

**HERMON ROAD / OAKDENE ROAD**

## MOVEMENT SUMMARY

 Site: 101 [Hermon Road / Oakdene Road AM 2018]

Existing AM Peak Hour  
2018  
Site Category: (None)  
Stop (Two-Way)

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: Hermon Road													
2	T1	253	0,0	0,149	0,2	LOS A	0,2	1,6	0,10	0,06	0,10	59,1	
3	R2	27	0,0	0,149	6,6	LOS A	0,2	1,6	0,10	0,06	0,10	56,9	
Approach		280	0,0	0,149	0,8	NA	0,2	1,6	0,10	0,06	0,10	58,8	
East: Oakdene Road													
4	L2	46	0,0	0,113	9,3	LOS A	0,4	2,8	0,43	0,92	0,43	50,8	
6	R2	44	0,0	0,113	11,0	LOS B	0,4	2,8	0,43	0,92	0,43	50,4	
Approach		91	0,0	0,113	10,1	LOS B	0,4	2,8	0,43	0,92	0,43	50,6	
North: Hermon Road													
7	L2	23	0,0	0,156	5,6	LOS A	0,0	0,0	0,00	0,05	0,00	57,9	
8	T1	283	0,0	0,156	0,0	LOS A	0,0	0,0	0,00	0,05	0,00	59,6	
Approach		306	0,0	0,156	0,4	NA	0,0	0,0	0,00	0,05	0,00	59,4	
All Vehicles		677	0,0	0,156	1,9	NA	0,4	2,8	0,10	0,17	0,10	57,8	

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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 [Hermon Road / Oakdene Road PM 2018]

Existing PM Peak Hour

2018

Site Category: (None)

Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Flows			Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
		Total veh/h	HV %	Deg. Satn v/c			Vehicles veh	Distance m					
South: Hermon Road													
2	T1	302	0,0	0,187	0,2	LOS A	0,4	2,7	0,13	0,08	0,13	58,7	
3	R2	45	0,0	0,187	6,7	LOS A	0,4	2,7	0,13	0,08	0,13	56,7	
Approach		347	0,0	0,187	1,1	NA	0,4	2,7	0,13	0,08	0,13	58,5	
East: Oakdene Road													
4	L2	41	0,0	0,088	9,2	LOS A	0,3	2,2	0,42	0,91	0,42	50,8	
6	R2	29	0,0	0,088	11,5	LOS B	0,3	2,2	0,42	0,91	0,42	50,4	
Approach		71	0,0	0,088	10,2	LOS B	0,3	2,2	0,42	0,91	0,42	50,6	
North: Hermon Road													
7	L2	21	0,0	0,151	5,6	LOS A	0,0	0,0	0,00	0,04	0,00	58,0	
8	T1	275	0,0	0,151	0,0	LOS A	0,0	0,0	0,00	0,04	0,00	59,6	
Approach		296	0,0	0,151	0,4	NA	0,0	0,0	0,00	0,04	0,00	59,5	
All Vehicles		714	0,0	0,187	1,7	NA	0,4	2,7	0,11	0,15	0,11	58,0	

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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 [Hermon Road / Oakdene Road AM 2023 Background]

Background AM Peak Hour  
2023

Site Category: (None)

Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Flows			Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
		Total veh/h	HV %	Deg. Satn v/c			Vehicles veh	Distance m					
South: Hermon Road													
2	T1	307	0,0	0,184	0,3	LOS A	0,3	2,3	0,12	0,06	0,12	59,0	
3	R2	34	0,0	0,184	7,1	LOS A	0,3	2,3	0,12	0,06	0,12	56,9	
Approach		341	0,0	0,184	0,9	NA	0,3	2,3	0,12	0,06	0,12	58,8	
East: Oakdene Road													
4	L2	57	0,0	0,157	9,7	LOS A	0,6	3,9	0,49	0,94	0,49	50,3	
6	R2	54	0,0	0,157	12,4	LOS B	0,6	3,9	0,49	0,94	0,49	49,9	
Approach		111	0,0	0,157	11,0	LOS B	0,6	3,9	0,49	0,94	0,49	50,1	
North: Hermon Road													
7	L2	28	0,0	0,190	5,6	LOS A	0,0	0,0	0,00	0,05	0,00	57,9	
8	T1	344	0,0	0,190	0,0	LOS A	0,0	0,0	0,00	0,05	0,00	59,5	
Approach		373	0,0	0,190	0,4	NA	0,0	0,0	0,00	0,05	0,00	59,4	
All Vehicles		824	0,0	0,190	2,1	NA	0,6	3,9	0,11	0,17	0,11	57,7	

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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 [Hermon Road / Oakdene Road PM 2023 Background]

Background PM Peak Hour  
2023

Site Category: (None)

Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Hermon Road												
2	T1	367	0,0	0,231	0,3	LOS A	0,5	3,7	0,16	0,08	0,16	58,7
3	R2	55	0,0	0,231	7,1	LOS A	0,5	3,7	0,16	0,08	0,16	56,6
Approach		422	0,0	0,231	1,2	NA	0,5	3,7	0,16	0,08	0,16	58,4
East: Oakdene Road												
4	L2	49	0,0	0,123	9,6	LOS A	0,4	3,0	0,48	0,93	0,48	50,2
6	R2	36	0,0	0,123	13,2	LOS B	0,4	3,0	0,48	0,93	0,48	49,8
Approach		85	0,0	0,123	11,1	LOS B	0,4	3,0	0,48	0,93	0,48	50,1
North: Hermon Road												
7	L2	25	0,0	0,183	5,6	LOS A	0,0	0,0	0,00	0,04	0,00	58,0
8	T1	335	0,0	0,183	0,0	LOS A	0,0	0,0	0,00	0,04	0,00	59,6
Approach		360	0,0	0,183	0,4	NA	0,0	0,0	0,00	0,04	0,00	59,5
All Vehicles		867	0,0	0,231	1,8	NA	0,5	3,7	0,12	0,15	0,12	57,9

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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: 101v [Hermon Road / Oakdene Road AM 2023 Total - Conversion]

