning movement counts were conducted along Princes Highway at the intersections of Hunt Place, The Ridge and Settlement Road on Wednesday 31 July 2019 between 7am-7pm.

The morning peak hour occurred between 8:15-9:15 and the afternoon peak hour occurred between 3:30-4:30. The full survey is included in Appendix A, with the peak hour turning counts shown below

Of particular note, 90% of departure morning traffic travelled towards Sale to the east, with a variance of afternoon arrival traffic with west/east origin ratios of 80:20 at Hunt Place, 10:90 at south leg of The Ridge, and 15:85 at Settlement Road.

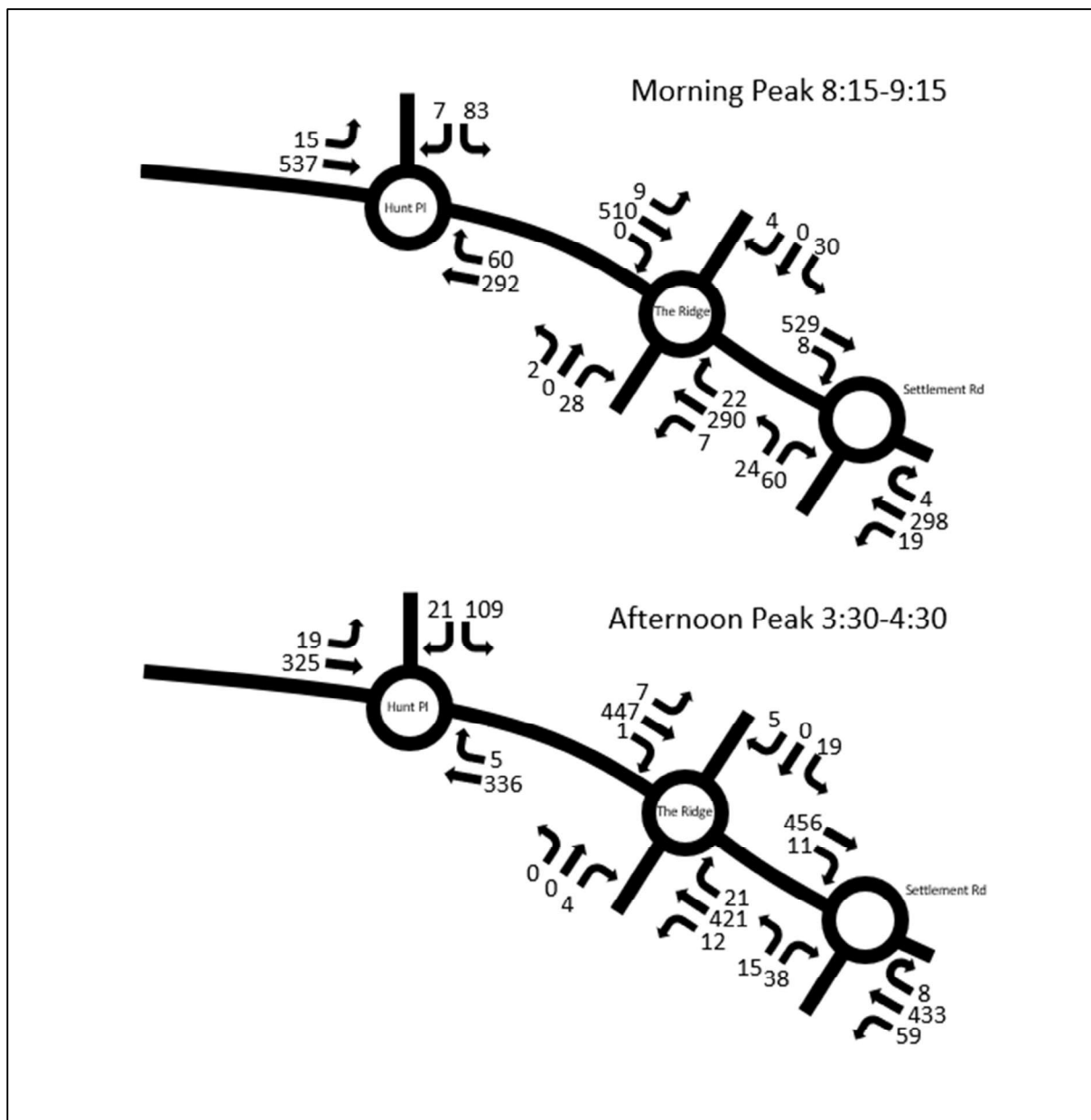


Figure 9: Peak Hour Turning Movement Counts
Source: Nationwide Traffic Surveys

2.5 Existing Intersection Operation

Based on the surveyed traffic volumes outlined in Figure 9, an assessment of the current operation of the intersections was carried as SIDRA model.

SIDRA intersection is a computer package developed to assess the operating characteristics of an intersection. Key metrics calculated by SIDRA include:

- Degree of saturation and level of service;
- Average delay; and
- 95th percentile queue length.

Degree of saturation is the ratio of traffic undertaking a movement within the intersection when compared to the maximum capacity calculated for that movement. The level of service is derived from the degree of saturation in the following way:

- | | |
|--------------|-----------|
| • Up to 0.6 | Excellent |
| • 0.6 to 0.7 | Very good |
| • 0.7 to 0.8 | Good |
| • 0.8 to 0.9 | Fair |
| • 0.9 to 1.0 | Poor |
| • Over 1.0 | Very poor |

It is considered acceptable that some critical movements within an intersection operate in the range of 0.9 to 1.0 during peak periods, reflecting actual conditions of a substantial proportion of suburban intersections.

Average delay is the delay in seconds that can be expected over all the vehicles making a movement in the intersection during the peak hour.

The **95th percentile queue** represents the maximum queue length in metres expected in 95% of queues during the peak hour.

The results of the SIDRA intersection analysis of the existing intersection functionality are presented below.

Approach	Morning Peak			Afternoon Peak		
	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)
Hunt Pl	0.108	5.9	3	0.138	5.8	3.9
Princes Highway West	0.208	3.8	7.1	0.117	3.6	3.6
Princes Highway East	0.121	4.6	4.5	0.122	3.7	4.4

Figure 10: Existing intersection conditions – Princes Highway/Hunt Place

Approach	Morning Peak			Afternoon Peak		
	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)
The Ridge North	0.042	6	1.1	0.028	9.5	0.8
The Ridge South	0.033	9.9	0.9	0.007	8.9	0.2
Princes Highway West	0.194	3.8	6.9	0.163	3.7	5.3
Princes Highway East	0.109	4	3.8	0.161	3.9	6

Figure 11: Existing intersection conditions – Princes Highway/The Ridge

Approach	Morning Peak			Afternoon Peak		
	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)
Settlement Road	0.088	8.8	2.4	0.060	9.3	1.6
Princes Highway West	0.204	3.9	7.7	0.173	3.9	6.4
Princes Highway East	0.111	3.7	3.6	0.172	3.8	5.8

Figure 12: Existing intersection conditions – Princes Highway/The Ridge

A review of the above data indicates that the intersections along Princes Highway at Hunt Place, The Ridge and Settlement Road all operate with a Level of Service (LOS) of A with DoS of generally less than 0.2. The existing morning and afternoon peak hour operation of the intersections are considered to be 'Excellent' according to the SIDRA model.

2.6 Reid Drive Intersection

Early iterations of the proposed subdivision did not provide connections through the existing residential area that currently access the Princes Highway at Reid Drive. There were, therefore, wasn't a count conducted at Reid Drive when the three roundabouts were surveyed. As the current site layout proposes a connection, there are potential trips that would now travel via Reid Drive.

To assess the existing conditions, the number of lots in the existing residential area were tallied, with a total of 125 properties. Applying a rate of 10 vehicles per dwelling per day, the estimated volumes turning in and out of Reid Drive is 1,250 vehicles per day, or 125 during the peak periods. Applying the east/west directional splits from the existing intersections that were surveyed, the indicative turning movement counts are calculated below.

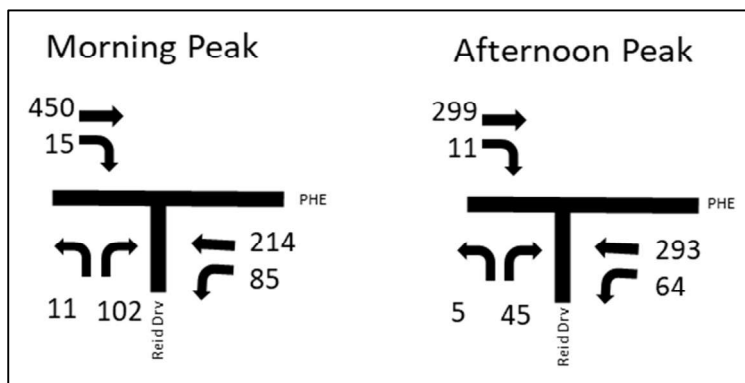


Figure 13: Reid Drive Calculated Turning Movements

Due to the wide median break, the intersection model was broken into two parts comprising the northern half and the southern half, which was networked to process the site as a whole. The SIDRA output is summarised below.

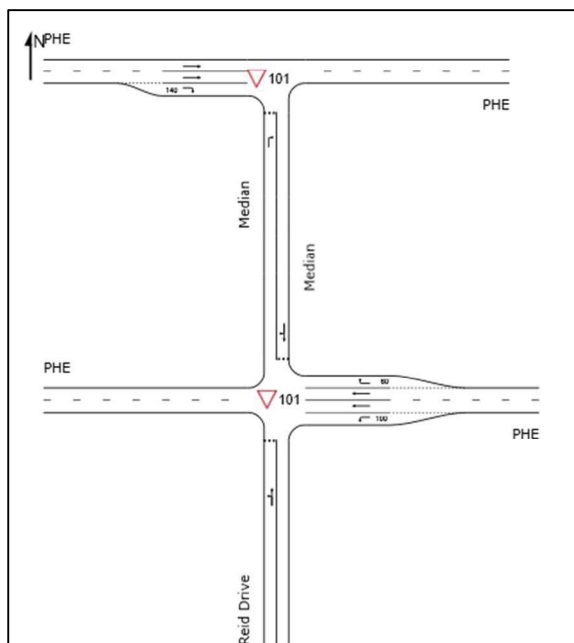


Figure 14: Reid Drive SIDRA Model Layout

Approach	Morning Peak			Afternoon Peak		
	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)
NB Median	0.022	4.3	0.3	0.018	4.8	0.2
SB Median	0.152	5.8	1.8	0.054	4.3	0.6
Reid Drive	0.140	6.8	1.9	0.068	7.3	0.9
Princes Highway West	0.129	0.2	0	0.086	0.2	0
Princes Highway East	0.062	1.6	0	0.084	1.0	0

Figure 15: Reid Drive Existing Conditions

The existing conditions show the intersection is currently operating well within capacity. The median break storage at 17m is nowhere near close to being exceeded.

3 SALE, WURRUK AND LONGFORD STRUCTURE PLAN

3.1 General

The Sale, Wurruk and Longford Structure Plan (Structure Plan) was prepared in 2010 by Wellington Shire to direct the development of the land within the precinct, which includes the subject site. The structure plan provides a Master Plan for the precinct which considers the mixture of land uses, indicative configuration of the road network, location of parks, activity centres and the infrastructure requirements for the future community.

The subject site context with respect to the Structure Plan is illustrated in Figure 16 below.

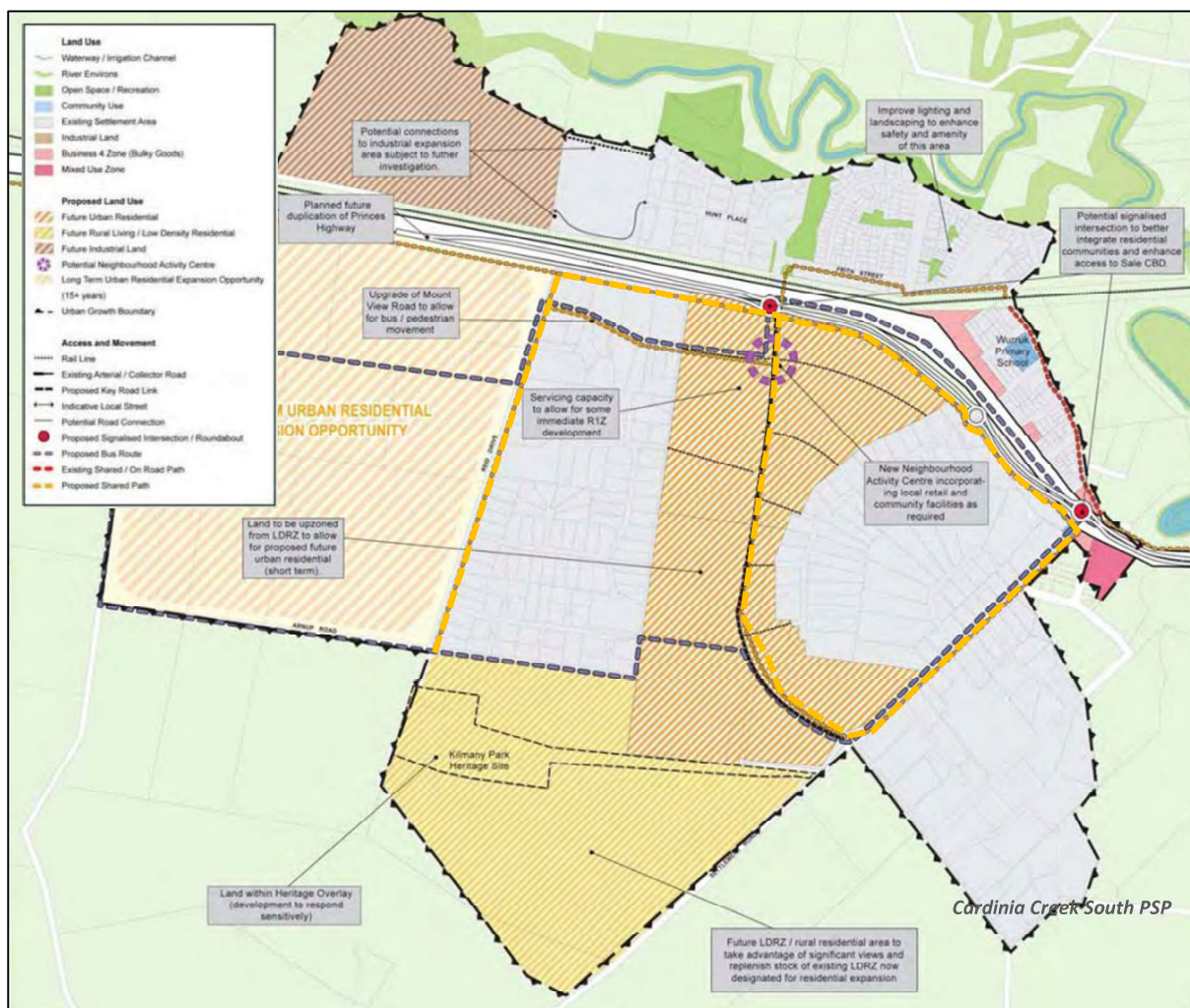


Figure 16: Wurruk Growth Area Structure Plan
Source: Sale, Wurruk and Longford Structure Plan

4 PROPOSAL

4.1 General

During the preparation of Schedule 9 to the Development Plan Overlay, Council prepared the 'Concept Plan' shown at Figure 17. This plan sets anticipated lot densities for a future development plan and nominates 4 key vehicle access points, i.e. at Hunt Place, The Ridge, Mount View Drive and Reid Drive. A copy of this plan is provided at Appendix A.

