

MOVEMENT SUMMARY

 **Site: 101 [2024 Springs Road / Hamptons Road AM Peak + 120hhPC (Site Folder: 2024 Tests)]**

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

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Hamptons Road E														
4	L2	26	6.0	27	6.0	0.033	10.0	LOS A	0.1	0.8	0.39	0.88	0.39	57.0
5	T1	46	6.0	48	6.0	0.119	13.1	LOS B	0.4	3.1	0.60	1.01	0.60	55.1
6	R2	11	6.0	12	6.0	0.119	14.6	LOS B	0.4	3.1	0.60	1.01	0.60	52.7
Approach		83	6.0	87	6.0	0.119	12.3	LOS B	0.4	3.1	0.53	0.97	0.53	55.6
NorthEast: Springs Road N														
7	L2	2	6.0	2	6.0	0.159	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	58.7
8	T1	279	6.0	294	6.0	0.159	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	45	6.0	47	6.0	0.035	6.5	LOS A	0.2	1.1	0.37	0.58	0.37	56.2
Approach		326	6.0	343	6.0	0.159	1.0	NA	0.2	1.1	0.05	0.08	0.05	59.5
NorthWest: Hamptons Road W														
10	L2	77	6.0	81	6.0	0.094	9.8	LOS A	0.3	2.5	0.37	0.90	0.37	55.7
11	T1	43	6.0	45	6.0	0.142	13.1	LOS B	0.5	3.7	0.60	1.01	0.60	55.0
12	R2	25	6.0	26	6.0	0.142	14.1	LOS B	0.5	3.7	0.60	1.01	0.60	56.6
Approach		145	6.0	153	6.0	0.142	11.5	LOS B	0.5	3.7	0.48	0.95	0.48	55.7
SouthWest: Springs Road S														
1	L2	14	6.0	15	6.0	0.146	5.8	LOS A	0.0	0.0	0.00	0.03	0.00	59.4
2	T1	244	6.0	257	6.0	0.146	0.2	LOS A	0.0	0.0	0.00	0.03	0.00	59.8
3	R2	44	6.0	46	6.0	0.036	6.6	LOS A	0.2	1.1	0.39	0.59	0.39	57.4
Approach		302	6.0	318	6.0	0.146	1.4	NA	0.2	1.1	0.06	0.11	0.06	59.4
All Vehicles		856	6.0	901	6.0	0.159	4.0	NA	0.5	3.7	0.17	0.33	0.17	58.5

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.

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

Queue Model: SIDRA Standard.

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

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

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Project: J:\Urban Estates Ltd (UEL)\UEL-J001 West Prebbleton Private Plan Change\DocCalcs\SIDRA Modelling\Prebbleton PC Models.sip9

MOVEMENT SUMMARY

 **Site: 101 [2024 Springs Road / Hamptons Road PM Peak + 120hhPC (Site Folder: 2024 Tests)]**

New Site

Site Category: (None)

Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
SouthEast: Hamptons Road E														
4	L2	29	6.0	31	6.0	0.037	9.9	LOS A	0.1	0.9	0.38	0.89	0.38	57.0
5	T1	61	6.0	64	6.0	0.224	17.4	LOS C	0.8	5.9	0.75	1.02	0.81	53.7
6	R2	13	6.0	14	6.0	0.224	20.3	LOS C	0.8	5.9	0.75	1.02	0.81	50.9
Approach		103	6.0	108	6.0	0.224	15.7	LOS C	0.8	5.9	0.65	0.98	0.69	54.6
NorthEast: Springs Road N														
7	L2	12	6.0	13	6.0	0.163	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	58.6
8	T1	276	6.0	291	6.0	0.163	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
9	R2	96	6.0	101	6.0	0.094	7.5	LOS A	0.4	2.9	0.50	0.69	0.50	56.0
Approach		384	6.0	404	6.0	0.163	2.1	NA	0.4	2.9	0.13	0.19	0.13	59.0
NorthWest: Hamptons Road W														
10	L2	52	6.0	55	6.0	0.080	11.2	LOS B	0.3	2.1	0.48	0.94	0.48	55.2
11	T1	99	6.0	104	6.0	0.349	18.8	LOS C	1.4	10.5	0.77	1.06	0.98	53.4
12	R2	20	6.0	21	6.0	0.349	20.6	LOS C	1.4	10.5	0.77	1.06	0.98	55.5
Approach		171	6.0	180	6.0	0.349	16.7	LOS C	1.4	10.5	0.69	1.02	0.83	54.2
SouthWest: Springs Road S														
1	L2	27	6.0	28	6.0	0.244	5.9	LOS A	0.0	0.0	0.00	0.04	0.00	59.3
2	T1	405	6.0	426	6.0	0.244	0.3	LOS A	0.0	0.0	0.00	0.04	0.00	59.8
3	R2	39	6.0	41	6.0	0.032	6.7	LOS A	0.1	1.0	0.39	0.59	0.39	57.4
Approach		471	6.0	496	6.0	0.244	1.2	NA	0.1	1.0	0.03	0.08	0.03	59.5
All Vehicles		1129	6.0	1188	6.0	0.349	5.2	NA	1.4	10.5	0.22	0.34	0.24	58.1