Total AM Peak Hour  
2023  
Site Category: (None)  
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		veh/h	%	v/c	sec		veh	m				km/h
South: Hermon Road												
1	L2	177	0,0	0,207	5,0	LOS A	1,1	7,5	0,36	0,51	0,36	54,7
2	T1	979	0,0	0,738	5,1	LOS A	8,5	59,8	0,60	0,51	0,60	54,5
3	R2	91	0,0	0,738	10,2	LOS B	8,5	59,8	0,60	0,51	0,60	54,6
Approach		1246	0,0	0,738	5,4	LOS A	8,5	59,8	0,56	0,51	0,56	54,5
East: Oakdene Road												
4	L2	63	0,0	0,187	6,8	LOS A	0,9	6,1	0,62	0,77	0,62	52,1
5	T1	25	0,0	0,187	7,0	LOS A	0,9	6,1	0,62	0,77	0,62	53,6
6	R2	56	0,0	0,187	12,2	LOS B	0,9	6,1	0,62	0,77	0,62	53,7
Approach		144	0,0	0,187	8,9	LOS A	0,9	6,1	0,62	0,77	0,62	53,0
North: Hermon Road												
7	L2	47	0,0	0,228	4,7	LOS A	1,2	8,4	0,37	0,47	0,37	54,3
8	T1	602	0,0	0,333	4,6	LOS A	2,0	13,9	0,37	0,48	0,37	55,6
9	R2	51	0,0	0,333	9,7	LOS A	2,0	13,9	0,38	0,48	0,38	55,6
Approach		700	0,0	0,333	5,0	LOS A	2,0	13,9	0,37	0,48	0,37	55,5
West: Erf 15714												
10	L2	19	0,0	0,074	13,4	LOS B	0,5	3,2	0,87	0,83	0,87	48,9
11	T1	9	0,0	0,074	13,4	LOS B	0,5	3,2	0,87	0,83	0,87	50,3
12	R2	66	0,0	0,127	17,0	LOS B	0,9	6,4	0,92	0,85	0,92	48,4
Approach		95	0,0	0,127	15,9	LOS B	0,9	6,4	0,90	0,85	0,90	48,7
All Vehicles		2185	0,0	0,738	6,0	LOS A	8,5	59,8	0,52	0,53	0,52	54,4

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: 101v [Hermon Road / Oakdene Road PM 2023 Total - Conversion]**

Total PM Peak Hour  
2023  
Site Category: (None)  
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Hermon Road												
1	L2	575	0,0	0,507	5,4	LOS A	3,9	27,0	0,58	0,61	0,58	53,9
2	T1	592	0,0	0,523	5,3	LOS A	4,2	29,2	0,57	0,54	0,57	54,5
3	R2	72	0,0	0,523	10,4	LOS B	4,2	29,2	0,57	0,54	0,57	54,7
Approach		1238	0,0	0,523	5,6	LOS A	4,2	29,2	0,58	0,57	0,58	54,2
East: Oakdene Road												
4	L2	79	0,0	0,581	25,0	LOS C	4,2	29,7	0,97	1,12	1,39	42,0
5	T1	59	0,0	0,581	25,2	LOS C	4,2	29,7	0,97	1,12	1,39	42,9
6	R2	45	0,0	0,581	30,4	LOS C	4,2	29,7	0,97	1,12	1,39	43,0
Approach		183	0,0	0,581	26,4	LOS C	4,2	29,7	0,97	1,12	1,39	42,5
North: Hermon Road												
7	L2	32	0,0	0,588	10,4	LOS B	4,6	32,0	0,85	0,99	1,06	51,0
8	T1	967	0,0	0,857	13,8	LOS B	12,6	87,9	0,94	1,16	1,45	49,8
9	R2	132	0,0	0,857	20,9	LOS C	12,6	87,9	1,00	1,27	1,68	48,5
Approach		1131	0,0	0,857	14,5	LOS B	12,6	87,9	0,95	1,17	1,47	49,7
West: Erf 15714												
10	L2	137	0,0	0,332	8,9	LOS A	1,9	13,3	0,75	0,84	0,75	52,0
11	T1	61	0,0	0,332	8,9	LOS A	1,9	13,3	0,75	0,84	0,75	53,6
12	R2	592	0,0	0,682	17,1	LOS B	7,7	53,6	0,93	1,07	1,25	48,4
Approach		789	0,0	0,682	15,0	LOS B	7,7	53,6	0,88	1,01	1,13	49,3
All Vehicles		3341	0,0	0,857	12,0	LOS B	12,6	87,9	0,80	0,91	1,05	50,7

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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**HERMON ROAD / HOOFWEG / STOKERY ROAD**



# MOVEMENT SUMMARY

 **Site: 101 [Hermon Road / Hoofweg AM 2018]**

Existing AM Peak Hour

2018

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

## Movement Performance - Vehicles

Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Stokery Road												
1	L2	9	0,0	0,142	9,5	LOS A	2,1	14,5	0,39	0,34	0,39	54,7
2	T1	184	0,0	0,142	3,9	LOS A	2,1	14,5	0,39	0,34	0,39	56,1
3	R2	357	0,0	0,380	11,3	LOS B	4,3	30,4	0,66	0,76	0,66	49,5
Approach		551	0,0	0,380	8,8	LOS A	4,3	30,4	0,56	0,61	0,56	51,6
East: Hoofweg												
4	L2	496	0,0	0,412	11,9	LOS B	7,5	52,3	0,55	0,74	0,55	49,0
5	T1	7	0,0	0,454	27,5	LOS C	3,2	22,7	0,96	0,77	0,96	39,0
6	R2	105	0,0	0,454	33,1	LOS C	3,2	22,7	0,96	0,77	0,96	38,3
Approach		608	0,0	0,454	15,8	LOS B	7,5	52,3	0,63	0,75	0,63	46,6
North: Hermon Road												
7	L2	107	0,0	0,453	30,1	LOS C	4,5	31,5	0,94	0,78	0,94	40,3
8	T1	219	0,0	0,453	24,6	LOS C	4,5	31,8	0,94	0,76	0,94	42,2
9	R2	5	0,0	0,453	30,1	LOS C	4,5	31,8	0,94	0,75	0,94	41,7
Approach		332	0,0	0,453	26,5	LOS C	4,5	31,8	0,94	0,77	0,94	41,6
West: Access												
10	L2	6	0,0	0,080	33,5	LOS C	0,4	2,9	0,93	0,67	0,93	38,7
11	T1	4	0,0	0,080	27,9	LOS C	0,4	2,9	0,93	0,67	0,93	39,4
12	R2	4	0,0	0,080	33,5	LOS C	0,4	2,9	0,93	0,67	0,93	38,5
Approach		15	0,0	0,080	31,9	LOS C	0,4	2,9	0,93	0,67	0,93	38,8
All Vehicles		1505	0,0	0,454	15,7	LOS B	7,5	52,3	0,68	0,70	0,68	46,9

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

Vehicle movement LOS values are based on average delay per movement.