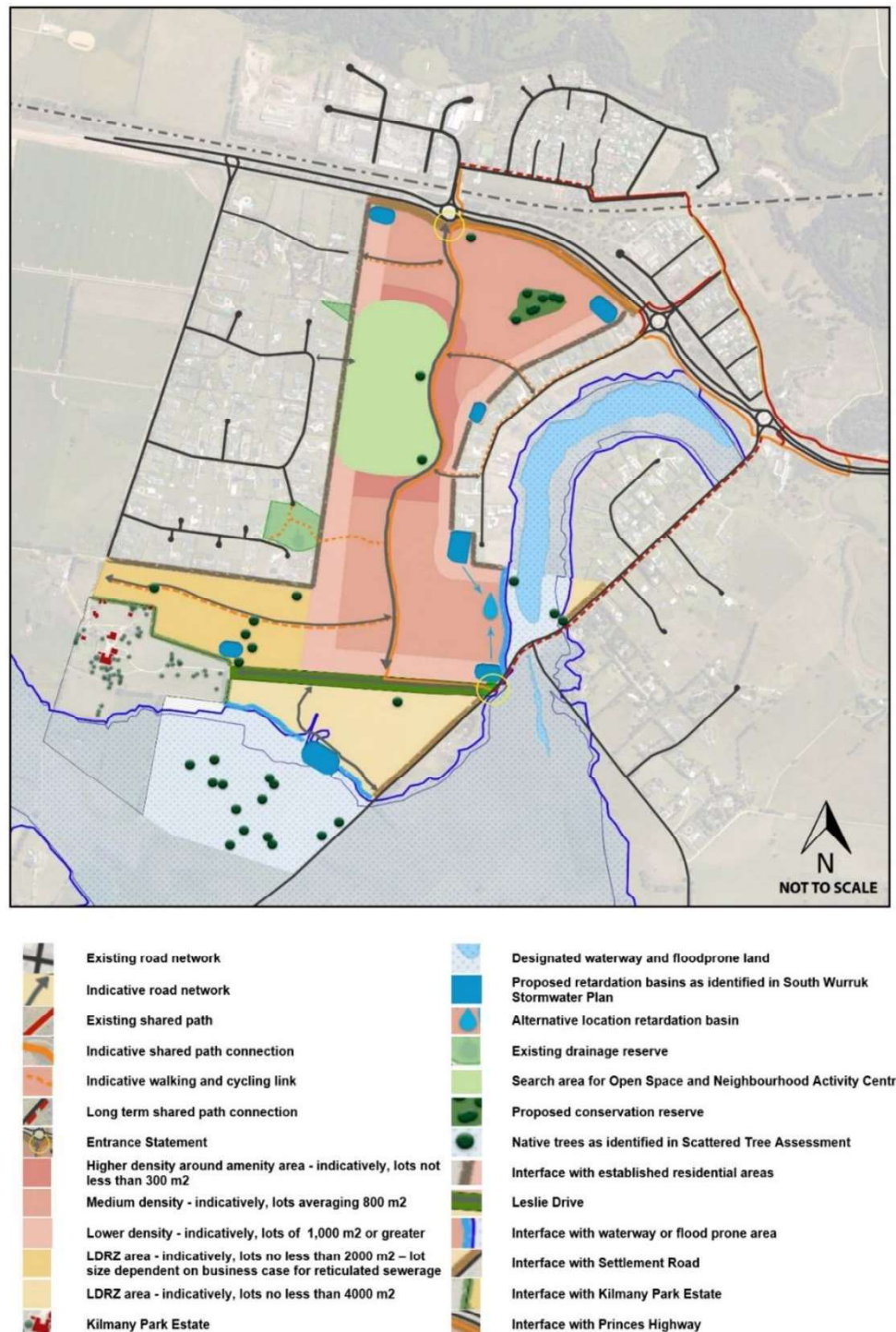


Figure 17: Concept Plan (excerpt from Clause 43.04, Schedule 9; Wellington Planning Scheme)

Beveridge Williams has prepared an Indicative Development Plan for the subject site based on the densities foreshadowed in the Concept Plan, taking into account the capacity of all low density residential zoned land to be developed with a minimum lot size of 2,000m² if sewer is provided.

This plan confirms that development of the subject site at the densities foreshadowed in the Concept Plan at Figure 15 could provide up to 1,256 low and standard density residential lots. An excerpt of the Indicative Development Plan prepared by Beveridge Williams to match that outcome is provided below. This plan is reproduced in Appendix A.

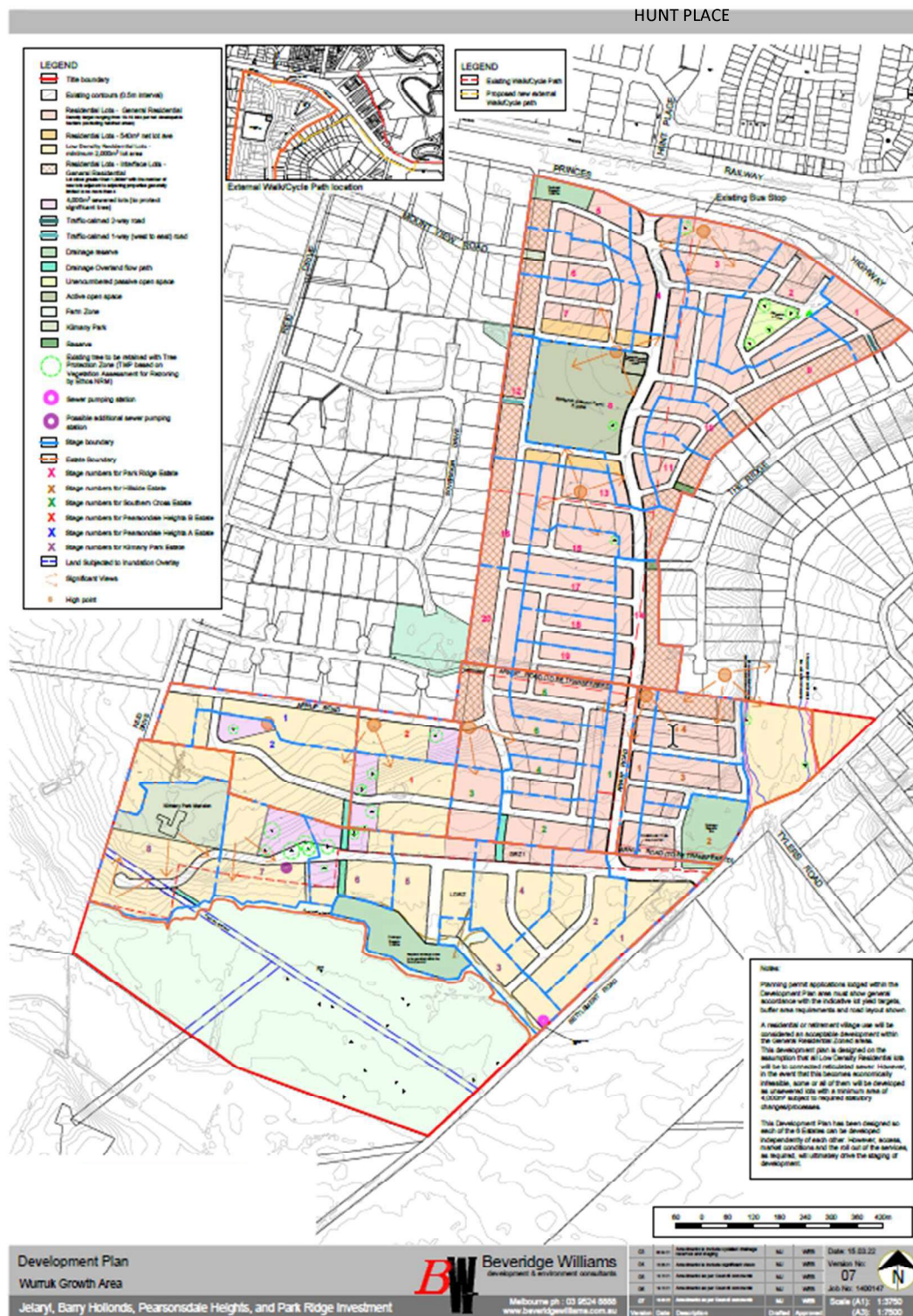


Figure 18: Indicative Development Plan with proposed site access points shown

4.2 Site Access

It is proposed develop the site with access at 7 separate locations:

1. Hunt Place
2. The Ridge – intersection closest to the Princes Highway;
3. The Ridge – second intersection from the Princes Highway;
4. Settlement Road;
5. Sovereign Drive; and,
6. Arnup Road.

These access points are proposed to be provided as follows:

4.2.1 Hunt Place

This access point will be constructed as the fourth and final leg of the existing roundabout intersection that Hunt Place forms with the Princes Highway. It will enjoy access to the two existing lanes within the roundabout and will become part of the highway up to the frontage of the subject site. As such it will be under the control of the Department of Transport, rather than Council. This intersection will be constructed in the early stages of the development of the northern portion of the subject site to allow the majority of traffic to be funnelled onto Princes Highway so as to avoid putting excessive pressure on surrounding local roads.

4.2.2 The Ridge – intersection 1

This access point will be constructed as part of the early stages of the development of the northern portion of the subject site. It will provide access to the northern portion of the development plan area early in the development. It will be a two-way, bitumen-sealed roadway that will connect to The Ridge near its intersection with the Princes Highway and provide pedestrian and vehicular access to the broader road, cycle path and footpath networks. It will remain under the control of Council.

4.2.3 The Ridge – intersection 2

This access point will connect to The Ridge and provide access to the northern portion of the development plan area early in the development. It will be constructed as a 'traffic-calmed' roadway that prioritises pedestrian and cyclist use over motorised vehicular traffic in order to limit the attractiveness of The Ridge to motorised vehicles as a thoroughfare into the development on the subject site. It will remain under the control of Council.

4.2.4 Settlement Road

This access point will provide the primary connection into the southern portion of the estate. A new road will be constructed between this intersection and the roundabout on the Princes Highway at Hunt Place to create a key connector street through the general residential zoned areas. It will sit within a road reserve with width of around 30 metres and be constructed in accordance with Council standards at the juncture of the low density residential zone and the general residential zones. There are two historic oak trees at this juncture that are growing on either side of an existing crossover. The gap between these trees is insufficient for a new intersection and connector road to be constructed between them. So, the new intersection will sit slightly to the south of the oak trees in order to allow their preservation.


4.2.5 Sovereign Drive

The subject site does not presently have frontage to Sovereign Drive, which is a local, bitumen-sealed road that provides access to lots within the low density residential estate to the subject site's west. However, as part of the development of that estate, Council required the creation of a 20 metre wide reserve that can be used to provide a road connection from the subject site into Sovereign Drive. An aerial view of this reserve is shown at Figure 16. A one-way, traffic-calmed road connection will be constructed as part of the proposed development with preference given to eastbound traffic coming from the existing estate. This will avoid traffic from the development on the subject site choosing to use Sovereign Drive as an alternative egress to Princes Highway.



Figure 19: Sovereign Drive Access Location

The existing road frontage to Arnup Road at the western end of the site will be used to provide access into the low density residential estate on the south side of the road reserve. It is anticipated that this portion of Arnup Road will be required to be upgraded to a bitumen standard as part of the development works.

[illegible]

Beveridge Williams

4.3 Proposed Internal Road Network Hierarchy

As is also shown at Figure 20, apart from the main north-south running connector street, the proposed development plan provides a network of Access Streets. These Access Streets provide the second tier of the road network across the development. For the most part, the access streets branch off the main connector street to the east and west to provide the connections to the The Ridge, Arnup Road and the low density residential areas in the southwest portions of the development plan area. There is also a north-south running Access Street that runs parallel to the main connector street and provides a 'secondary spine' to the development. As shown in the road section at Figure 20, the Access Streets will sit in 20 metre wide road reserves and provide a walk/cycle path down one side and a footpath down the other. The network has been arranged in this way to provide safe, continuous connections between the various stages of the development for pedestrians, cyclists and motorised vehicles, whilst also complementing the stormwater conveyance requirements of the proposed stormwater management system.

Indicative cross sections for the three road types, i.e. Connector Street (Figure 18), Access Streets (Figure 19) and Local Roads (Figure 20) are provided below.