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.

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

Queue Model: SIDRA Standard.

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2030 Springs Road / Hamptons Road AM Peak + FullIPC (Site Folder: Future 2030+PC)]**

New Site

Site Category: (None)

Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
						v/c	sec							km/h
SouthEast: Hamptons Road E														
4	L2	29	6.0	31	6.0	0.041	10.5	LOS B	0.1	1.0	0.43	0.90	0.43	56.8
5	T1	52	6.0	55	6.0	0.168	15.2	LOS C	0.6	4.2	0.69	1.00	0.69	54.4
6	R2	13	6.0	14	6.0	0.168	16.9	LOS C	0.6	4.2	0.69	1.00	0.69	51.8
Approach		94	6.0	99	6.0	0.168	14.0	LOS B	0.6	4.2	0.61	0.97	0.61	55.1
NorthEast: Springs Road N														
7	L2	3	6.0	3	6.0	0.194	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	58.7
8	T1	341	6.0	359	6.0	0.194	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
9	R2	47	6.0	49	6.0	0.040	6.8	LOS A	0.2	1.3	0.42	0.61	0.42	56.2
Approach		391	6.0	412	6.0	0.194	0.9	NA	0.2	1.3	0.05	0.08	0.05	59.5
NorthWest: Hamptons Road W														
10	L2	76	6.0	80	6.0	0.098	10.2	LOS B	0.4	2.6	0.41	0.91	0.41	55.6
11	T1	50	6.0	53	6.0	0.324	16.6	LOS C	1.3	9.8	0.74	1.05	0.91	53.8
12	R2	73	6.0	77	6.0	0.324	18.1	LOS C	1.3	9.8	0.74	1.05	0.91	55.8
Approach		199	6.0	209	6.0	0.324	14.7	LOS B	1.3	9.8	0.61	1.00	0.72	55.3
SouthWest: Springs Road S														
1	L2	35	6.0	37	6.0	0.184	5.8	LOS A	0.0	0.0	0.00	0.06	0.00	59.3
2	T1	289	6.0	304	6.0	0.184	0.2	LOS A	0.0	0.0	0.00	0.06	0.00	59.7
3	R2	51	6.0	54	6.0	0.045	6.9	LOS A	0.2	1.4	0.43	0.62	0.43	57.3
Approach		375	6.0	395	6.0	0.184	1.7	NA	0.2	1.4	0.06	0.14	0.06	59.3
All Vehicles		1059	6.0	1115	6.0	0.324	4.9	NA	1.3	9.8	0.21	0.35	0.23	58.2

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.

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

Queue Model: SIDRA Standard.

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2030 Springs Road / Hamptons Road PM Peak + FullIPC (Site Folder: Future 2030+PC)]**

New Site

Site Category: (None)

Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Hamptons Road E														
4	L2	33	6.0	35	6.0	0.045	10.4	LOS B	0.2	1.2	0.42	0.90	0.42	56.9
5	T1	70	6.0	74	6.0	0.364	24.8	LOS C	1.4	10.0	0.85	1.06	1.07	51.6
6	R2	15	6.0	16	6.0	0.364	27.7	LOS D	1.4	10.0	0.85	1.06	1.07	48.0
Approach		118	6.0	124	6.0	0.364	21.1	LOS C	1.4	10.0	0.73	1.01	0.89	53.0
NorthEast: Springs Road N														
7	L2	14	6.0	15	6.0	0.193	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	58.6
8	T1	327	6.0	344	6.0	0.193	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
9	R2	101	6.0	106	6.0	0.119	8.5	LOS A	0.5	3.6	0.57	0.76	0.57	55.7
Approach		442	6.0	465	6.0	0.193	2.2	NA	0.5	3.6	0.13	0.19	0.13	59.0
NorthWest: Hamptons Road W														
10	L2	55	6.0	58	6.0	0.097	12.2	LOS B	0.3	2.5	0.53	0.98	0.53	54.9
11	T1	114	6.0	120	6.0	0.650	30.6	LOS D	3.2	23.6	0.91	1.18	1.60	49.9
12	R2	45	6.0	47	6.0	0.650	33.9	LOS D	3.2	23.6	0.91	1.18	1.60	53.0
Approach		214	6.0	225	6.0	0.650	26.6	LOS D	3.2	23.6	0.81	1.13	1.32	51.8
SouthWest: Springs Road S														
1	L2	74	6.0	78	6.0	0.316	6.1	LOS A	0.0	0.0	0.00	0.08	0.00	59.1
2	T1	484	6.0	509	6.0	0.316	0.5	LOS A	0.0	0.0	0.00	0.08	0.00	59.6
3	R2	45	6.0	47	6.0	0.039	6.9	LOS A	0.2	1.2	0.43	0.61	0.43	57.3
Approach		603	6.0	635	6.0	0.316	1.6	NA	0.2	1.2	0.03	0.12	0.03	59.3
All Vehicles		1377	6.0	1449	6.0	0.650	7.4	NA	3.2	23.6	0.25	0.38	0.34	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.

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

Queue Model: SIDRA Standard.

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

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

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SITE LAYOUT

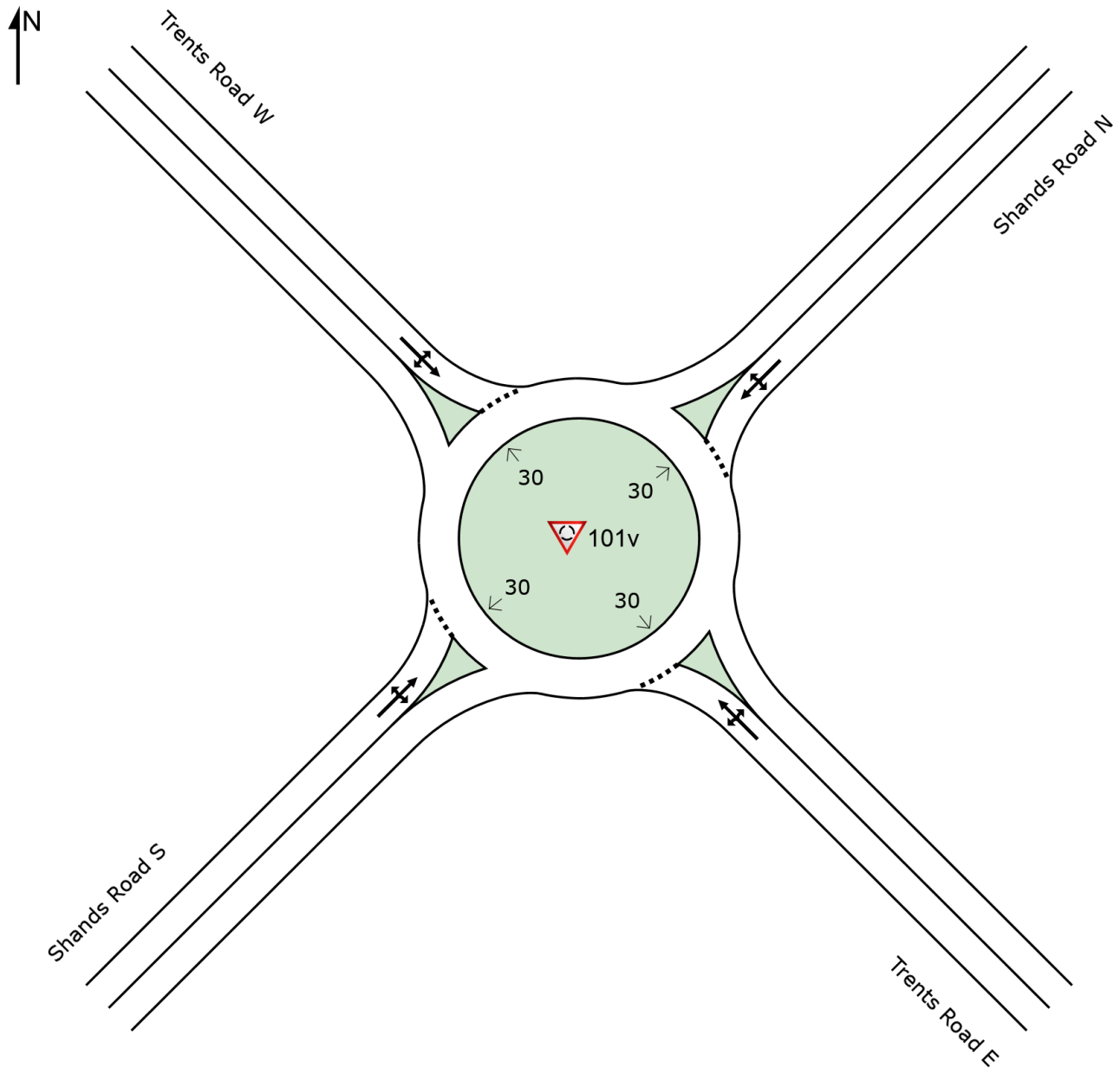
 Site: 101v [Shands Road / Trents Road Single PM Peak 2030
+PC 30m (Site Folder: Future 2030+PC)]