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

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

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

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

## Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian ped	Distance m		
P1	South Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P2	East Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P3	North Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P4	West Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
All Pedestrians		211	24,4	LOS C			0,90	0,90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 **Site: 101 [Hermon Road / Hoofweg PM 2018]**

Existing PM Peak Hour

2018

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

## Movement Performance - Vehicles

Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Stokery Road												
1	L2	11	0,0	0,176	9,6	LOS A	2,6	18,4	0,40	0,35	0,40	54,6
2	T1	229	0,0	0,176	4,0	LOS A	2,6	18,4	0,40	0,35	0,40	56,1
3	R2	515	0,0	0,535	12,1	LOS B	6,9	48,6	0,74	0,79	0,74	48,9
Approach		755	0,0	0,535	9,6	LOS A	6,9	48,6	0,63	0,65	0,63	51,0
East: Hoofweg												
4	L2	328	0,0	0,259	10,3	LOS B	4,0	28,2	0,45	0,70	0,45	50,1
5	T1	7	0,0	0,581	28,5	LOS C	4,0	27,9	0,98	0,81	1,03	38,6
6	R2	126	0,0	0,581	34,1	LOS C	4,0	27,9	0,98	0,81	1,03	37,9
Approach		462	0,0	0,581	17,1	LOS B	4,0	28,2	0,60	0,73	0,62	45,9
North: Hermon Road												
7	L2	122	0,0	0,600	33,0	LOS C	5,2	36,5	0,98	0,81	1,02	39,0
8	T1	227	0,0	0,600	27,4	LOS C	5,2	36,5	0,98	0,81	1,02	40,9
9	R2	7	0,0	0,600	32,9	LOS C	5,2	36,5	0,98	0,81	1,02	40,4
Approach		357	0,0	0,600	29,4	LOS C	5,2	36,5	0,98	0,81	1,02	40,2
West: Access												
10	L2	11	0,0	0,197	33,1	LOS C	1,1	7,9	0,94	0,71	0,94	39,3
11	T1	19	0,0	0,197	27,5	LOS C	1,1	7,9	0,94	0,71	0,94	40,0
12	R2	11	0,0	0,197	33,0	LOS C	1,1	7,9	0,94	0,71	0,94	39,2
Approach		40	0,0	0,197	30,4	LOS C	1,1	7,9	0,94	0,71	0,94	39,6
All Vehicles		1614	0,0	0,600	16,6	LOS B	6,9	48,6	0,71	0,71	0,72	46,4

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

Vehicle movement LOS values are based on average delay per movement.

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

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

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

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

## Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian ped	Distance m		
P1	South Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P2	East Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P3	North Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P4	West Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
All Pedestrians		211	24,4	LOS C			0,90	0,90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 Site: 101 [Hermon Road / Hoofweg AM 2023]

Background AM Peak Hour  
2023

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

## Movement Performance - Vehicles

Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Stokery Road												
1	L2	12	0,0	0,173	9,6	LOS A	2,6	18,1	0,40	0,35	0,40	54,6
2	T1	224	0,0	0,173	4,0	LOS A	2,6	18,1	0,40	0,35	0,40	56,1
3	R2	434	0,0	0,472	11,9	LOS B	5,5	38,8	0,72	0,78	0,72	49,1
Approach		669	0,0	0,472	9,2	LOS A	5,5	38,8	0,61	0,63	0,61	51,3
East: Hoofweg												
4	L2	603	0,0	0,501	12,4	LOS B	9,8	68,8	0,60	0,76	0,60	48,7
5	T1	9	0,0	0,585	28,5	LOS C	4,1	28,8	0,99	0,81	1,04	38,6
6	R2	128	0,0	0,585	34,1	LOS C	4,1	28,8	0,99	0,81	1,04	38,0
Approach		741	0,0	0,585	16,4	LOS B	9,8	68,8	0,67	0,77	0,68	46,3
North: Hermon Road												
7	L2	131	0,0	0,552	30,7	LOS C	5,6	39,2	0,96	0,79	0,96	40,0
8	T1	266	0,0	0,552	25,1	LOS C	5,6	39,5	0,96	0,78	0,96	42,0
9	R2	6	0,0	0,552	30,6	LOS C	5,6	39,5	0,96	0,78	0,96	41,4
Approach		403	0,0	0,552	27,0	LOS C	5,6	39,5	0,96	0,79	0,96	41,3
West: Access												
10	L2	7	0,0	0,086	31,5	LOS C	0,5	3,4	0,91	0,68	0,91	39,5
11	T1	5	0,0	0,086	25,9	LOS C	0,5	3,4	0,91	0,68	0,91	40,3
12	R2	5	0,0	0,086	31,4	LOS C	0,5	3,4	0,91	0,68	0,91	39,4
Approach		18	0,0	0,086	29,8	LOS C	0,5	3,4	0,91	0,68	0,91	39,7
All Vehicles		1832	0,0	0,585	16,2	LOS B	9,8	68,8	0,71	0,72	0,72	46,6

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

Vehicle movement LOS values are based on average delay per movement.