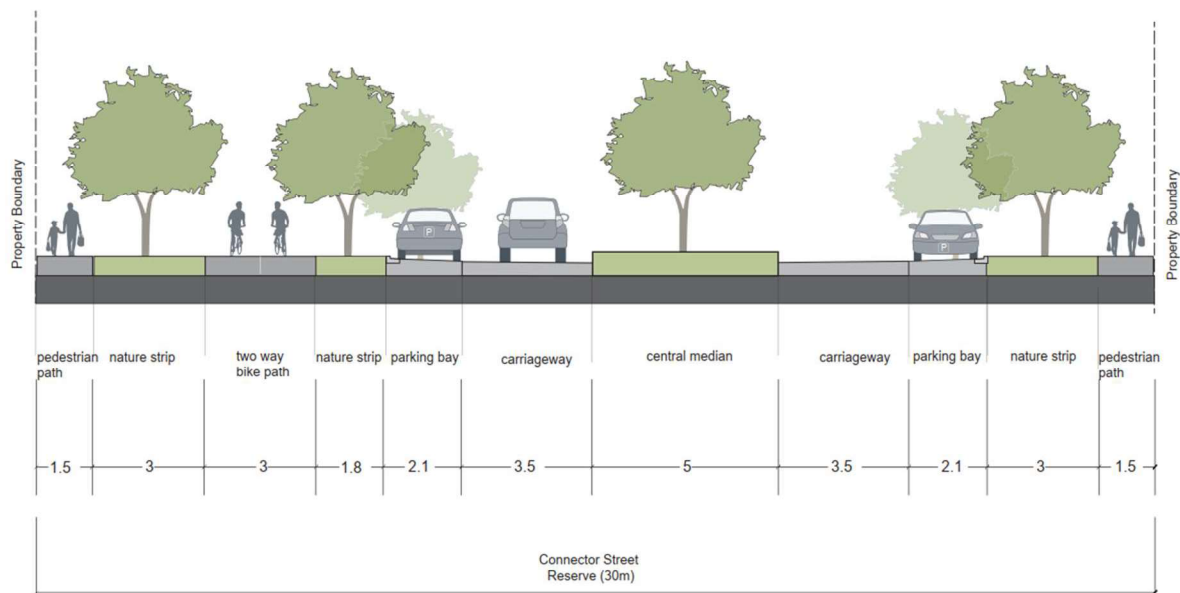


Figure 21: Cross Section 30m Connector Road

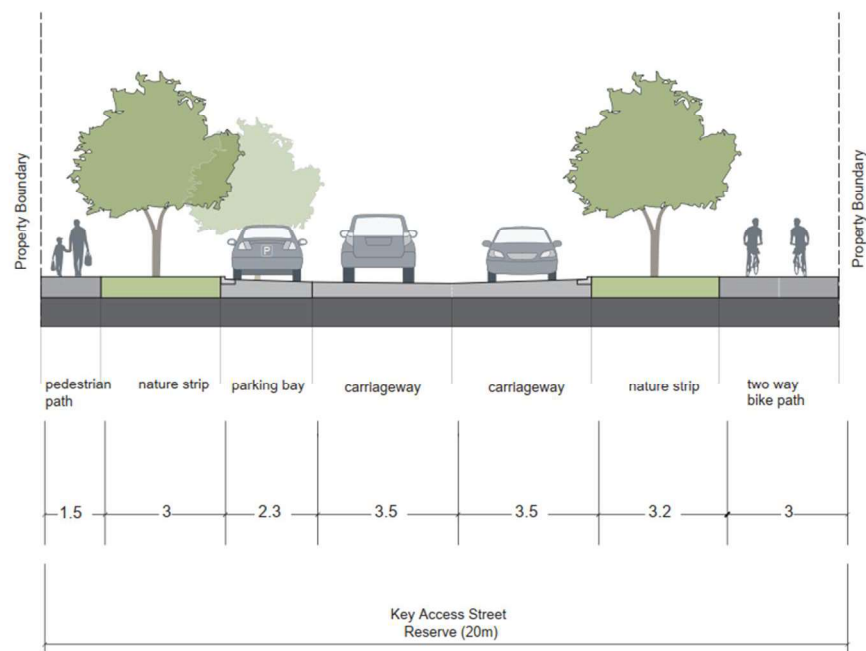


Figure 22: Cross Section 20m Key Access Street

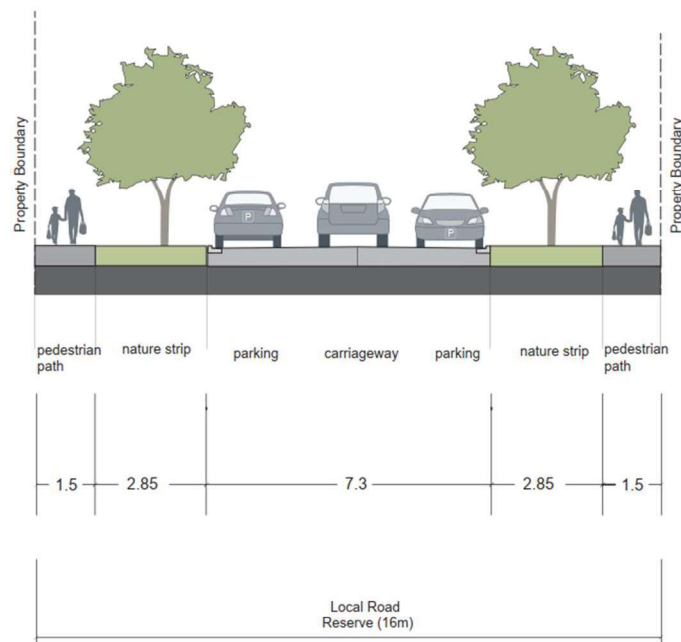


Figure 23: Cross Section 16m Local Access Road

4.4 Local Area Traffic Management

The proposed road network generally comprises a series of Access Streets connecting to a Connector Road to provide access to the external road network. The internal road network has been configured to avoid the creation of cross intersections with intersections typically taking the form of typical or staggered/off-set t-intersections.

Consideration has been given to ensure that an appropriate street layout is provided that seeks to minimise vehicle speeds with the majority of straight road lengths not exceeding 240m.

Typically, the internal local road network is to be configured to minimise the requirements for traffic calming treatments through the use of a discontinuous road network and regular use of acute bends in roads. However, at locations where there is an opportunity for the target vehicle speeds to be exceeded the use of traffic calming devices or treatments may be warranted.

Where possible, traffic calming devices should be developed in conjunction with intersection treatments to comprise vertical plateaus (

Figure 24) or narrowed in the form of modified T-intersections, refer

Figure 25.

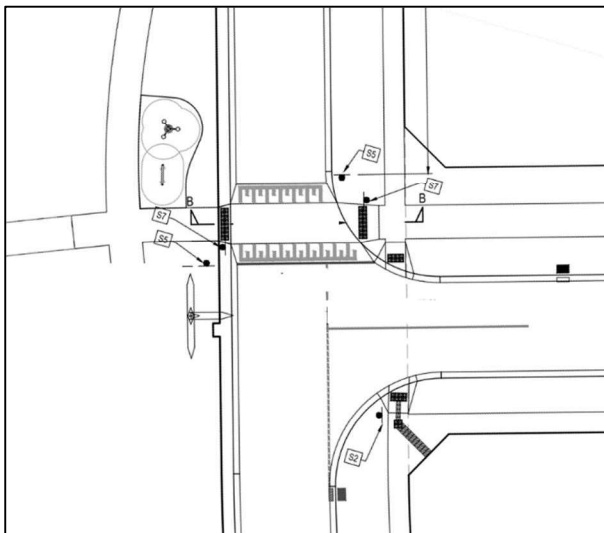


Figure 24: Example of Intersection Raised Plateau

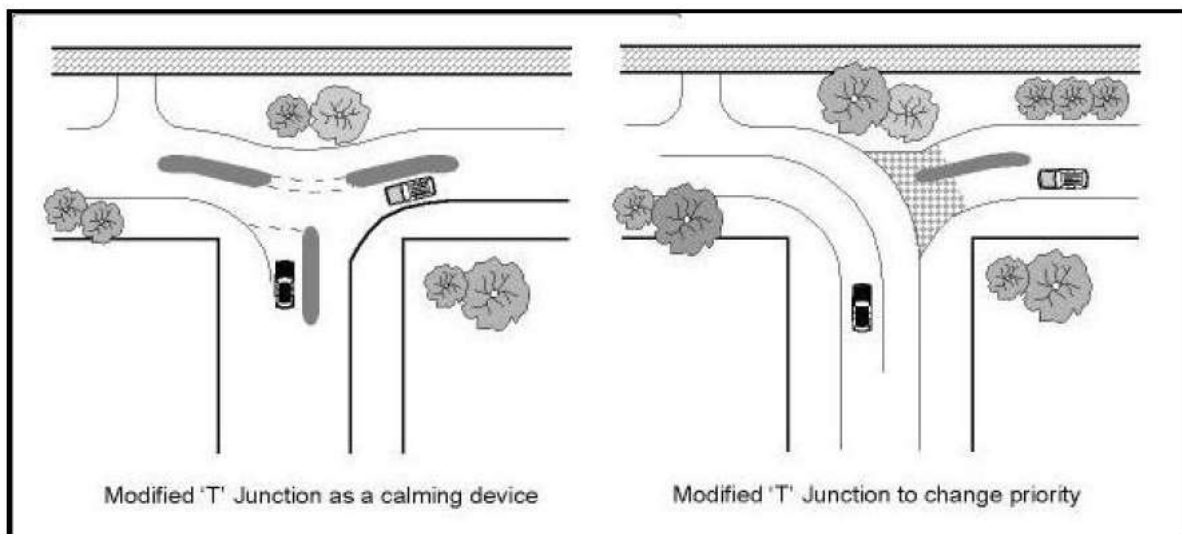


Figure 25: Typical Modified T-Intersection Treatment

If traffic calming treatments are not able to be implemented as part of an intersection design a mid-block location may be considered. Such treatments should have regard to access of surrounding lots and preferably take the form of localised narrowing as illustrated in Figure 26, chicane as illustrated in Figure 27 or a raised plateau as illustrated in

Figure 28. Alternate treatments may be considered as required.

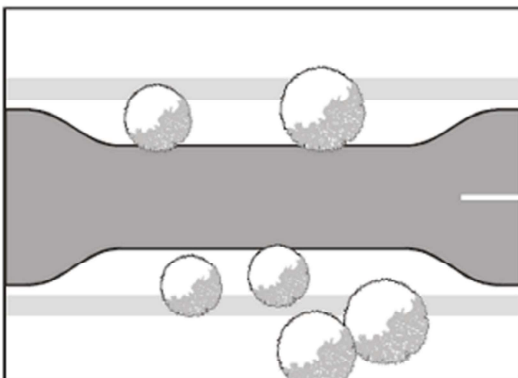


Figure 26: Example Single Lane Narrowing

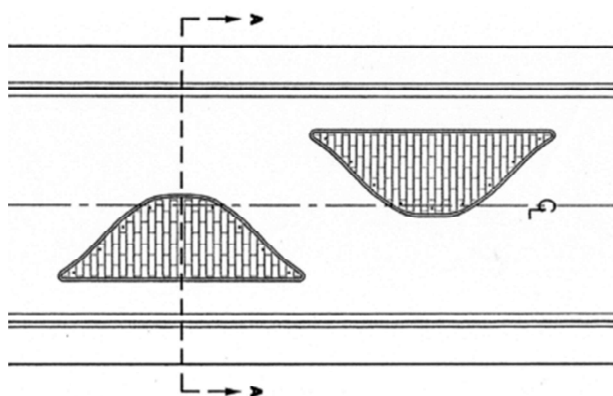


Figure 27: Typical Chicane Treatment

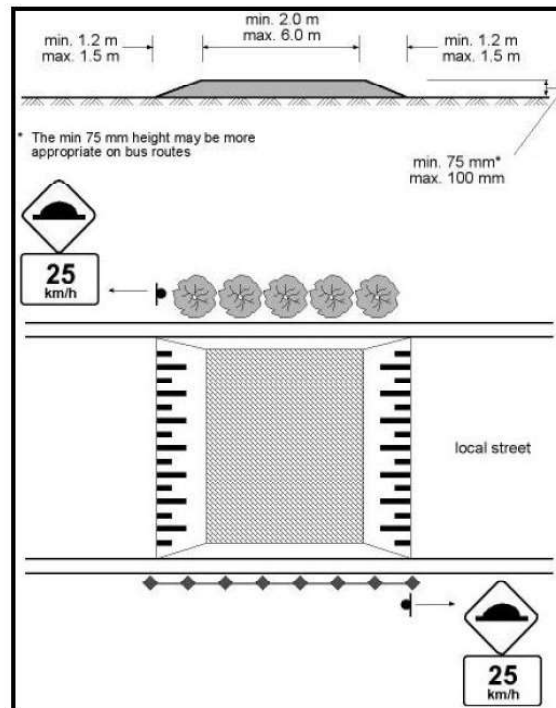


Figure 28: Typical Raised Plateau Treatment

Having regard to the proposed internal road network layout there are a number of straight sections of local road in excess of 250m that would be candidates for traffic calming devices. The indicative locations are provided below.

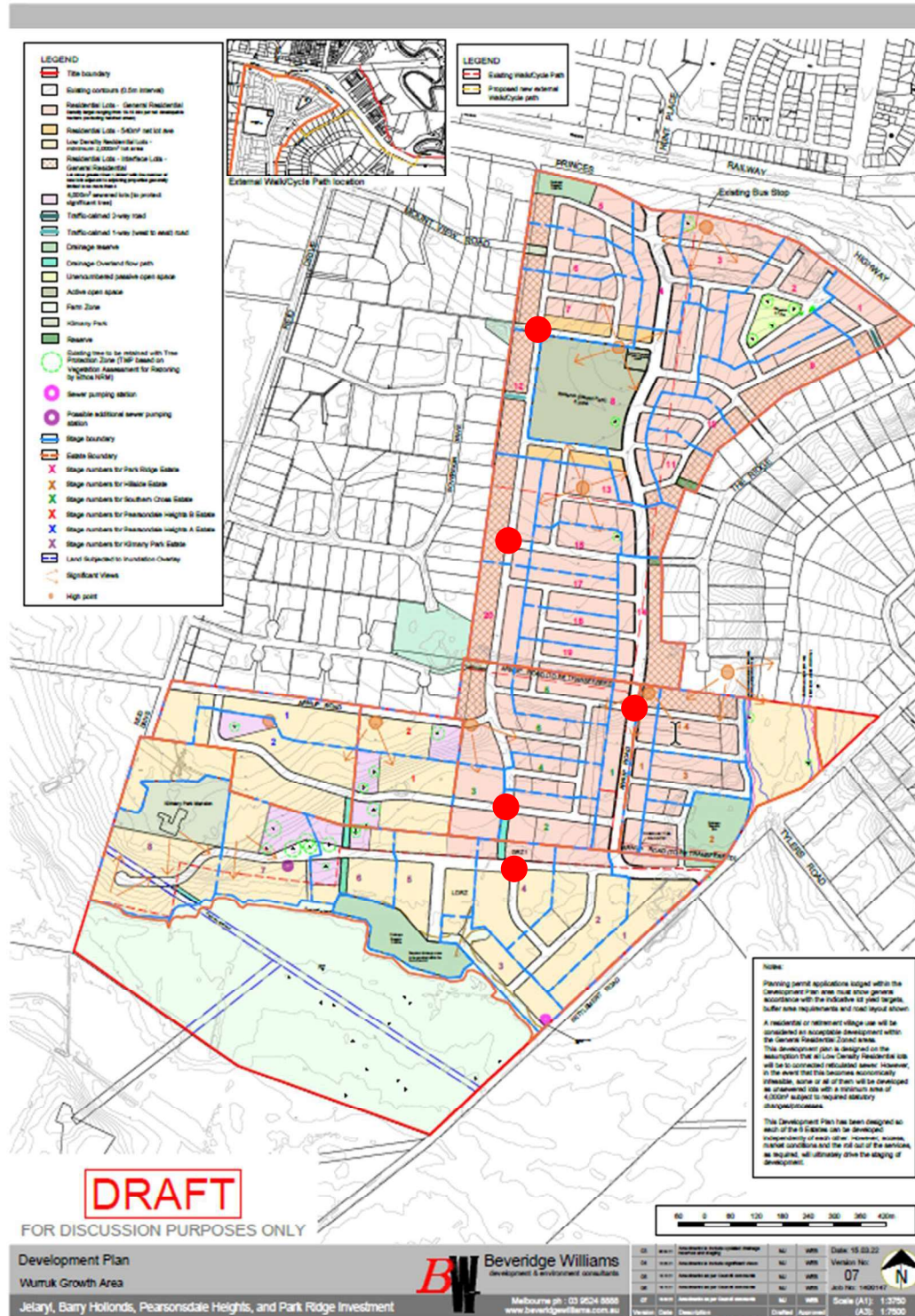


Figure 29: Indicative LATM Device Locations

5 TRAFFIC IMPACT CONSIDERATIONS

5.1 Traffic Generation

It is generally accepted that residential lots in outer suburban areas generate vehicular traffic at a rate of 10 vehicle movements per day (with 10% of movements occurring in the peak hours). In areas of higher density or with access to good public transport lower traffic generation rates can be recorded. For the purposes of this assessment the rate of 10 vehicle movements per day per lot has been adopted.