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

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

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

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

## Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian ped	Distance m		
P1	South Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P2	East Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P3	North Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P4	West Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
All Pedestrians		211	24,4	LOS C			0,90	0,90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 **Site: 101 [Hermon Road / Hoofweg PM 2023]**

Background PM Peak Hour  
2023

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

## Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	Deg. Satn HV %	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: Stokery Road												
1	L2	13	0,0	0,209	9,3	LOS A	3,1	21,9	0,39	0,35	0,39	54,9
2	T1	279	0,0	0,209	3,7	LOS A	3,1	21,9	0,39	0,35	0,39	56,3
3	R2	626	0,0	0,729	17,3	LOS B	11,7	82,0	0,88	0,88	1,01	45,7
Approach		918	0,0	0,729	13,1	LOS B	11,7	82,0	0,73	0,71	0,81	48,6
East: Hoofweg												
4	L2	400	0,0	0,351	12,6	LOS B	6,1	43,0	0,56	0,74	0,56	48,6
5	T1	9	0,0	0,807	33,7	LOS C	5,4	38,1	1,00	0,94	1,36	36,6
6	R2	154	0,0	0,807	39,2	LOS D	5,4	38,1	1,00	0,94	1,36	36,0
Approach		563	0,0	0,807	20,2	LOS C	6,1	43,0	0,69	0,80	0,79	44,1
North: Hermon Road												
7	L2	148	0,0	0,756	32,4	LOS C	10,0	69,8	0,99	0,92	1,15	39,7
8	T1	277	0,0	0,756	27,3	LOS C	10,0	69,8	0,99	0,92	1,17	40,2
9	R2	148	0,0	0,756	33,5	LOS C	7,7	53,7	0,99	0,93	1,20	38,8
Approach		574	0,0	0,756	30,2	LOS C	10,0	69,8	0,99	0,92	1,17	39,7
West: Access												
10	L2	13	0,0	0,273	34,6	LOS C	1,4	9,9	0,96	0,72	0,96	38,7
11	T1	23	0,0	0,273	29,0	LOS C	1,4	9,9	0,96	0,72	0,96	39,4
12	R2	13	0,0	0,273	34,5	LOS C	1,4	9,9	0,96	0,72	0,96	38,5
Approach		48	0,0	0,273	31,9	LOS C	1,4	9,9	0,96	0,72	0,96	39,0
All Vehicles		2103	0,0	0,807	20,1	LOS C	11,7	82,0	0,79	0,79	0,91	44,4

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

Vehicle movement LOS values are based on average delay per movement.

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

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

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

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

## Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P2	East Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P3	North Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P4	West Full Crossing	53	23,5	LOS C	0,1	0,1	0,89	0,89
All Pedestrians		211	24,1	LOS C			0,90	0,90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

## Site: 101 [Hermon Road / Hoofweg AM 2023 Total]

Total AM Peak Hour  
2023

(Option 1 - Tannery)

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

### Movement Performance - Vehicles

Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Stokery Road												
1	L2	12	0,0	0,457	16,2	LOS B	14,8	103,5	0,57	0,52	0,57	49,8
2	T1	1025	0,0	1,106	46,3	LOS D	61,9	433,1	0,76	0,86	1,08	31,7
3	R2	434	0,0	1,106	96,3	LOS F	61,9	433,1	1,00	1,29	1,71	21,3
Approach		1471	0,0	1,106	60,8	LOS E	61,9	433,1	0,83	0,99	1,26	27,8
East: Hoofweg												
4	L2	603	0,0	0,468	14,4	LOS B	14,3	99,8	0,53	0,75	0,53	47,5
5	T1	9	0,0	1,096	104,6	LOS F	38,9	272,4	1,00	1,19	1,76	20,9
6	R2	472	0,0	1,096	110,1	LOS F	38,9	272,4	1,00	1,19	1,76	20,7
Approach		1084	0,0	1,096	56,8	LOS E	38,9	272,4	0,74	0,95	1,08	30,2
North: Hermon Road												
7	L2	223	0,0	0,833	51,6	LOS D	18,8	131,4	1,00	0,95	1,17	32,6
8	T1	482	0,0	0,833	46,6	LOS D	18,8	131,4	1,00	0,96	1,17	33,7
9	R2	6	0,0	0,833	52,3	LOS D	18,0	125,8	1,00	0,96	1,17	33,3
Approach		712	0,0	0,833	48,2	LOS D	18,8	131,4	1,00	0,96	1,17	33,3
West: Access												
10	L2	7	0,0	0,073	44,7	LOS D	0,8	5,3	0,88	0,68	0,88	34,6
11	T1	5	0,0	0,073	39,2	LOS D	0,8	5,3	0,88	0,68	0,88	35,1
12	R2	5	0,0	0,073	44,7	LOS D	0,8	5,3	0,88	0,68	0,88	34,5
Approach		18	0,0	0,073	43,1	LOS D	0,8	5,3	0,88	0,68	0,88	34,7
All Vehicles		3284	0,0	1,106	56,7	LOS E	61,9	433,1	0,84	0,97	1,18	29,7

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

Vehicle movement LOS values are based on average delay per movement.

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

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

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

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

### Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian ped	Distance m		
P1	South Full Crossing	53	35,4	LOS D	0,1	0,1	0,84	0,84
P2	East Full Crossing	53	40,6	LOS E	0,1	0,1	0,90	0,90
P3	North Full Crossing	53	35,4	LOS D	0,1	0,1	0,84	0,84
P4	West Full Crossing	53	35,4	LOS D	0,1	0,1	0,84	0,84
All Pedestrians		211	36,7	LOS D			0,86	0,86

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

## Site: 101 [Hermon Road / Hoofweg PM 2023 Total]

Total PM Peak Hour  
2023

(Option 1 - Tannery)

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

### Movement Performance - Vehicles

Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Stokery Road												
1	L2	13	0,0	0,670	13,7	LOS B	16,2	113,7	0,71	0,64	0,71	51,6
2	T1	834	0,0	0,670	8,1	LOS A	16,2	113,7	0,71	0,64	0,71	52,9
3	R2	552	0,0	1,686	331,6	LOS F	56,7	397,0	1,00	1,98	4,26	8,8
Approach		1398	0,0	1,686	135,8	LOS F	56,7	397,0	0,82	1,17	2,11	17,8
East: Hoofweg												
4	L2	324	0,0	0,433	20,5	LOS C	7,1	50,0	0,79	0,79	0,79	44,0
5	T1	9	0,0	1,436	226,8	LOS F	43,2	302,6	1,00	1,93	3,57	12,1
6	R2	434	0,0	1,436	232,3	LOS F	43,2	302,6	1,00	1,93	3,57	12,1
Approach		767	0,0	1,436	142,8	LOS F	43,2	302,6	0,91	1,45	2,40	17,4
North: Hermon Road												
7	L2	588	0,0	1,261	156,7	LOS F	73,1	511,8	1,00	1,92	2,85	16,5
8	T1	1204	0,0	1,261	151,2	LOS F	73,3	513,2	1,00	2,06	2,85	16,9
9	R2	9	0,0	1,261	156,7	LOS F	73,3	513,2	1,00	2,11	2,85	16,8
Approach		1802	0,0	1,261	153,0	LOS F	73,3	513,2	1,00	2,02	2,85	16,7
West: Access												
10	L2	13	0,0	0,205	32,0	LOS C	1,3	9,4	0,93	0,71	0,93	39,8
11	T1	23	0,0	0,205	26,4	LOS C	1,3	9,4	0,93	0,71	0,93	40,5
12	R2	13	0,0	0,205	31,9	LOS C	1,3	9,4	0,93	0,71	0,93	39,6
Approach		48	0,0	0,205	29,3	LOS C	1,3	9,4	0,93	0,71	0,93	40,1
All Vehicles		4016	0,0	1,686	143,6	LOS F	73,3	513,2	0,92	1,60	2,48	17,3

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

Vehicle movement LOS values are based on average delay per movement.

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

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

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

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

### Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian ped	Distance m		
P1	South Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P2	East Full Crossing	53	18,4	LOS B	0,1	0,1	0,79	0,79
P3	North Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P4	West Full Crossing	53	14,0	LOS B	0,1	0,1	0,68	0,68
All Pedestrians		211	20,3	LOS C			0,82	0,82

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

## Site: 101 [Hermon Road / Hoofweg AM 2023 Total Mitigation]

Total AM Peak Hour Mitigation  
2023

(Option 1 - Tannery)

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

### Movement Performance - Vehicles

Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Stokery Road												
1	L2	12	0,0	0,306	13,4	LOS B	5,5	38,3	0,58	0,50	0,58	51,7
2	T1	1025	0,0	0,715	9,5	LOS A	14,1	98,8	0,68	0,61	0,69	51,9
3	R2	434	0,0	0,633	16,2	LOS B	7,6	53,2	0,89	0,82	0,89	46,6
Approach		1471	0,0	0,715	11,5	LOS B	14,1	98,8	0,74	0,67	0,75	50,2
East: Hoofweg												
4	L2	603	0,0	0,622	13,1	LOS B	10,5	73,7	0,63	0,77	0,63	48,3
5	T1	9	0,0	0,622	7,6	LOS A	10,5	73,7	0,63	0,77	0,63	49,4
6	R2	472	0,0	0,733	29,2	LOS C	9,8	68,6	0,94	0,86	1,03	40,0
Approach		1084	0,0	0,733	20,1	LOS C	10,5	73,7	0,76	0,81	0,80	44,3
North: Hermon Road												
7	L2	223	0,0	0,193	6,9	LOS A	1,2	8,1	0,30	0,63	0,30	53,2
8	T1	482	0,0	0,735	28,7	LOS C	7,7	53,9	1,00	0,90	1,17	40,8
9	R2	6	0,0	0,735	34,3	LOS C	7,3	51,2	1,00	0,90	1,17	39,8
Approach		712	0,0	0,735	21,9	LOS C	7,7	53,9	0,78	0,82	0,89	44,0
West: Access												
10	L2	7	0,0	0,073	31,1	LOS C	0,5	3,4	0,90	0,67	0,90	39,7
11	T1	5	0,0	0,073	25,6	LOS C	0,5	3,4	0,90	0,67	0,90	40,4
12	R2	5	0,0	0,073	31,1	LOS C	0,5	3,4	0,90	0,67	0,90	39,7
Approach		18	0,0	0,073	29,5	LOS C	0,5	3,4	0,90	0,67	0,90	39,9
All Vehicles		3284	0,0	0,735	16,7	LOS B	14,1	98,8	0,76	0,75	0,80	46,7

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

Vehicle movement LOS values are based on average delay per movement.

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

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

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

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

### Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian ped	Distance m		
P1	South Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P2	East Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P3	North Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P4	West Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
All Pedestrians		211	24,4	LOS C			0,90	0,90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



# MOVEMENT SUMMARY

## Site: 101 [Hermon Road / Hoofweg PM 2023 Total Mit]

Total PM Peak Hour Mitigation  
2023

(Option 1 - Tannery)

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

### Movement Performance - Vehicles

Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Stokery Road												
1	L2	13	0,0	0,427	12,0	LOS B	8,2	57,5	0,56	0,50	0,56	52,9
2	T1	834	0,0	0,997	20,1	LOS C	15,8	110,9	0,72	0,75	1,01	44,7
3	R2	552	0,0	0,997	51,0	LOS D	15,8	110,9	1,00	1,18	1,87	32,6
Approach		1398	0,0	0,997	32,2	LOS C	15,8	110,9	0,83	0,92	1,34	39,1
East: Hoofweg												
4	L2	324	0,0	0,454	20,7	LOS C	7,4	52,0	0,79	0,79	0,79	44,0
5	T1	9	0,0	0,454	15,1	LOS B	7,4	52,0	0,79	0,79	0,79	44,9
6	R2	434	0,0	0,980	48,9	LOS D	13,3	92,9	0,98	1,06	1,53	32,9
Approach		767	0,0	0,980	36,6	LOS D	13,3	92,9	0,90	0,94	1,21	36,9
North: Hermon Road												
7	L2	588	0,0	0,574	11,2	LOS B	6,6	45,9	0,73	0,79	0,73	50,2
8	T1	1204	0,0	0,849	24,4	LOS C	20,9	146,6	0,94	0,97	1,16	42,9
9	R2	9	0,0	0,849	30,4	LOS C	20,9	146,6	0,98	1,01	1,19	41,6
Approach		1802	0,0	0,849	20,1	LOS C	20,9	146,6	0,87	0,91	1,02	45,0
West: Access												
10	L2	13	0,0	0,208	32,0	LOS C	1,3	9,4	0,93	0,71	0,93	39,8
11	T1	23	0,0	0,208	26,5	LOS C	1,3	9,4	0,93	0,71	0,93	40,5
12	R2	13	0,0	0,208	32,0	LOS C	1,3	9,4	0,93	0,71	0,93	39,8
Approach		48	0,0	0,208	29,4	LOS C	1,3	9,4	0,93	0,71	0,93	40,1
All Vehicles		4016	0,0	0,997	27,6	LOS C	20,9	146,6	0,86	0,92	1,17	41,1

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

Vehicle movement LOS values are based on average delay per movement.

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

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

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

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

### Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian ped	Distance m		
P1	South Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P2	East Full Crossing	53	21,7	LOS C	0,1	0,1	0,85	0,85
P3	North Full Crossing	53	24,4	LOS C	0,1	0,1	0,90	0,90
P4	West Full Crossing	53	14,7	LOS B	0,1	0,1	0,70	0,70
All Pedestrians		211	21,3	LOS C			0,84	0,84

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.