Application of this rate to the potential 1,256 lots equates to a daily traffic generation of 12,560 vehicle movements or 1,256 vehicle movements in the peak hours.

Based on the proposed development composition of the subject site it is considered that all vehicle trips will have an external origin or destination and therefore all vehicles will enter or exit the site.

The above traffic generation rate is inclusive of all trip types and includes work, recreation, shopping and educational trips. This is true for traffic generated by adjacent developments and those contained within the Wurruk Growth Area.

5.2 Traffic Distribution

Based on the existing traffic distribution percentages demonstrated in Section 2.4, the following post-development traffic distribution is assumed:

- 90% of traffic will egress in the morning, 10% will ingress;
- 40% of traffic will egress in the afternoon, 60% will ingress;
- Morning egress 90% to the east (towards Sale);
- Morning egress 10% to the west;
- Morning ingress 85% from the east (from Sale);
- Morning ingress 15% from the west;
- Afternoon egress 90% to the east (towards Sale);
- Afternoon egress 10% to the west;
- Afternoon ingress 85% to the east (towards Sale); and
- Afternoon ingress 15% to the west.

Further to the destination splits, based on the general locations of the access roads, it was assumed that the percentage of subdivisional traffic is as follows:

- 80% from Hunt Place;
- 10% from The Ridge;
- 5% from Arnup Road/Reid Drive (1% via Sovereign Drive); and
- 5% from Settlement Road.



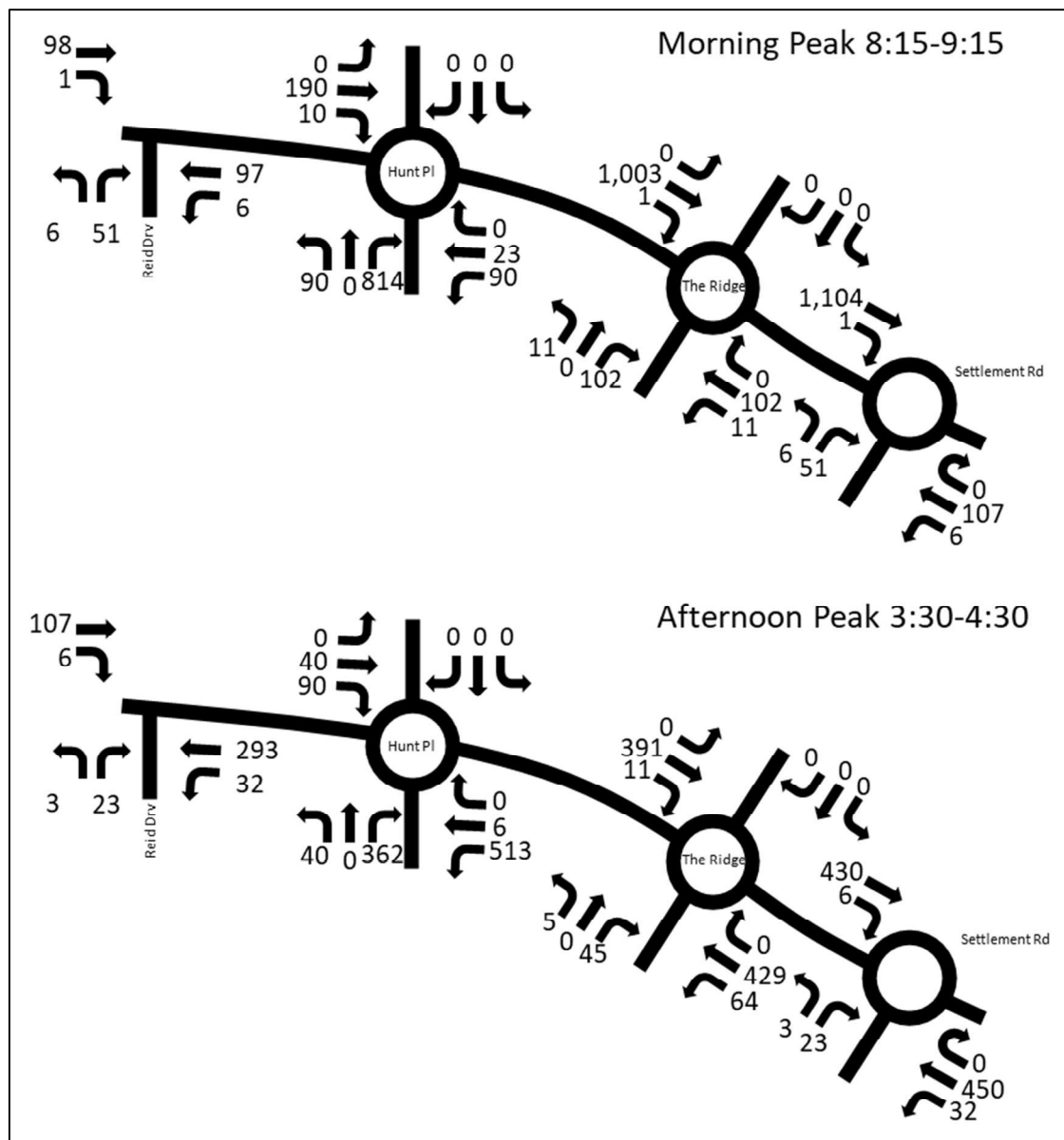


Figure 31: Additional Post Development Peak Hour Turning Movements on the Princes Highway

5.3 Intersection Modelling

5.3.1 Post Development Model

Based on the calculated post development traffic volumes outlined in the previous section, an assessment of the post development operation of the intersections were undertaken. In order to facilitate morning egress traffic in the order of 835 vehicles, it was found that a dedicated right turn lane on the Hunt Place southern leg was required.

The SIDRA results are demonstrated below.

Approach	Morning Peak			Afternoon Peak		
	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)
Hunt Pl North	0.246	13.4	9.8	0.188	7.74	6.2
Hunt Pl South	0.722	12.3	45.9	0.322	10.4	12.9
Princes Highway West	0.634	12.5	44.4	0.234	6.2	9.5
Princes Highway East	0.154	4.5	6	0.366	4.2	15.5

Figure 32: Existing intersection conditions – Princes Highway/Hunt Place

Approach	Morning Peak			Afternoon Peak		
	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)
The Ridge North	0.078	9.7	5.8	0.035	10.7	1
The Ridge South	0.161	10.4	4.6	0.078	11.5	2.2
Princes Highway West	0.624	4.8	39.4	0.325	4	14.2
Princes Highway East	0.148	3.9	5.8	0.338	3.9	15

Figure 33: Existing intersection conditions – Princes Highway/The Ridge

Approach	Morning Peak			Afternoon Peak		
	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)
Settlement Road	0.145	9.6	4.1	0.107	10.9	3
Princes Highway West	0.632	4.5	43.1	0.338	3.7	14.3
Princes Highway East	0.149	3.7	5.6	0.299	4	13.2

Figure 34: Existing intersection conditions – Princes Highway/The Ridge

Approach	Morning Peak			Afternoon Peak		
	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)
NB Median	0.026	5.4	0.3	0.046	9.5	0.5
SB Median	0.262	734	3.4	0.192	6.5	2.3
Reid Drive	0.243	8.1	3.4	0.122	11.2	1.4
Princes Highway West	0.158	0.2	0	0.145	0.2	0
Princes Highway East	0.089	1.3	0	0.168	0.8	0

Figure 35: Existing intersection conditions – Princes Highway/Reid Drive

According to the SIDRA analysis, the intersections continue to operate under ‘Excellent’ conditions. As expected, the main access at Hunt Place south, operates with a higher level of service during the morning peak period, operating at a DOS of 0.72 or ‘Good’ conditions. The 95th percentile queue accounts for less than 7 vehicles in the dedicated right turning lane. It is noted that the left lane may have a right turn allocation in future to lessen the DOS even further.

The 700m mid-block capacity along Princes Highway is not close to being exceeded, with the longest 95th percentile queue on the western leg at Hunt Place of 44m, which accounts for approximately 6 vehicles. This is the longest expected queue on the highway across all intersections.

The median break at Reid Drive is also nowhere near being exceeded.

5.3.2 Hunt Place Intersection

The post-development model found that a dedicated right turn lane would be required. A concept drawing is provided below. As the carriageway width of the roundabout is currently 2-lanes, there are no changes required within the intersection.



Figure 36: Hunt Place South Leg with Dedicated Right Turning Lane

The northern leg queuing is not expected to exceed the 37m between the roundabout and level crossing. The longest post-development queue will be approximately 10m during the morning peak.

5.3.3 10-year Growth Model

The 10-year growth scenario was analysed to ensure the Princes Highway interfaces were appropriate over a 10-year life span. The environmental growth was based on 2%, with the south leg of Hunt Place set at 0% as it is already assumed that the proposed development is already complete.

Approach	Morning Peak			Afternoon Peak		
	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)
Hunt PI North	0.346	16.8	14.9	0.251	8.6	8.9
Hunt PI South	0.752	13.2	55.1	0.410	11	18.3
Princes Highway West	0.779	17.2	69.3	0.301	6.6	13.4
Princes Highway East	0.186	4.5	7.6	0.447	4.3	21.2

Figure 37: 10-year Growth conditions – Princes Highway/Hunt Place

Approach	Morning Peak			Afternoon Peak		
	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)
The Ridge North	0.130	12.1	4.7	0.046	11.2	1.3
The Ridge South	0.201	10.8	5.9	0.101	12.0	2.9
Princes Highway West	0.770	6.3	71.5	0.396	4.1	19
Princes Highway East	0.178	3.9	7.4	0.408	3.9	20

Figure 38: 10-year Growth conditions – Princes Highway/The Ridge

Approach	Morning Peak			Afternoon Peak		
	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)	Degree of Saturation	Average Delay (sec)	95 th Percentile Queue (m)
Settlement Road	0.182	9.9	5.3	0.124	11.2	3.5
Princes Highway West	0.653	4.7	45.3	0.373	3.8	16.8
Princes Highway East	0.169	3.7	6.8	0.282	4.1	12.2

Figure 39: 10-year Growth conditions – Princes Highway/The Ridge

Based on the 10-year growth scenarios, the intersections continue to operate with an overall LOS of A. With the additional right turning lane on the southern leg of Hunt Place, the DOS maintains within 'Very Good' operation.

Based on the preceding intersection analysis, it is considered that the proposed development will not have a significant adverse impact on the existing road network, particularly the Princes Highway.

6 CYCLIST AND PEDESTRIAN PATH NETWORK

6.1 Structure Plan Shared Path Network

The Structure Plan identifies a key opportunity for *“improving accessibility to all members of the community by better connecting key destinations with where people live through the enhancement of public transport services and improvements to key pedestrian / cycle connections that provide for safe, convenient and direct movement”*.

The excerpt of the Structure Plan in Figure 16 indicates a shared path network from the proposed development to cross Princes Highway near Hunt Place. The path continues along the south side of Princes Highway and south to the connector road that loops back to the highway via Settlement Road.

6.2 Proposed Shared Path Network

As can be seen from the Indicative Development Plan at Figure 18, the inclusion of walk/cycle paths within the main connector street and the second-tier access streets automatically creates a much more substantial network of shared paths that run through the estate. This network also provides external connections that reach into the middle of the two adjoining low density residential estates to the east and west.

The plan at Figure 14 shows the existing and proposed shared path networks, along with the network proposed through the Structure Plan. Relative to the path alignment shown in the Structure Plan, the location of shared paths along internal subdivisional roads will provide superior passive surveillance for path users. This increased level of pedestrian/cyclist safety should secure higher path patronage.

As can also be seen at Figure 29, the proposed path also seeks to reroute the shared path interface with the existing path so that it will meet it after running:

- Through portion of the existing low density residential estate at The Ridge;
- Along the south side of Princes Highway;
- Across Settlement Road at the intersection with Princes Highway;
- Across the frontage of the BP Service Station (remaining within the Princes Highway Road reserve);
- Adjacent to an existing gabion wall on the south side of the Princes Highway reserve. The path will run along a short section of constructed boardwalk in this portion to ensure it remains above an existing depression. A photograph of this portion of the path network is provided at Figure x; and,
- Up to and under an existing bridge to the east of the service station. Photographs showing the underside of the bridge and the approach to the existing path network are provided at Figures 31 and 32.