# MOVEMENT SUMMARY

 **Site: 101 [Oakdene Road / Access to Erf 15711 AM 2023]**

Total Future AM Traffic Conditions  
2023  
Site Category: (None)  
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows			Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %	Deg. Satn v/c			Vehicles veh	Distance m				
South: Farm Access												
1	L2	1	0,0	0,003	8,1	LOS A	0,0	0,1	0,14	0,92	0,14	51,9
2	T1	1	0,0	0,003	8,1	LOS A	0,0	0,1	0,14	0,92	0,14	51,7
3	R2	1	0,0	0,003	7,9	LOS A	0,0	0,1	0,14	0,92	0,14	51,5
Approach		3	0,0	0,003	8,1	LOS A	0,0	0,1	0,14	0,92	0,14	51,7
East: Oakdene Road												
4	L2	1	0,0	0,025	5,7	LOS A	0,0	0,3	0,05	0,09	0,05	57,4
5	T1	42	0,0	0,025	0,0	LOS A	0,0	0,3	0,05	0,09	0,05	59,0
6	R2	6	0,0	0,025	5,6	LOS A	0,0	0,3	0,05	0,09	0,05	56,9
Approach		49	0,0	0,025	0,9	NA	0,0	0,3	0,05	0,09	0,05	58,7
North: Erf 15711												
7	L2	2	0,0	0,013	8,1	LOS A	0,0	0,3	0,14	0,92	0,14	51,9
8	T1	1	0,0	0,013	8,0	LOS A	0,0	0,3	0,14	0,92	0,14	51,7
9	R2	9	0,0	0,013	8,0	LOS A	0,0	0,3	0,14	0,92	0,14	51,5
Approach		13	0,0	0,013	8,0	LOS A	0,0	0,3	0,14	0,92	0,14	51,6
West: Oakdene Road												
10	L2	39	0,0	0,032	5,5	LOS A	0,0	0,1	0,01	0,36	0,01	55,3
11	T1	24	0,0	0,032	0,0	LOS A	0,0	0,1	0,01	0,36	0,01	56,8
12	R2	1	0,0	0,032	5,6	LOS A	0,0	0,1	0,01	0,36	0,01	54,8
Approach		64	0,0	0,032	3,5	NA	0,0	0,1	0,01	0,36	0,01	55,8
All Vehicles		129	0,0	0,032	3,0	NA	0,0	0,3	0,04	0,33	0,04	56,3

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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: C:\Users\AnneBetK\Desktop\Annebet\Wellington\Sidra\1800531 Oakdene \_ Access to Erf 15711 20Apr2018.sip8

# MOVEMENT SUMMARY

 **Site: 101 [Oakdene Road / Access to Erf 15711 PM 2023]**

Total Future PM Traffic Conditions  
2023  
Site Category: (None)  
Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Flows			Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
		Total veh/h	HV %	Deg. Satn v/c			Vehicles veh	Distance m					
South: Farm Access													
1	L2	1	0,0	0,003	8,2	LOS A	0,0	0,1	0,19	0,90	0,19	51,8	
2	T1	1	0,0	0,003	8,4	LOS A	0,0	0,1	0,19	0,90	0,19	51,5	
3	R2	1	0,0	0,003	8,5	LOS A	0,0	0,1	0,19	0,90	0,19	51,3	
Approach		3	0,0	0,003	8,4	LOS A	0,0	0,1	0,19	0,90	0,19	51,5	
East: Oakdene Road													
4	L2	1	0,0	0,032	5,8	LOS A	0,0	0,1	0,02	0,03	0,02	58,0	
5	T1	62	0,0	0,032	0,0	LOS A	0,0	0,1	0,02	0,03	0,02	59,7	
6	R2	2	0,0	0,032	5,8	LOS A	0,0	0,1	0,02	0,03	0,02	57,5	
Approach		65	0,0	0,032	0,3	NA	0,0	0,1	0,02	0,03	0,02	59,6	
North: Erf 15711													
7	L2	6	0,0	0,052	8,4	LOS A	0,2	1,2	0,27	0,89	0,27	51,7	
8	T1	1	0,0	0,052	8,5	LOS A	0,2	1,2	0,27	0,89	0,27	51,5	
9	R2	39	0,0	0,052	8,6	LOS A	0,2	1,2	0,27	0,89	0,27	51,3	
Approach		46	0,0	0,052	8,5	LOS A	0,2	1,2	0,27	0,89	0,27	51,3	
West: Oakdene Road													
10	L2	9	0,0	0,057	5,6	LOS A	0,0	0,1	0,00	0,05	0,00	57,9	
11	T1	106	0,0	0,057	0,0	LOS A	0,0	0,1	0,00	0,05	0,00	59,5	
12	R2	1	0,0	0,057	5,6	LOS A	0,0	0,1	0,00	0,05	0,00	57,3	
Approach		117	0,0	0,057	0,5	NA	0,0	0,1	0,00	0,05	0,00	59,3	
All Vehicles		232	0,0	0,057	2,2	NA	0,2	1,2	0,06	0,22	0,06	57,5	

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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: C:\Users\AnneBetK\Desktop\AnnebetWellington\Sidra\1800531 Oakdene \_ Access to Erf 15711 20Apr2018.sip8

**HERMON ROAD / ACCESS TO ERF 15712**

## MOVEMENT SUMMARY

 **Site: 101v [Hermon Road / Access to Erf 15712 AM 2023 - Conversion]**

Total AM Peak Hour  
2023  
Site Category: (None)  
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Hermon Road												
2	T1	156	0,0	0,457	3,5	LOS A	4,1	28,9	0,30	0,55	0,30	53,7
3	R2	537	0,0	0,457	9,5	LOS A	4,1	28,9	0,30	0,55	0,30	53,9
Approach		693	0,0	0,457	8,1	LOS A	4,1	28,9	0,30	0,55	0,30	53,9
East: Erf 15712												
4	L2	160	0,0	0,180	4,3	LOS A	1,2	8,5	0,43	0,54	0,43	53,9
6	R2	57	0,0	0,180	10,0	LOS B	1,2	8,5	0,43	0,54	0,43	55,7
Approach		217	0,0	0,180	5,8	LOS A	1,2	8,5	0,43	0,54	0,43	54,4
North: Hermon Road												
7	L2	192	0,0	0,400	7,3	LOS A	2,9	20,0	0,75	0,75	0,75	53,2
8	T1	167	0,0	0,400	7,1	LOS A	2,9	20,0	0,75	0,75	0,75	54,7
Approach		359	0,0	0,400	7,2	LOS A	2,9	20,0	0,75	0,75	0,75	53,9
All Vehicles		1268	0,0	0,457	7,5	LOS A	4,1	28,9	0,45	0,61	0,45	54,0

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.

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Organisation: ELEMENT CONSULTING ENGINEERS | Processed: Tuesday, 15 May 2018 21:00:06

Project: C:\Users\AnneBetK\Desktop\Annebet\Wellington\Sidra\1800531 Hermon \_ Access to Erf 15712 19 April 2018.sip8

## MOVEMENT SUMMARY

 **Site: 101v [Hermon Road / Access to Erf 15712 PM 2023 - Conversion]**

Total PM Peak Hour  
2023  
Site Category: (None)  
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Hermon Road												
2	T1	194	0,0	0,305	4,3	LOS A	2,3	16,0	0,49	0,57	0,49	54,2
3	R2	177	0,0	0,305	10,2	LOS B	2,3	16,0	0,49	0,57	0,49	54,5
Approach		371	0,0	0,305	7,1	LOS A	2,3	16,0	0,49	0,57	0,49	54,4
East: Erf 15712												
4	L2	521	0,0	0,600	5,6	LOS A	5,7	39,7	0,71	0,66	0,71	53,0
6	R2	186	0,0	0,600	11,3	LOS B	5,7	39,7	0,71	0,66	0,71	54,8
Approach		707	0,0	0,600	7,1	LOS A	5,7	39,7	0,71	0,66	0,71	53,5
North: Hermon Road												
7	L2	63	0,0	0,256	4,4	LOS A	1,7	12,2	0,44	0,47	0,44	54,6
8	T1	251	0,0	0,256	4,2	LOS A	1,7	12,2	0,44	0,47	0,44	56,2
Approach		314	0,0	0,256	4,2	LOS A	1,7	12,2	0,44	0,47	0,44	55,9
All Vehicles		1392	0,0	0,600	6,5	LOS A	5,7	39,7	0,59	0,59	0,59	54,2

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.

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Project: C:\Users\AnneBetK\Desktop\Annebet\Wellington\Sidra\1800531 Hermon \_ Access to Erf 15712 19 April 2018.sip8

**HERMON ROAD / ACCESS TO ERF 15713**

## MOVEMENT SUMMARY

 **Site: 101v [Hermon Road / Access to Erf 15713 AM 2023 - Conversion]**

total AM Peak Hour  
2023  
Site Category: (None)  
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Hermon Road												
2	T1	895	0,0	0,667	3,2	LOS A	9,4	65,5	0,17	0,40	0,17	56,6
3	R2	249	0,0	0,667	9,2	LOS A	9,4	65,5	0,17	0,40	0,17	56,9
Approach		1144	0,0	0,667	4,5	LOS A	9,4	65,5	0,17	0,40	0,17	56,6
East: Erf 15713												
4	L2	44	0,0	0,050	4,7	LOS A	0,3	2,0	0,46	0,54	0,46	54,0
6	R2	12	0,0	0,050	10,4	LOS B	0,3	2,0	0,46	0,54	0,46	55,9
Approach		56	0,0	0,050	5,9	LOS A	0,3	2,0	0,46	0,54	0,46	54,4
North: Hermon Road												
7	L2	66	0,0	0,287	5,0	LOS A	1,9	13,0	0,50	0,52	0,50	54,4
8	T1	264	0,0	0,287	4,7	LOS A	1,9	13,0	0,50	0,52	0,50	55,9
Approach		331	0,0	0,287	4,8	LOS A	1,9	13,0	0,50	0,52	0,50	55,6
All Vehicles		1531	0,0	0,667	4,6	LOS A	9,4	65,5	0,25	0,43	0,25	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.

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Project: C:\Users\AnneBetK\Desktop\Annebet\Wellington\Sidra\1800531 Hermon \_ Access to Erf 15713 19 April 2018.sip8



## MOVEMENT SUMMARY

 **Site: 101v [Hermon Road / Access to Erf 15713 PM 2023 - Conversion]**

Total PM Peak Hour  
2023  
Site Category: (None)  
Roundabout

### Movement Performance - Vehicles

Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Hermon Road												
2	T1	781	0,0	0,524	3,4	LOS A	6,2	43,7	0,29	0,36	0,29	56,7
3	R2	54	0,0	0,524	9,3	LOS A	6,2	43,7	0,29	0,36	0,29	57,0
Approach		835	0,0	0,524	3,8	LOS A	6,2	43,7	0,29	0,36	0,29	56,7
East: Erf 15713												
4	L2	128	0,0	0,455	24,2	LOS C	4,1	28,4	1,00	1,08	1,23	42,3
6	R2	34	0,0	0,455	29,9	LOS C	4,1	28,4	1,00	1,08	1,23	43,4
Approach		162	0,0	0,455	25,4	LOS C	4,1	28,4	1,00	1,08	1,23	42,5
North: Hermon Road												
7	L2	15	0,0	0,799	4,2	LOS A	14,6	102,4	0,53	0,38	0,53	54,1
8	T1	1240	0,0	0,799	4,0	LOS A	14,6	102,4	0,53	0,38	0,53	55,7
Approach		1255	0,0	0,799	4,0	LOS A	14,6	102,4	0,53	0,38	0,53	55,7
All Vehicles		2252	0,0	0,799	5,4	LOS A	14,6	102,4	0,47	0,42	0,49	54,8

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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Project: C:\Users\AnneBetK\Desktop\Annebet\Wellington\Sidra\1800531 Hermon \_ Access to Erf 15713 19 April 2018.sip8

**HERMON ROAD / ACCESS TO FARM 193/2**

# MOVEMENT SUMMARY

 Site: 101 [Hermon Road / Farm 193\_2 AM 2023]