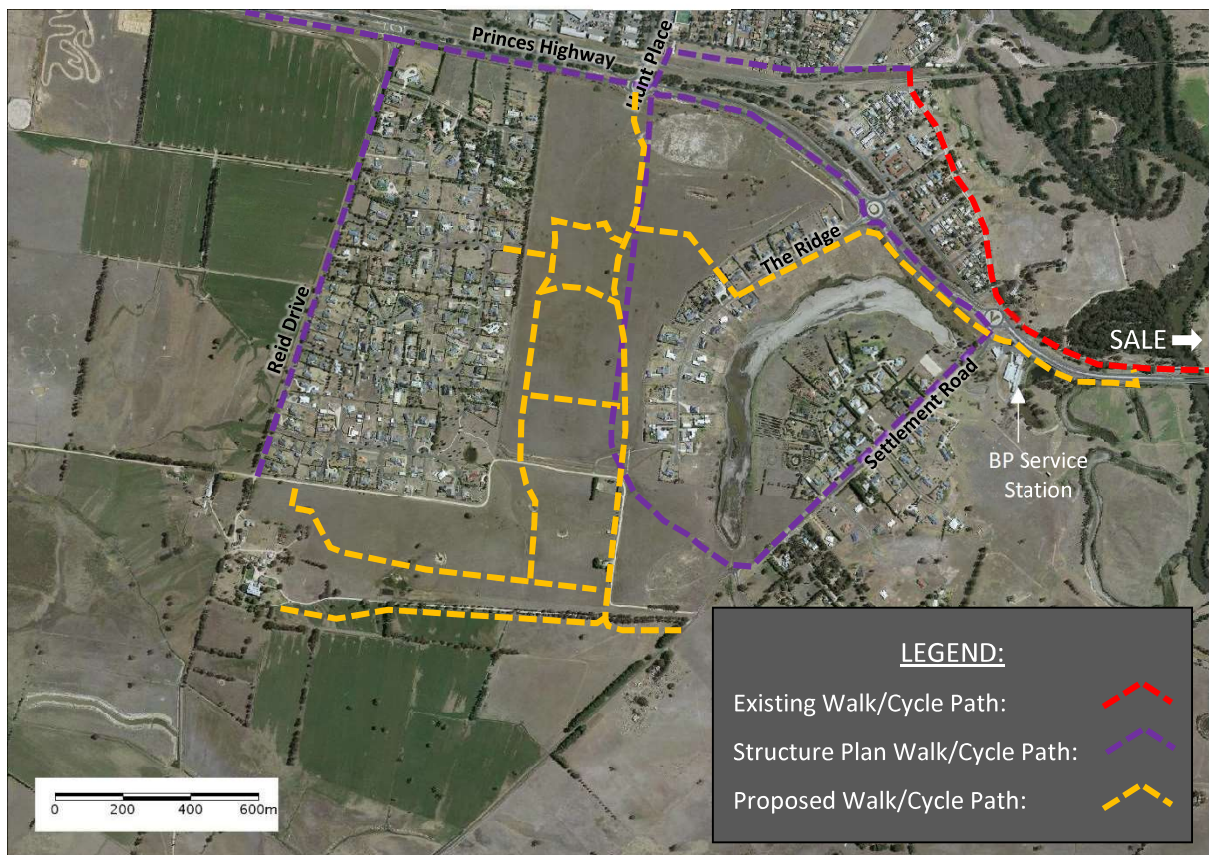


Figure 40: Map showing the existing, proposed and Structure Plan Walk/Cycle Path alignments across Wurruk



Figure 41: Existing Shared Path



Figure 42: Existing Unformed Ramps



Figure 43: Proposed Shared Path Bridge Interface



Figure 44: Proposed Boardwalk Location

6.3 Discussion

The proposed relocation of the shared path network takes into account some risks identified with the network proposed through the Structure Plan. The Princes Highway crossing near Hunt Place would likely require construction of a pedestrian overpass, which presents inherent vandalism opportunities and the risk of objects falling onto highway traffic. To ensure height clearances, the required ramping system would need a greater vertical displacement than going underneath the bridge will. It is noted that an overpass would also preclude this section of Princes Highway being used as a route for over-dimensional loads.

An additional risk inherent in the Structure Plan's nominated route is the requirement for the shared path to interface with the level crossing at Hunt Place, which unnecessarily introduces the potential for rail conflict and will require additional rail infrastructure.

Cycle path user behaviour indicates if any point of a bike route is unsafe or inconvenient, the entire route is likely not to be used despite an issue being localised. A big ramp system with a rail interface could be considered as localised points of inconvenience or unsafety.

During a meeting with DoT on 2 July 2019, it was indicated that the likely preferred alignment would involve the underpass. DoT officers advised that pedestrian connectivity between both sides of Wurruk and Sale was investigated. They advised that in discussing potential pedestrian facilities with the Wurruk Primary School, school management expressed the view that the school would not expand due to the extra growth within Wurruk. This inferred that children in the Wurruk growth area would likely attend schools in Sale.

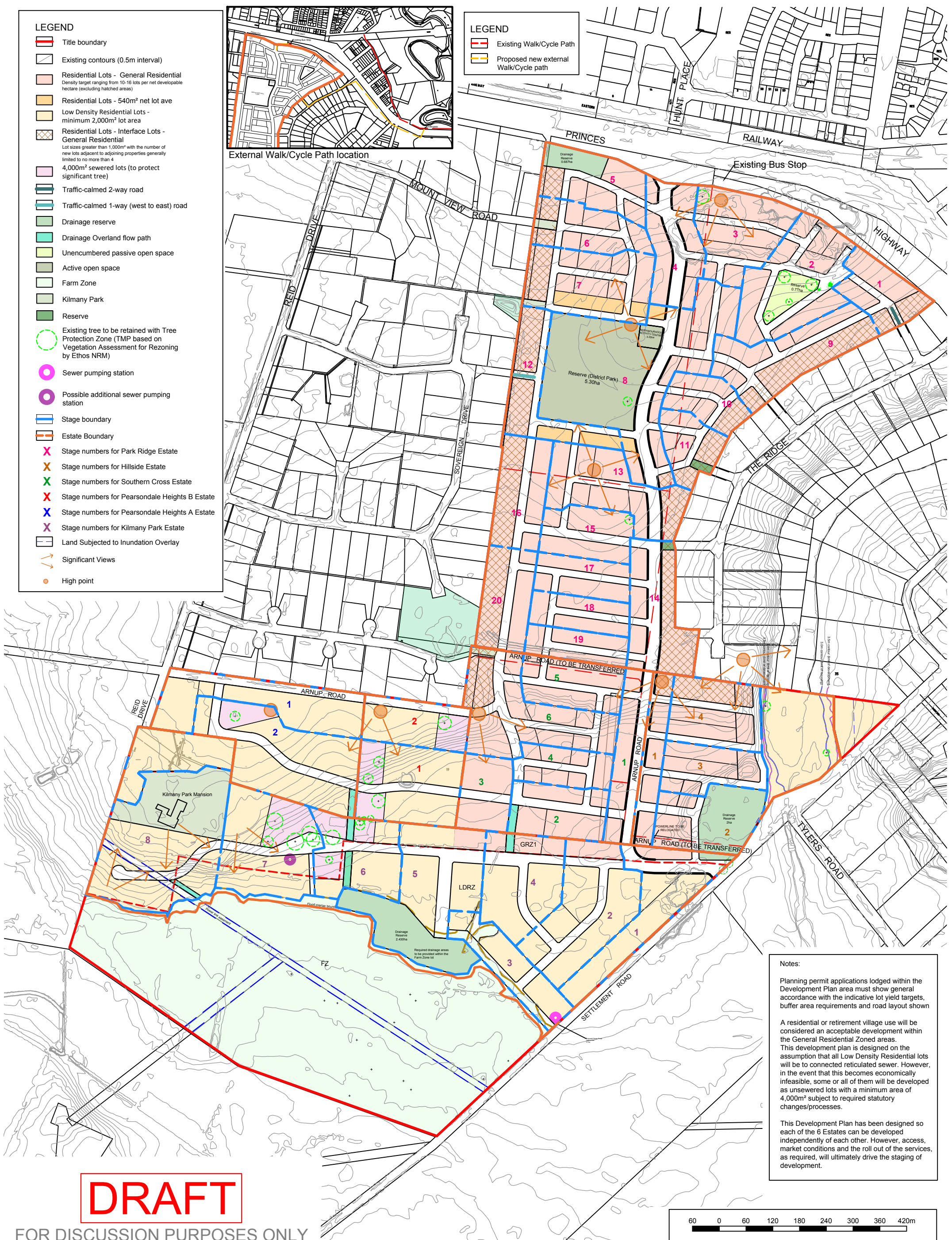
It is likely that the generated pedestrian need for the growth area in Wurruk would exclusively require shared path connectivity to Sale as opposed to the existing parts of Wurruk on the north side of the highway. The proposed alignment of the shared path network would provide a safer and more direct route between the proposed development and Sale.

7 SUMMARY AND CONCLUSIONS

Based on the preceding it is summarised that:

- The subject site is located within the extent of the Sale, Wurruk and Longford Structure Plan.
- The development plan will provide the capacity to develop the subject site in line with the Structure Plan and will generate predominantly residential subdivision of up to 1,256 lots.
- It is anticipated that the subject site may generate traffic at a rate of up to 10 movements per lot per day equivalent to 12,560 vehicle movements per day.
- The internal road network of the subject site is proposed to comprise a series of Access Streets connecting to a central Connector Road that connects the Princes Highway to Settlement Road.
- The shared path network providing connectivity to Sale is proposed to cross Princes Highway underneath the bridge to the east of Settlement Road.
- It is considered that sufficient road network planning and capacity will be available in the short and long term to cater for traffic generated by the subject site.

APPENDIX A. Development Plan V7



DRAFT

FOR DISCUSSION PURPOSES ONLY

Development Plan

Wurruk Growth Area

Jelaryl, Barry Hollonds, Pearsonsdales Heights, and Park Ridge Investment



Beveridge Williams
development & environment consultants

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03	30.04.21	Amenments to include updated drainage reserves and staging	MJ	WEB	Date: 15.03.22 Version No: 07 Job No: 1400147 
04	10.05.21	Amenments to include significant views	MJ	WEB	
05	13.10.21	Amenments as per Council comments	MJ	WEB	
06	19.10.21	Amenments as per Council comments	MJ	WEB	
07	15.03.22	Amenments as per Council comments	MJ	WEB	
Version	Date	Description	Drafted	Approved	Scale A1: 1:3750 (A3): 1:7500

K:\JOBS DATA\1400147 - WURRUK REZONING APPLICATION\LAN\00\CAD\1400147 UD BASE01.DWG

APPENDIX B. Turning Movement Counts



Client: Beridge Williams
Name: Wurruk Traffic Count

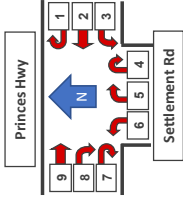
Job No.: 5710

Location: Princes Hwy and Settlement Rd

Date: Wed 31/07/2019

Time: 7am-7pm

Weather: Sunny



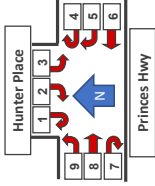
Absolute Value	VEHICLE MOVEMENTS																			
	1		2		3		4		5		6		7		8		9			
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7:00	7:15	1	0	39	4	1	0	0	0	7	0	4	0	0	0	1	2	45	8	
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Accumulative Value	VEHICLE MOVEMENTS																		
	1		2		3		4		5		6		7		8		9		
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7:30	7:45	2	1	171	14	3	0	0	0	19	1	17	1	0	0	4	2	147	27
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9:30	9:45	11	2	701	62	40	0	1	0	108	4	56	6	1	0	20	3	954	92
9:45	10:00	12	2	766	66	44	0	1	0	119	5	60	6	1	0	24	3	1028	97
10:00	10:15	13	3	830	73	47	0	1	0	125	6	63	6	2	0	24	4	1098	104
10:15	10:30	13	3	894	82	51	0	1	0	134	6	68	7	2	0	26	6	1162	111
10:30	10:45	13	4	966	85	58	0	1	0	144	6	71	7	2	0	27	7	1232	118
10:45	11:00	13	5	1026	88	66	0	1	0	153	6	74	10	2	0	30	7	1300	120
11:00	11:15	14	5	1087	99	69	1	1	0	160	6	75	10	2	0	31	7	1365	126
11:15	11:30	16	5	1147	105	75	1	1	0	165	6	75	10	2	0	33	7	1430	132
11:30	11:45	16	5	1220	115	77	1	1	0	174	6	81	11	2	0	35	7	1503	137
11:45	12:00	18	5	1280	119	89	1	1	0	184	6	84	11	2	0	38	7	1576	141
12:00	12:15	20	5	1342	124	101	1	1	0	191	6	92	12	2	0	46	7	1648	147
12:15	12:30	20	5	1424	130	111	1	1	0	198	7	92	12	2	0	49	8	1732	150
12:30	12:45	21	5	1504	138	120	1	1	0	208	8	99	13	2	0	53	9	1803	154
12:45	13:00	21	5	1580	145	124	1	1	0	219	8	106	13	2	0	56	9	1875	162
13:00	13:15	22	5	1669	153	133	1	1	0	231	8	111	13	2	0	57	10	1938	171
13:15	13:30	24	5	1739	157	137	1	1	0	237	8	114	13	2	0	57	10	2007	177
13:30	13:45	25	5	1814	161	142	1	1	0	243	8	118	13	3	0	59	10	2094	180
13:45	14:00	28	5	1878	165	147	2	1	0	246	8	121	13	3	0	62	11	2161	182
14:00	14:15	31	5	1971	168	155	2	1	0	253	8	125	13	3	0	64	11	2225	187
14:15	14:30	32	5	2047	174	162	2	1	0	258	8	126	13	3	0	68	12	2295	195
14:30	14:45	34	6	2124	181	167	3	1	0	269	8	133	14	3	0	72	12	2364	203
14:45	15:00	35	6	2217	186	174	3	1	0	278	9	137	14	3	1	77	13	2434	209
15:00	15:15	37	6	2286	191	179	3	1	0	282	9	146	14	3	1	78	13	2521	217
15:15	15:30	37	6	2371	195	193	5	1	0	315	10	149	15	3	1	81	14	2613	218
15:30	15:45	39	6	2476	209	212	5	1	0	322	10	155	15	3	1	86	15	2731	219
15:45	16:00	42	6	2582	214	226	5	1	0	329	10	158	16	3	1	89	15	2820	220
16:00	16:15	43	6	2679	216	238	5	1	0	342	10	159	16	3	1	89	15	2943	229
16:15	16:30	45	6	2777	222	251	6	1	0	352	11	163	16	3	1	90	16	3055	232
16:30	16:45	46	7	2866	228	257	7	1	0	359	11	168	17	4	1	94	17	3126	236
16:45	17:00	48	7	2989	229	270	7	1	0	364	11	175	17	4	1	97	17	3216	238
17:00	17:15	50	7	3092	233	282	7	1	0	373	11	177	17	4	1	101	17	3303	242
17:15	17:30	51	7	3195	236	297	7	1	0	383	11	185	17	4	1	104	17	3391	243
17:30	17:45	53	7	3302	238	312	7	1	0	390	11	193	17	4	1	106	17	3466	248
17:45	18:00	53	7	3378	239	318	7	1	0	398	11	196	17	4	1	107	17	3545	250
18:00	18:15	53	7	3453	242	330	7	1	0	403	11	198	17	4	1	110	17	3617	252
18:15	18:30	54	7	3494	245	336	7	1	0	410	11	202	17	4	1	112	17	3676	252
18:30	18:45	54	7	3527	246	341	7	1	0	422	12	204	17	5	1	113	17	3722	253
18:45	19:00	54	7	3558	247	347	7	1	0	423	12	206	17	5	1	114	17	3776	253

time. *Journal of Management*, 1990, 16, 1-20.