Total AM Peak Hour  
2023  
Site Category: (None)  
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Hermon Road												
2	T1	91	0,0	0,046	0,0	LOS A	0,0	0,0	0,00	0,00	0,00	60,0
3	R2	122	0,0	0,097	6,8	LOS A	0,4	3,0	0,44	0,65	0,44	52,0
Approach		213	0,0	0,097	3,9	NA	0,4	3,0	0,25	0,37	0,25	55,1
East: Farm 193/2												
4	L2	31	0,0	0,050	9,4	LOS A	0,2	1,3	0,45	0,88	0,45	50,8
6	R2	11	0,0	0,050	12,5	LOS B	0,2	1,3	0,45	0,88	0,45	50,4
Approach		41	0,0	0,050	10,2	LOS B	0,2	1,3	0,45	0,88	0,45	50,7
North: Hermon Road												
7	L2	41	0,0	0,189	5,6	LOS A	0,0	0,0	0,00	0,07	0,00	57,8
8	T1	328	0,0	0,189	0,0	LOS A	0,0	0,0	0,00	0,07	0,00	59,4
Approach		369	0,0	0,189	0,6	NA	0,0	0,0	0,00	0,07	0,00	59,2
All Vehicles		623	0,0	0,189	2,4	NA	0,4	3,0	0,12	0,22	0,12	57,1

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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: C:\Users\AnneBetK\Desktop\Annebet\Wellington\Sidra\1800531 Hermon \_ Access to Farm 193 19 April 2018.sip8

## MOVEMENT SUMMARY

 Site: 101 [Hermon Road / Farm 193\_2 PM 2023]

Total PM Peak Hour  
2023  
Site Category: (None)  
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m				
South: Hermon Road												
2	T1	352	0,0	0,180	0,0	LOS A	0,0	0,0	0,00	0,00	0,00	60,0
3	R2	28	0,0	0,019	6,1	LOS A	0,1	0,6	0,31	0,56	0,31	52,3
Approach		380	0,0	0,180	0,5	NA	0,1	0,6	0,02	0,04	0,02	59,3
East: Farm 193/2												
4	L2	114	0,0	0,173	8,9	LOS A	0,7	4,9	0,38	0,89	0,38	50,8
6	R2	38	0,0	0,173	13,5	LOS B	0,7	4,9	0,38	0,89	0,38	50,4
Approach		152	0,0	0,173	10,1	LOS B	0,7	4,9	0,38	0,89	0,38	50,7
North: Hermon Road												
7	L2	9	0,0	0,107	5,6	LOS A	0,0	0,0	0,00	0,03	0,00	58,1
8	T1	200	0,0	0,107	0,0	LOS A	0,0	0,0	0,00	0,03	0,00	59,7
Approach		209	0,0	0,107	0,3	NA	0,0	0,0	0,00	0,03	0,00	59,7
All Vehicles		741	0,0	0,180	2,4	NA	0,7	4,9	0,09	0,21	0,09	57,4

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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: C:\Users\AnneBetK\Desktop\Annebet\Wellington\Sidra\1800531 Hermon \_ Access to Farm 193 19 April 2018.sip8

**OAKDENE ROAD / ACCESS TO ERF 15712 & 15713**

# MOVEMENT SUMMARY



Site: 101 [Oakdene Road / Access to Erf 15713 | 15712 AM 2023]

Total Future AM Traffic Conditions

2023

Site Category: (None)

Stop (Two-Way)

## Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Erf 51713												
1	L2	3	0,0	0,002	8,1	LOS A	0,0	0,1	0,10	0,92	0,10	51,8
Approach		3	0,0	0,002	8,1	LOS A	0,0	0,1	0,10	0,92	0,10	51,8
East: Oakdene Road												
4	L2	17	0,0	0,027	5,5	LOS A	0,0	0,0	0,00	0,19	0,00	56,7
5	T1	35	0,0	0,027	0,0	LOS A	0,0	0,0	0,00	0,19	0,00	58,3
Approach		52	0,0	0,027	1,8	NA	0,0	0,0	0,00	0,19	0,00	57,7
North: Erf 15712												
7	L2	12	0,0	0,008	8,2	LOS A	0,0	0,2	0,13	0,90	0,13	51,8
Approach		12	0,0	0,008	8,2	LOS A	0,0	0,2	0,13	0,90	0,13	51,8
West: Oakdene Road												
10	L2	38	0,0	0,046	5,5	LOS A	0,0	0,0	0,00	0,25	0,00	56,2
11	T1	51	0,0	0,046	0,0	LOS A	0,0	0,0	0,00	0,25	0,00	57,7
Approach		88	0,0	0,046	2,4	NA	0,0	0,0	0,00	0,25	0,00	57,1
All Vehicles		155	0,0	0,046	2,7	NA	0,0	0,2	0,01	0,30	0,01	56,7

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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: Not Saved

# MOVEMENT SUMMARY



Site: 101 [Oakdene Road / Access to Erf 15713 | 15712 PM 2023]

Total Future PM Traffic Conditions  
2023  
Site Category: (None)  
Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
		Total veh/h	HV %				Vehicles veh	Distance m					
South: Erf 51713													
1	L2	8	0,0	0,006	8,3	LOS A	0,0	0,2	0,19	0,87	0,19	51,8	
Approach		8	0,0	0,006	8,3	LOS A	0,0	0,2	0,19	0,87	0,19	51,8	
East: Oakdene Road													
4	L2	3	0,0	0,051	5,5	LOS A	0,0	0,0	0,00	0,02	0,00	58,2	
5	T1	97	0,0	0,051	0,0	LOS A	0,0	0,0	0,00	0,02	0,00	59,8	
Approach		100	0,0	0,051	0,2	NA	0,0	0,0	0,00	0,02	0,00	59,8	
North: Erf 15712													
7	L2	37	0,0	0,028	8,3	LOS A	0,1	0,8	0,17	0,89	0,17	51,8	
Approach		37	0,0	0,028	8,3	LOS A	0,1	0,8	0,17	0,89	0,17	51,8	
West: Oakdene Road													
10	L2	13	0,0	0,047	5,5	LOS A	0,0	0,0	0,00	0,08	0,00	57,7	
11	T1	79	0,0	0,047	0,0	LOS A	0,0	0,0	0,00	0,08	0,00	59,2	
Approach		92	0,0	0,047	0,8	NA	0,0	0,0	0,00	0,08	0,00	59,0	
All Vehicles		237	0,0	0,051	2,0	NA	0,1	0,8	0,03	0,21	0,03	57,8	

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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.