[illegible][illegible]

98
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TIME	VEHICLE MOVEMENTS																	
	1		2		3		4		5		6		7		8		9	
	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck
7:00	0	0	1	1	5	1	0	0	5	1	39	3	0	0	31	8	1	1
7:15	7:30	0	1	1	3	1	0	0	14	1	52	2	0	0	40	9	2	0
7:30	7:45	0	3	1	4	0	0	0	6	0	62	6	0	0	55	9	2	1
7:45	8:00	0	1	1	6	0	0	0	16	1	67	4	0	0	93	5	2	1
8:00	8:15	0	2	0	13	1	0	0	10	0	56	6	0	0	77	3	1	0
8:15	8:30	0	0	1	16	1	0	0	9	2	52	4	0	0	110	18	2	1
8:30	8:45	0	1	0	22	3	0	7	2	55	1	0	0	125	8	4	0	0
8:45	9:00	0	2	0	12	0	0	0	17	0	57	6	0	0	96	9	4	0
9:00	9:15	0	1	0	11	4	0	0	12	1	50	5	0	0	86	5	2	1
9:15	9:30	0	2	1	13	1	0	0	8	1	65	11	0	0	55	6	2	1
9:30	9:45	0	0	1	13	0	0	13	0	59	6	0	0	54	4	2	1	0
9:45	10:00	0	2	2	15	1	0	0	12	2	51	4	0	0	61	8	1	0
10:00	10:15	0	3	1	10	0	0	0	9	0	58	5	0	0	56	5	1	0
10:15	10:30	0	2	0	13	0	0	10	2	54	6	0	0	49	9	1	0	0
10:30	10:45	0	1	0	7	0	0	0	9	0	61	6	0	0	55	7	1	0
10:45	11:00	0	1	1	10	0	0	0	8	1	48	5	0	0	58	1	2	0
11:00	11:15	0	1	0	6	0	0	0	4	0	56	11	0	0	49	4	1	1
11:15	11:30	0	5	0	14	0	0	0	13	1	43	5	0	0	52	4	2	1
11:30	11:45	0	0	1	9	0	0	0	14	2	60	9	0	0	57	5	3	0
11:45	12:00	0	2	0	15	2	1	0	8	0	47	4	0	0	56	4	1	2
12:00	12:15	0	2	0	22	1	0	13	1	53	5	1	0	61	2	2	0	0
12:15	12:30	0	3	0	8	1	0	0	17	0	63	5	0	0	79	1	3	1
12:30	12:45	0	3	0	18	0	0	0	5	1	61	12	0	0	55	5	2	0
12:45	13:00	0	1	1	15	0	0	10	0	72	5	0	0	53	11	2	0	0
13:00	13:15	0	0	1	12	0	0	19	3	69	19	0	0	44	11	3	0	0
13:15	13:30	0	0	1	13	0	0	0	11	0	65	4	0	0	46	5	3	0
13:30	13:45	1	0	3	0	17	2	0	8	0	64	8	0	0	70	2	1	0
13:45	14:00	0	3	0	14	1	0	0	6	1	61	4	0	0	58	3	3	1
14:00	14:15	0	3	0	4	1	0	0	10	0	86	3	0	0	54	4	2	0
14:15	14:30	0	1	1	11	1	0	0	12	1	56	2	0	0	56	7	2	0
14:30	14:45	0	2	1	6	0	0	0	16	0	70	0	0	0	64	9	0	0
14:45	15:00	0	1	0	11	0	0	0	9	1	87	5	0	0	69	5	1	1
15:00	15:15	0	4	0	18	0	0	0	9	2	55	3	0	0	67	5	1	0
15:15	15:30	0	5	1	8	0	0	0	15	1	66	4	0	0	73	1	1	0
15:30	15:45	0	14	0	55	0	0	0	17	3	91	11	0	0	63	3	1	0
15:45	16:00	0	1	0	16	2	0	0	14	1	81	4	0	0	74	0	1	0
16:00	16:15	0	4	2	18	2	0	0	14	1	83	2	0	0	96	8	3	0
16:15	16:30	0	2	0	18	1	0	0	20	0	76	7	0	0	92	3	0	0
16:30	16:45	0	2	0	7	0	2	0	9	1	98	5	0	0	65	5	2	0
16:45	17:00	0	2	1	10	0	0	0	15	2	85	0	0	0	88	2	0	0
17:00	17:15	0	2	0	10	1	0	0	7	1	81	3	0	0	73	3	1	1
17:15	17:30	0	3	0	19	1	0	10	2	95	2	0	0	72	1	1	0	0
17:30	17:45	0	2	0	12	1	1	0	16	1	90	0	0	0	61	4	2	0
17:45	18:00	0	1	2	12	1	0	0	14	0	69	0	0	0	57	2	3	0
18:00	18:15	0	5	1	16	1	0	0	10	0	60	2	0	0	61	2	3	0
18:15	18:30	0	0	0	7	0	0	0	11	0	35	3	1	0	47	1	1	0
18:30	18:45	0	0	0	9	0	0	0	11	0	19	1	0	0	37	0	2	0
18:45	19:00	0	0	0	3	0	0	0	5	0	23	1	1	0	39	1	1	0

Accumulative Value	VEHICLE MOVEMENTS																		
	1		2		3		4		5		6		7		8		9		
	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	
7:00	7:15	0	0	1	1	5	1	0	0	5	1	39	3	0	0	31	8	1	1
7:15	7:30	0	0	2	2	8	2	0	0	19	2	91	5	0	0	71	17	3	1
7:30	7:45	0	0	5	3	12	2	0	0	25	2	153	11	0	0	126	26	5	2
7:45	8:00	0	0	6	4	18	2	0	0	41	3	220	15	0	0	219	31	7	2
8:00	8:15	0	0	8	4	31	3	0	0	51	3	276	21	0	0	206	34	8	2
8:15	8:30	0	0	8	5	47	4	0	0	60	5	328	25	0	0	406	52	10	3
8:30	8:45	0	0	9	5	69	7	0	0	67	7	383	26	0	0	531	60	14	3
8:45	9:00	0	0	11	5	81	7	0	0	84	7	440	32	0	0	627	69	18	3
9:00	9:15	0	0	12	5	92	11	0	0	96	8	490	37	0	0	713	74	20	4
9:15	9:30	0	0	14	6	105	12	0	0	104	9	555	48	0	0	768	80	22	5
9:30	9:45	0	0	14	7	118	12	0	0	117	9	614	54	0	0	822	84	24	6
9:45	10:00	0	0	16	9	133	13	0	0	129	11	665	58	0	0	883	92	25	6
10:00	10:15	0	0	19	10	143	13	0	0	138	11	723	63	0	0	939	97	26	6
10:15	10:30	0	0	21	10	156	13	0	0	148	13	777	69	0	0	988	106	27	6
10:30	10:45	0	0	22	10	163	13	0	0	157	13	838	75	0	0	1043	113	28	6
10:45	11:00	0	0	23	11	173	13	0	0	165	14	886	80	0	0	1101	114	30	6
11:00	11:15	0	0	24	11	179	13	0	0	169	14	942	91	0	0	1150	118	31	7
11:15	11:30	0	0	29	11	193	13	0	0	182	15	985	96	0	0	1202	122	33	8
11:30	11:45	0	0	29	12	202	13	0	0	186	17	1045	105	0	0	1259	127	36	8
11:45	12:00	0	0	31	12	217	15	1	0	204	17	1092	109	0	0	1315	131	37	10
12:00	12:15	0	0	33	12	239	16	1	0	217	18	1145	114	1	0	1376	133	39	10
12:15	12:30	0	0	36	12	247	17	1	0	234	18	1208	119	1	0	1455	134	42	11
12:30	12:45	0	0	39	12	265	17	1	0	239	19	1269	131	1	0	1510	139	44	11
12:45	13:00	0	0	40	13	280	17	1	0	249	19	1341	136	1	0	1563	150	46	11
13:00	13:15	0	0	41	13	292	17	1	0	268	22	1410	155	1	0	1607	161	49	11
13:15	13:30	0	0	41	14	305	17	1	0	279	22	1475	159	1	0	1653	166	52	11
13:30	13:45	1	0	44	14	322	19	1	0	287	22	1539	167	1	0	1723	168	53	11
13:45	14:00	1	0	47	14	336	20	1	0	293	23	1606	171	1	0	1781	171	56	12
14:00	14:15	1	0	50	14	340	21	1	0	303	23	1686	174	1	0	1835	175	58	12
14:15	14:30	1	0	51	15	351	22	1	0	315	24	1742	176	1	0	1891	182	60	12
14:30	14:45	1	0	53	16	357	22	1	0	331	24	1812	176	1	0	1955	191	60	12
14:45	15:00	1	0	54	16	368	22	1	0	340	25	1899	181	1	0	2024	196	61	13
15:00	15:15	1	0	58	16	386	22	1	0	349	27	1954	184	1	0	2091	201	62	13
15:15	15:30	1	0	63	17	394	22	1	0	364	28	2020	188	1	0	2164	202	63	13
15:30	15:45	1	0	77	17	449	22	1	0	381	31	2111	199	1	0	2227	205	64	13
15:45	16:00	1	0	78	17	465	24	1	0	395	32	2182	203	1	0	2301	205	65	13
16:00	16:15	1	0	82	19	483	26	1	0	409	33	2275	205	1	0	2397	213	68	13
16:15	16:30	1	0	84	19	501	27	1	0	429	33	2349	212	1	0	2489	216	68	13
16:30	16:45	1	0	86	19	508	27	3	0	438	34	2451	217	1	0	2554	221	70	13
16:45	17:00	1	0	88	20	518	27	3	0	453	36	2534	217	1	0	2642	223	70	13
17:00	17:15	1	0	90	20	528	28	3	0	460	37	2615	220	1	0	2715	226	71	14
17:15	17:30	1	0	93	20	547	29	3	0	470	39	2710	222	1	0	2787	227	72	14
17:30	17:45	1	0	95	20	559	30	4	0	486	40	2800	222	1	0	2848	231	74	14
17:45	18:00	1	0	96	22	571	31	4	0	500	40	2869	222	1	0	2905	233	77	14
18:00	18:15	1	0	101	23	587	32	4	0	510	40	2929	224	1	0	2966	235	80	14
18:15	18:30	1	0	101	23	594	32	4	0	521	40	2964	227	2	0	3013	236	81	14
18:30	18:45	1	0	101	23	603	32	4	0	532	40	2983	228	2	0	3050	236	83	14
18:45	19:00	1	0	101	23	606	32	4	0	537	40	3006	229	3	0	3089	237	84	14

APPENDIX C. SIDRA ANALYSIS

MOVEMENT SUMMARY

 **Site: 101 [PHE/Hunt PI AM Existing]**

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Princes Highway												
5	T1	307	10.0	0.121	3.6	LOS A	0.6	4.5	0.05	0.38	0.05	57.9
6	R2	63	10.0	0.121	9.3	LOS A	0.6	4.4	0.05	0.47	0.05	57.2
Approach		371	10.0	0.121	4.6	LOS A	0.6	4.5	0.05	0.40	0.05	57.8
North: Hunt Place												
7	L2	87	10.0	0.108	5.5	LOS A	0.4	3.0	0.47	0.64	0.47	55.3
9	R2	7	10.0	0.108	11.3	LOS B	0.4	3.0	0.47	0.64	0.47	56.3
Approach		95	10.0	0.108	5.9	LOS A	0.4	3.0	0.47	0.64	0.47	55.4
West: Princes Highway												
10	L2	16	10.0	0.208	3.9	LOS A	0.9	7.0	0.17	0.36	0.17	55.4
11	T1	565	10.0	0.208	3.8	LOS A	0.9	7.1	0.17	0.36	0.17	57.9
Approach		581	10.0	0.208	3.8	LOS A	0.9	7.1	0.17	0.36	0.17	57.8
All Vehicles		1046	10.0	0.208	4.3	LOS A	0.9	7.1	0.16	0.40	0.16	57.6

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: BEVERIDGE WILLIAMS | Processed: Friday, 18 October 2019 3:03:56 PM

Project: K:\Jobs Data\1400147 - Wurruk rezoning application_TrafiSIDRA\1400147 v3.sip8

MOVEMENT SUMMARY

 **Site: 101 [PHE/The Ridge AM Existing]**

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: The Ridge												
1	L2	2	10.0	0.033	4.7	LOS A	0.1	0.9	0.36	0.64	0.36	52.9
2	T1	1	10.0	0.033	4.8	LOS A	0.1	0.9	0.36	0.64	0.36	53.0
3	R2	29	10.0	0.033	10.5	LOS B	0.1	0.9	0.36	0.64	0.36	54.2
Approach		33	10.0	0.033	9.9	LOS A	0.1	0.9	0.36	0.64	0.36	54.1
East: Princes Highway												
4	L2	7	10.0	0.109	3.7	LOS A	0.5	3.8	0.04	0.34	0.04	56.8
5	T1	305	10.0	0.109	3.6	LOS A	0.5	3.8	0.05	0.37	0.05	58.5
6	R2	23	10.0	0.109	9.3	LOS A	0.5	3.8	0.05	0.40	0.05	58.0
Approach		336	10.0	0.109	4.0	LOS A	0.5	3.8	0.05	0.37	0.05	58.4
North: The Ridge												
7	L2	32	10.0	0.042	5.3	LOS A	0.1	1.1	0.45	0.60	0.45	55.2
8	T1	1	10.0	0.042	5.4	LOS A	0.1	1.1	0.45	0.60	0.45	56.0
9	R2	4	10.0	0.042	11.1	LOS B	0.1	1.1	0.45	0.60	0.45	56.9
Approach		37	10.0	0.042	6.0	LOS A	0.1	1.1	0.45	0.60	0.45	55.4
West: Princes Highway												
10	L2	9	10.0	0.194	3.9	LOS A	0.9	6.9	0.16	0.35	0.16	56.3
11	T1	537	10.0	0.194	3.8	LOS A	0.9	6.9	0.16	0.35	0.16	58.2
12	R2	1	10.0	0.194	9.5	LOS A	0.9	6.9	0.17	0.36	0.17	58.0
Approach		547	10.0	0.194	3.8	LOS A	0.9	6.9	0.16	0.35	0.16	58.2
All Vehicles		953	10.0	0.194	4.2	LOS A	0.9	6.9	0.14	0.38	0.14	58.0

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

MOVEMENT SUMMARY

 **Site: 101 [PHE/Settlement Rd AM Existing]**

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Settlement Road												
1	L2	25	10.0	0.088	4.7	LOS A	0.3	2.4	0.37	0.64	0.37	53.4
3	R2	63	10.0	0.088	10.5	LOS B	0.3	2.4	0.37	0.64	0.37	53.9
Approach		88	10.0	0.088	8.8	LOS A	0.3	2.4	0.37	0.64	0.37	53.8
East: Princes Highway												
4	L2	20	10.0	0.111	3.7	LOS A	0.5	3.6	0.05	0.35	0.05	56.1
5	T1	314	10.0	0.111	3.6	LOS A	0.5	3.6	0.05	0.35	0.05	58.4
6u	U	4	10.0	0.111	11.7	LOS B	0.5	3.6	0.05	0.35	0.05	59.7
Approach		338	10.0	0.111	3.7	LOS A	0.5	3.6	0.05	0.35	0.05	58.3
West: Princes Highway												
11	T1	557	10.0	0.204	3.8	LOS A	1.0	7.7	0.20	0.37	0.20	57.7
12	R2	8	10.0	0.204	9.6	LOS A	1.0	7.7	0.20	0.37	0.20	57.7
Approach		565	10.0	0.204	3.9	LOS A	1.0	7.7	0.20	0.37	0.20	57.7
All Vehicles		992	10.0	0.204	4.3	LOS A	1.0	7.7	0.16	0.39	0.16	57.5

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

MOVEMENT SUMMARY

 **Site: 101 [PHE/Hunt PI PM Existing]**

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Princes Highway												
5	T1	354	10.0	0.122	3.7	LOS A	0.6	4.4	0.10	0.34	0.10	58.2
6	R2	5	10.0	0.122	9.4	LOS A	0.6	4.3	0.10	0.35	0.10	58.2
Approach		359	10.0	0.122	3.7	LOS A	0.6	4.4	0.10	0.34	0.10	58.2
North: Hunt Place												
7	L2	115	10.0	0.138	4.8	LOS A	0.5	3.9	0.39	0.59	0.39	55.3
9	R2	22	10.0	0.138	10.6	LOS B	0.5	3.9	0.39	0.59	0.39	56.3
Approach		137	10.0	0.138	5.8	LOS A	0.5	3.9	0.39	0.59	0.39	55.5
West: Princes Highway												
10	L2	20	10.0	0.117	3.7	LOS A	0.5	3.6	0.03	0.35	0.03	56.2
11	T1	342	10.0	0.117	3.6	LOS A	0.5	3.6	0.04	0.34	0.04	58.5
Approach		362	10.0	0.117	3.6	LOS A	0.5	3.6	0.04	0.34	0.04	58.4
All Vehicles		858	10.0	0.138	4.0	LOS A	0.6	4.4	0.12	0.38	0.12	57.8

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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Organisation: BEVERIDGE WILLIAMS | Processed: Friday, 18 October 2019 3:03:56 PM

Project: K:\Jobs Data\1400147 - Wurruk rezoning application_TrafiSIDRA\1400147 v3.sip8

MOVEMENT SUMMARY

 **Site: 101 [PHE/The Ridge PM Existing]**

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: The Ridge												
1	L2	1	10.0	0.007	5.0	LOS A	0.0	0.2	0.41	0.60	0.41	53.5
2	T1	1	10.0	0.007	5.1	LOS A	0.0	0.2	0.41	0.60	0.41	53.8
3	R2	4	10.0	0.007	10.8	LOS B	0.0	0.2	0.41	0.60	0.41	54.9
Approach		6	10.0	0.007	8.9	LOS A	0.0	0.2	0.41	0.60	0.41	54.5
East: Princes Highway												
4	L2	13	10.0	0.161	3.8	LOS A	0.8	6.0	0.10	0.34	0.10	56.5
5	T1	443	10.0	0.161	3.7	LOS A	0.8	6.0	0.10	0.36	0.10	58.3
6	R2	22	10.0	0.161	9.4	LOS A	0.8	6.0	0.10	0.38	0.10	57.9
Approach		478	10.0	0.161	3.9	LOS A	0.8	6.0	0.10	0.36	0.10	58.3
North: The Ridge												
7	L2	5	10.0	0.028	5.1	LOS A	0.1	0.8	0.42	0.65	0.42	53.1
8	T1	1	10.0	0.028	5.2	LOS A	0.1	0.8	0.42	0.65	0.42	53.4
9	R2	20	10.0	0.028	10.9	LOS B	0.1	0.8	0.42	0.65	0.42	54.7
Approach		26	10.0	0.028	9.5	LOS A	0.1	0.8	0.42	0.65	0.42	54.3
West: Princes Highway												
10	L2	7	10.0	0.163	3.8	LOS A	0.7	5.3	0.10	0.34	0.10	56.6
11	T1	471	10.0	0.163	3.7	LOS A	0.7	5.3	0.10	0.34	0.10	58.5
12	R2	1	10.0	0.163	9.4	LOS A	0.7	5.3	0.11	0.34	0.11	58.3
Approach		479	10.0	0.163	3.7	LOS A	0.7	5.3	0.10	0.34	0.10	58.4
All Vehicles		989	10.0	0.163	4.0	LOS A	0.8	6.0	0.11	0.36	0.11	58.2

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

MOVEMENT SUMMARY

 **Site: 101 [PHE/Settlement Rd PM Existing]**

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Settlement Road												
1	L2	16	10.0	0.060	5.1	LOS A	0.2	1.6	0.42	0.67	0.42	53.3
3	R2	40	10.0	0.060	10.9	LOS B	0.2	1.6	0.42	0.67	0.42	53.7
Approach		56	10.0	0.060	9.3	LOS A	0.2	1.6	0.42	0.67	0.42	53.6
East: Princes Highway												
4	L2	62	10.0	0.172	3.7	LOS A	0.8	5.8	0.06	0.36	0.06	56.0
5	T1	456	10.0	0.172	3.6	LOS A	0.8	5.8	0.06	0.36	0.06	58.3
6u	U	8	10.0	0.172	11.7	LOS B	0.8	5.8	0.07	0.36	0.07	59.6
Approach		526	10.0	0.172	3.8	LOS A	0.8	5.8	0.06	0.36	0.06	58.1
West: Princes Highway												
11	T1	480	10.0	0.173	3.8	LOS A	0.8	6.4	0.16	0.36	0.16	57.8
12	R2	12	10.0	0.173	9.5	LOS A	0.8	6.3	0.16	0.37	0.16	57.8
Approach		492	10.0	0.173	3.9	LOS A	0.8	6.4	0.16	0.36	0.16	57.8
All Vehicles		1074	10.0	0.173	4.1	LOS A	0.8	6.4	0.13	0.37	0.13	57.7

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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Organisation: BEVERIDGE WILLIAMS | Processed: Friday, 18 October 2019 3:03:58 PM

Project: K:\Jobs Data\1400147 - Wurruk rezoning application_TrafiSIDRA\1400147 v3.sip8

MOVEMENT SUMMARY

 **Site: 101 [PHE/Hunt PI AM PD]**

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: RoadName												
1	L2	95	10.0	0.134	6.1	LOS A	0.5	3.7	0.46	0.63	0.46	54.2
2	T1	1	10.0	0.134	6.0	LOS A	0.5	3.7	0.46	0.63	0.46	56.1
3	R2	857	10.0	0.722	13.0	LOS B	6.6	49.9	0.69	0.88	0.84	52.8
Approach		953	10.0	0.722	12.3	LOS B	6.6	49.9	0.66	0.86	0.81	52.9
East: Princes Highway												
4	L2	63	10.0	0.154	3.8	LOS A	0.8	6.0	0.09	0.36	0.09	56.6
5	T1	332	10.0	0.154	3.7	LOS A	0.8	6.0	0.10	0.40	0.10	57.7
6	R2	63	10.0	0.154	9.4	LOS A	0.8	5.9	0.10	0.44	0.10	57.3
Approach		458	10.0	0.154	4.5	LOS A	0.8	6.0	0.10	0.40	0.10	57.5
North: Hunt Place												
7	L2	87	10.0	0.246	13.0	LOS B	1.3	9.8	0.85	0.92	0.85	50.9
8	T1	1	10.0	0.246	13.1	LOS B	1.3	9.8	0.85	0.92	0.85	50.5
9	R2	7	10.0	0.246	18.8	LOS B	1.3	9.8	0.85	0.92	0.85	50.6
Approach		96	10.0	0.246	13.4	LOS B	1.3	9.8	0.85	0.92	0.85	50.8
West: Princes Highway												
10	L2	16	10.0	0.634	11.9	LOS B	5.8	44.4	0.94	1.08	1.24	50.2
11	T1	765	10.0	0.634	12.4	LOS B	5.8	44.4	0.94	1.08	1.24	52.8
12	R2	11	10.0	0.634	19.0	LOS B	5.3	40.1	0.93	1.07	1.25	50.8
Approach		792	10.0	0.634	12.5	LOS B	5.8	44.4	0.94	1.08	1.24	52.7
All Vehicles		2298	10.0	0.722	10.8	LOS B	6.6	49.9	0.65	0.84	0.82	53.6

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

MOVEMENT SUMMARY

 **Site: 101 [PHE/Hunt PI PM PD]**

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: RoadName												
1	L2	42	0.0	0.058	5.9	LOS A	0.2	1.7	0.48	0.58	0.48	54.5
2	T1	1	0.0	0.058	5.8	LOS A	0.2	1.7	0.48	0.58	0.48	56.4
3	R2	381	0.0	0.322	10.9	LOS B	1.8	12.9	0.53	0.72	0.53	53.7
Approach		424	0.0	0.322	10.4	LOS B	1.8	12.9	0.52	0.70	0.52	53.8
East: Princes Highway												
4	L2	540	0.0	0.366	4.1	LOS A	2.2	15.5	0.30	0.46	0.30	56.1
5	T1	360	10.0	0.306	4.2	LOS A	1.7	12.7	0.31	0.41	0.31	57.2
6	R2	5	10.0	0.306	9.9	LOS A	1.7	12.7	0.31	0.41	0.31	57.3
Approach		905	4.0	0.366	4.2	LOS A	2.2	15.5	0.31	0.44	0.31	56.6
North: Hunt Place												
7	L2	115	10.0	0.188	6.8	LOS A	0.8	6.2	0.62	0.78	0.62	54.3
8	T1	1	0.0	0.188	6.6	LOS A	0.8	6.2	0.62	0.78	0.62	55.0
9	R2	22	10.0	0.188	12.6	LOS B	0.8	6.2	0.62	0.78	0.62	55.0
Approach		138	9.9	0.188	7.7	LOS A	0.8	6.2	0.62	0.78	0.62	54.4
West: Princes Highway												
10	L2	20	10.0	0.234	5.1	LOS A	1.3	9.5	0.50	0.50	0.50	53.7
11	T1	384	10.0	0.234	5.1	LOS A	1.3	9.5	0.51	0.54	0.51	56.0
12	R2	95	0.0	0.234	10.7	LOS B	1.2	9.0	0.51	0.61	0.51	54.7
Approach		499	8.1	0.234	6.2	LOS A	1.3	9.5	0.51	0.55	0.51	55.7
All Vehicles		1966	4.6	0.366	6.3	LOS A	2.2	15.5	0.43	0.55	0.43	55.6

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

MOVEMENT SUMMARY

 **Site: 101 [PHE/The Ridge AM PD]**

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: The Ridge												
1	L2	14	10.0	0.161	5.2	LOS A	0.6	4.6	0.44	0.72	0.44	52.6
2	T1	1	10.0	0.161	5.3	LOS A	0.6	4.6	0.44	0.72	0.44	52.7
3	R2	137	10.0	0.161	11.0	LOS B	0.6	4.6	0.44	0.72	0.44	54.0
Approach		152	10.0	0.161	10.4	LOS B	0.6	4.6	0.44	0.72	0.44	53.9
East: Princes Highway												
4	L2	19	10.0	0.148	3.7	LOS A	0.8	5.8	0.05	0.34	0.05	56.7
5	T1	413	10.0	0.148	3.6	LOS A	0.8	5.8	0.06	0.36	0.06	58.5
6	R2	23	10.0	0.148	9.3	LOS A	0.7	5.7	0.06	0.38	0.06	58.1
Approach		455	10.0	0.148	3.9	LOS A	0.8	5.8	0.06	0.36	0.06	58.4
North: The Ridge												
7	L2	32	10.0	0.078	9.1	LOS A	0.3	2.6	0.75	0.86	0.75	53.0
8	T1	1	10.0	0.078	9.2	LOS A	0.3	2.6	0.75	0.86	0.75	53.2
9	R2	4	10.0	0.078	14.9	LOS B	0.3	2.6	0.75	0.86	0.75	54.5
Approach		37	10.0	0.078	9.7	LOS A	0.3	2.6	0.75	0.86	0.75	53.1
West: Princes Highway												
10	L2	9	10.0	0.624	4.8	LOS A	5.2	39.4	0.51	0.45	0.51	54.8
11	T1	1593	10.0	0.624	4.8	LOS A	5.2	39.4	0.52	0.46	0.52	56.8
12	R2	2	10.0	0.624	10.6	LOS B	5.1	38.7	0.53	0.47	0.53	56.4
Approach		1604	10.0	0.624	4.8	LOS A	5.2	39.4	0.52	0.46	0.52	56.8
All Vehicles		2247	10.0	0.624	5.1	LOS A	5.2	39.4	0.42	0.47	0.42	56.9

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

MOVEMENT SUMMARY

 **Site: 101 [PHE/The Ridge PM PD]**

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: The Ridge												
1	L2	6	10.0	0.078	6.4	LOS A	0.3	2.2	0.55	0.79	0.55	52.2
2	T1	1	10.0	0.078	6.5	LOS A	0.3	2.2	0.55	0.79	0.55	52.2
3	R2	52	10.0	0.078	12.2	LOS B	0.3	2.2	0.55	0.79	0.55	53.6
Approach		59	10.0	0.078	11.5	LOS B	0.3	2.2	0.55	0.79	0.55	53.4
East: Princes Highway												
4	L2	80	10.0	0.338	3.8	LOS A	2.0	15.0	0.15	0.36	0.15	56.3
5	T1	895	10.0	0.338	3.7	LOS A	2.0	15.0	0.15	0.36	0.15	58.2
6	R2	22	10.0	0.338	9.5	LOS A	2.0	14.9	0.16	0.36	0.16	57.9
Approach		997	10.0	0.338	3.9	LOS A	2.0	15.0	0.15	0.36	0.15	58.1
North: The Ridge												
7	L2	5	10.0	0.035	6.2	LOS A	0.1	1.0	0.55	0.75	0.55	52.6
8	T1	1	10.0	0.035	6.3	LOS A	0.1	1.0	0.55	0.75	0.55	52.7
9	R2	20	10.0	0.035	12.0	LOS B	0.1	1.0	0.55	0.75	0.55	54.1
Approach		26	10.0	0.035	10.7	LOS B	0.1	1.0	0.55	0.75	0.55	53.7
West: Princes Highway												
10	L2	7	10.0	0.325	4.0	LOS A	1.9	14.2	0.24	0.37	0.24	56.0
11	T1	882	10.0	0.325	3.9	LOS A	1.9	14.2	0.24	0.38	0.24	57.9
12	R2	13	10.0	0.325	9.7	LOS A	1.9	14.1	0.25	0.39	0.25	57.6
Approach		902	10.0	0.325	4.0	LOS A	1.9	14.2	0.24	0.38	0.24	57.8
All Vehicles		1984	10.0	0.338	4.2	LOS A	2.0	15.0	0.21	0.39	0.21	57.8

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

MOVEMENT SUMMARY

 **Site: 101 [PHE/Settlement Rd AM PD]**

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Settlement Road												
1	L2	32	10.0	0.145	5.1	LOS A	0.5	4.1	0.43	0.70	0.43	53.0
3	R2	106	10.0	0.145	10.9	LOS B	0.5	4.1	0.43	0.70	0.43	53.5
Approach		138	10.0	0.145	9.6	LOS A	0.5	4.1	0.43	0.70	0.43	53.4
East: Princes Highway												
4	L2	26	10.0	0.149	3.7	LOS A	0.7	5.6	0.06	0.35	0.06	56.0
5	T1	426	10.0	0.149	3.6	LOS A	0.7	5.6	0.06	0.35	0.06	58.3
6u	U	4	10.0	0.149	11.7	LOS B	0.7	5.5	0.06	0.35	0.06	59.7
Approach		457	10.0	0.149	3.7	LOS A	0.7	5.6	0.06	0.35	0.06	58.2
West: Princes Highway												
11	T1	1719	10.0	0.632	4.4	LOS A	5.7	43.1	0.45	0.43	0.45	56.5
12	R2	9	10.0	0.632	10.2	LOS B	5.7	43.1	0.47	0.44	0.47	56.6
Approach		1728	10.0	0.632	4.5	LOS A	5.7	43.1	0.45	0.43	0.45	56.5
All Vehicles		2323	10.0	0.632	4.6	LOS A	5.7	43.1	0.37	0.43	0.37	56.7

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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Project: K:\Jobs Data\1400147 - Wurruk rezoning application_TrafiSIDRA\1400147 v3.sip8

MOVEMENT SUMMARY

 **Site: 101 [PHE/Settlement Rd PM PD]**

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Settlement Road												
1	L2	19	10.0	0.107	6.5	LOS A	0.4	3.0	0.55	0.80	0.55	52.4
3	R2	64	10.0	0.107	12.3	LOS B	0.4	3.0	0.55	0.80	0.55	52.7
Approach		83	10.0	0.107	10.9	LOS B	0.4	3.0	0.55	0.80	0.55	52.6
East: Princes Highway												
4	L2	96	10.0	0.338	3.8	LOS A	1.9	14.2	0.10	0.35	0.10	55.8
5	T1	929	10.0	0.338	3.7	LOS A	1.9	14.3	0.10	0.35	0.10	58.1
6u	U	8	10.0	0.338	11.8	LOS B	1.9	14.3	0.10	0.35	0.10	59.5
Approach		1034	10.0	0.338	3.7	LOS A	1.9	14.3	0.10	0.35	0.10	58.0
West: Princes Highway												
11	T1	815	10.0	0.299	3.9	LOS A	1.7	13.2	0.24	0.38	0.24	57.5
12	R2	18	10.0	0.299	9.6	LOS A	1.7	13.0	0.24	0.39	0.24	57.5
Approach		833	10.0	0.299	4.0	LOS A	1.7	13.2	0.24	0.38	0.24	57.5
All Vehicles		1949	10.0	0.338	4.2	LOS A	1.9	14.3	0.18	0.38	0.18	57.5

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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MOVEMENT SUMMARY

 **Site: 101 [PHE/Hunt PI AM PD + 10yrs]**

New Site

Site Category: (None)

Roundabout

Design Life Analysis (Final Year): Results for 10 years

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: RoadName												
1	L2	95	10.0	0.139	6.4	LOS A	0.5	3.9	0.49	0.66	0.49	53.9
2	T1	1	10.0	0.139	6.3	LOS A	0.5	3.9	0.49	0.66	0.49	55.8
3	R2	857	10.0	0.752	13.9	LOS B	7.2	55.1	0.74	0.97	0.97	52.2
Approach		953	10.0	0.752	13.2	LOS B	7.2	55.1	0.71	0.94	0.93	52.4
East: Princes Highway												
4	L2	76	10.0	0.186	3.8	LOS A	1.0	7.6	0.11	0.36	0.11	56.5
5	T1	398	10.0	0.186	3.7	LOS A	1.0	7.6	0.11	0.40	0.11	57.7
6	R2	76	10.0	0.186	9.4	LOS A	1.0	7.4	0.12	0.44	0.12	57.2
Approach		549	10.0	0.186	4.5	LOS A	1.0	7.6	0.11	0.40	0.11	57.4
North: Hunt Place												
7	L2	105	10.0	0.345	16.4	LOS B	2.0	14.9	0.90	0.98	1.00	49.0
8	T1	1	10.0	0.345	16.4	LOS B	2.0	14.9	0.90	0.98	1.00	48.3
9	R2	9	10.0	0.345	22.2	LOS C	2.0	14.9	0.90	0.98	1.00	48.4
Approach		115	10.0	0.345	16.8	LOS B	2.0	14.9	0.90	0.98	1.00	49.0
West: Princes Highway												
10	L2	19	10.0	0.779	16.3	LOS B	9.1	69.3	1.00	1.22	1.58	47.5
11	T1	918	10.0	0.779	17.1	LOS B	9.1	69.3	1.00	1.22	1.58	50.1
12	R2	13	10.0	0.779	23.9	LOS C	8.1	61.8	0.99	1.21	1.59	47.6
Approach		950	10.0	0.779	17.2	LOS B	9.1	69.3	1.00	1.22	1.58	50.1
All Vehicles		2567	10.0	0.779	12.9	LOS B	9.1	69.3	0.70	0.93	1.00	52.3

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

MOVEMENT SUMMARY

 **Site: 101 [PHE/Hunt PI PM PD + 10yrs]**

New Site

Site Category: (None)

Roundabout

Design Life Analysis (Final Year): Results for 10 years

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: RoadName												
1	L2	51	0.0	0.074	6.5	LOS A	0.3	2.3	0.53	0.63	0.53	54.1
2	T1	1	0.0	0.074	6.4	LOS A	0.3	2.3	0.53	0.63	0.53	55.9
3	R2	457	0.0	0.410	11.5	LOS B	2.6	18.3	0.63	0.76	0.63	53.4
Approach		509	0.0	0.410	11.0	LOS B	2.6	18.3	0.62	0.75	0.62	53.5
East: Princes Highway												
4	L2	648	0.0	0.447	4.2	LOS A	3.0	21.2	0.37	0.49	0.37	55.9
5	T1	432	10.0	0.375	4.4	LOS A	2.2	17.1	0.37	0.43	0.37	56.9
6	R2	6	10.0	0.375	10.1	LOS B	2.2	17.1	0.37	0.43	0.37	57.0
Approach		1086	4.0	0.447	4.3	LOS A	3.0	21.2	0.37	0.46	0.37	56.3
North: Hunt Place												
7	L2	138	10.0	0.251	7.6	LOS A	1.2	8.9	0.69	0.84	0.69	53.8
8	T1	1	0.0	0.251	7.4	LOS A	1.2	8.9	0.69	0.84	0.69	54.3
9	R2	27	10.0	0.251	13.4	LOS B	1.2	8.9	0.69	0.84	0.69	54.3
Approach		165	9.9	0.251	8.6	LOS A	1.2	8.9	0.69	0.84	0.69	53.9
West: Princes Highway												
10	L2	24	10.0	0.301	5.6	LOS A	1.8	13.4	0.59	0.54	0.59	53.3
11	T1	461	10.0	0.301	5.6	LOS A	1.8	13.4	0.59	0.58	0.59	55.6
12	R2	114	0.0	0.301	11.2	LOS B	1.7	12.5	0.60	0.65	0.60	54.3
Approach		599	8.1	0.301	6.6	LOS A	1.8	13.4	0.59	0.59	0.59	55.3
All Vehicles		2360	4.6	0.447	6.6	LOS A	3.0	21.2	0.50	0.58	0.50	55.2

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

MOVEMENT SUMMARY

 **Site: 101 [PHE/The Ridge AM PD + 10yrs]**

New Site

Site Category: (None)

Roundabout

Design Life Analysis (Final Year): Results for 10 years

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: The Ridge												
1	L2	16	10.0	0.201	5.5	LOS A	0.8	5.9	0.48	0.76	0.48	52.5
2	T1	1	10.0	0.201	5.6	LOS A	0.8	5.9	0.48	0.76	0.48	52.6
3	R2	164	10.0	0.201	11.3	LOS B	0.8	5.9	0.48	0.76	0.48	53.9
Approach		182	10.0	0.201	10.8	LOS B	0.8	5.9	0.48	0.76	0.48	53.7
East: Princes Highway												
4	L2	23	10.0	0.178	3.7	LOS A	1.0	7.4	0.06	0.34	0.06	56.7
5	T1	495	10.0	0.178	3.6	LOS A	1.0	7.4	0.06	0.36	0.06	58.5
6	R2	28	10.0	0.178	9.3	LOS A	0.9	7.2	0.07	0.38	0.07	58.1
Approach		546	10.0	0.178	3.9	LOS A	1.0	7.4	0.06	0.36	0.06	58.4
North: The Ridge												
7	L2	38	10.0	0.130	11.5	LOS B	0.6	4.7	0.84	0.91	0.84	51.5
8	T1	1	10.0	0.130	11.6	LOS B	0.6	4.7	0.84	0.91	0.84	51.4
9	R2	5	10.0	0.130	17.3	LOS B	0.6	4.7	0.84	0.91	0.84	53.0
Approach		44	10.0	0.130	12.1	LOS B	0.6	4.7	0.84	0.91	0.84	51.7
West: Princes Highway												
10	L2	11	10.0	0.770	6.0	LOS A	9.2	69.6	0.70	0.60	0.74	54.0
11	T1	1911	10.0	0.770	6.2	LOS A	9.4	71.5	0.72	0.63	0.77	56.0
12	R2	3	10.0	0.770	12.3	LOS B	9.4	71.5	0.74	0.65	0.80	55.4
Approach		1925	10.0	0.770	6.3	LOS A	9.4	71.5	0.72	0.63	0.77	56.0
All Vehicles		2697	10.0	0.770	6.2	LOS A	9.4	71.5	0.57	0.59	0.61	56.3

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

MOVEMENT SUMMARY

 **Site: 101 [PHE/The Ridge PM PD + 10yrs]**

New Site

Site Category: (None)

Roundabout

Design Life Analysis (Final Year): Results for 10 years

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: The Ridge												
1	L2	8	10.0	0.101	6.9	LOS A	0.4	2.9	0.60	0.84	0.60	51.9
2	T1	1	10.0	0.101	7.0	LOS A	0.4	2.9	0.60	0.84	0.60	51.8
3	R2	62	10.0	0.101	12.7	LOS B	0.4	2.9	0.60	0.84	0.60	53.2
Approach		71	10.0	0.101	12.0	LOS B	0.4	2.9	0.60	0.84	0.60	53.1
East: Princes Highway												
4	L2	96	10.0	0.408	3.9	LOS A	2.6	20.0	0.18	0.36	0.18	56.2
5	T1	1074	10.0	0.408	3.8	LOS A	2.6	20.0	0.19	0.36	0.19	58.1
6	R2	27	10.0	0.408	9.5	LOS A	2.6	19.8	0.19	0.37	0.19	57.7
Approach		1196	10.0	0.408	3.9	LOS A	2.6	20.0	0.19	0.36	0.19	57.9
North: The Ridge												
7	L2	6	10.0	0.046	6.8	LOS A	0.2	1.3	0.60	0.79	0.60	52.3
8	T1	1	10.0	0.046	6.9	LOS A	0.2	1.3	0.60	0.79	0.60	52.4
9	R2	24	10.0	0.046	12.6	LOS B	0.2	1.3	0.60	0.79	0.60	53.8
Approach		32	10.0	0.046	11.2	LOS B	0.2	1.3	0.60	0.79	0.60	53.4
West: Princes Highway												
10	L2	9	10.0	0.396	4.1	LOS A	2.5	19.0	0.29	0.39	0.29	55.8
11	T1	1059	10.0	0.396	4.0	LOS A	2.5	19.0	0.29	0.40	0.29	57.7
12	R2	15	10.0	0.396	9.8	LOS A	2.5	18.7	0.30	0.40	0.30	57.3
Approach		1083	10.0	0.396	4.1	LOS A	2.5	19.0	0.29	0.40	0.29	57.6
All Vehicles		2381	10.0	0.408	4.3	LOS A	2.6	20.0	0.25	0.40	0.25	57.6

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

MOVEMENT SUMMARY

 **Site: 101 [PHE/Settlement Rd AM PD + 10yrs]**

New Site

Site Category: (None)

Roundabout

Design Life Analysis (Final Year): Results for 10 years

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Settlement Road												
1	L2	38	10.0	0.182	5.5	LOS A	0.7	5.3	0.47	0.74	0.47	52.9
3	R2	128	10.0	0.182	11.3	LOS B	0.7	5.3	0.47	0.74	0.47	53.3
Approach		165	10.0	0.182	9.9	LOS A	0.7	5.3	0.47	0.74	0.47	53.2
East: Princes Highway												
4	L2	32	10.0	0.180	3.7	LOS A	1.0	7.7	0.08	0.34	0.08	55.9
5	T1	512	10.0	0.180	3.6	LOS A	1.0	7.7	0.08	0.34	0.08	58.2
6u	U	5	10.0	0.180	11.7	LOS B	1.0	7.5	0.08	0.35	0.08	59.6
Approach		548	10.0	0.180	3.7	LOS A	1.0	7.7	0.08	0.34	0.08	58.1
West: Princes Highway												
11	T1	2063	10.0	0.776	5.0	LOS A	9.2	70.0	0.66	0.49	0.66	55.6
12	R2	11	10.0	0.776	10.8	LOS B	9.2	70.0	0.68	0.50	0.68	55.6
Approach		2074	10.0	0.776	5.0	LOS A	9.2	70.0	0.66	0.49	0.66	55.6
All Vehicles		2788	10.0	0.776	5.0	LOS A	9.2	70.0	0.53	0.47	0.53	55.9

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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MOVEMENT SUMMARY

 Site: 101 [PHE/Settlement Rd PM PD - Copy]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Settlement Road												
1	L2	19	10.0	0.107	6.5	LOS A	0.4	3.0	0.55	0.80	0.55	52.4
3	R2	64	10.0	0.107	12.3	LOS B	0.4	3.0	0.55	0.80	0.55	52.7
Approach		83	10.0	0.107	10.9	LOS B	0.4	3.0	0.55	0.80	0.55	52.6
East: Princes Highway												
4	L2	96	10.0	0.338	3.8	LOS A	1.9	14.2	0.10	0.35	0.10	55.8
5	T1	929	10.0	0.338	3.7	LOS A	1.9	14.3	0.10	0.35	0.10	58.1
6u	U	8	10.0	0.338	11.8	LOS B	1.9	14.3	0.10	0.35	0.10	59.5
Approach		1034	10.0	0.338	3.7	LOS A	1.9	14.3	0.10	0.35	0.10	58.0
West: Princes Highway												
11	T1	815	10.0	0.299	3.9	LOS A	1.7	13.2	0.24	0.38	0.24	57.5
12	R2	18	10.0	0.299	9.6	LOS A	1.7	13.0	0.24	0.39	0.24	57.5
Approach		833	10.0	0.299	4.0	LOS A	1.7	13.2	0.24	0.38	0.24	57.5
All Vehicles		1949	10.0	0.338	4.2	LOS A	1.9	14.3	0.18	0.38	0.18	57.5

Site Level of Service (LOS) Method: Delay (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 average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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