New Site

Site Category: (None)

Roundabout

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



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Project: J:\Urban Estates Ltd (UEL)\UEL-J001 West Prebbleton Private Plan Change\DocCalcs\SIDRA Modelling\Prebbleton PC Models.sip9

MOVEMENT SUMMARY

 **Site: 101v [Shands Road / Trents Road Single AM Peak 2030
30m (Site Folder: Future 2030)]**

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Trents Road E														
4	L2	36	6.0	36	6.0	0.112	8.1	LOS A	0.6	4.6	0.60	0.71	0.60	68.0
5	T1	19	6.0	19	6.0	0.112	8.5	LOS A	0.6	4.6	0.60	0.71	0.60	70.8
6	R2	51	6.0	51	6.0	0.112	14.4	LOS B	0.6	4.6	0.60	0.71	0.60	70.5
Approach		106	6.0	106	6.0	0.112	11.2	LOS B	0.6	4.6	0.60	0.71	0.60	69.8
NorthEast: Shands Road N														
7	L2	28	6.0	28	6.0	0.364	5.7	LOS A	2.7	19.8	0.25	0.47	0.25	72.1
8	T1	492	6.0	492	6.0	0.364	6.2	LOS A	2.7	19.8	0.25	0.47	0.25	72.4
9	R2	23	6.0	23	6.0	0.364	12.0	LOS B	2.7	19.8	0.25	0.47	0.25	73.1
Approach		543	6.0	543	6.0	0.364	6.4	LOS A	2.7	19.8	0.25	0.47	0.25	72.4
NorthWest: Trents Road W														
10	L2	46	6.0	46	6.0	0.206	19.0	LOS B	1.6	11.8	1.00	0.93	1.00	64.4
11	T1	20	6.0	20	6.0	0.206	19.5	LOS B	1.6	11.8	1.00	0.93	1.00	65.5
12	R2	6	6.0	6	6.0	0.206	25.4	LOS C	1.6	11.8	1.00	0.93	1.00	62.2
Approach		72	6.0	72	6.0	0.206	19.7	LOS B	1.6	11.8	1.00	0.93	1.00	64.6
SouthWest: Shands Road S														
1	L2	15	6.0	15	6.0	0.809	6.7	LOS A	12.9	95.0	0.68	0.51	0.68	68.8
2	T1	1135	6.0	1135	6.0	0.809	7.1	LOS A	12.9	95.0	0.68	0.51	0.68	70.2
3	R2	29	6.0	29	6.0	0.809	13.0	LOS B	12.9	95.0	0.68	0.51	0.68	69.9
Approach		1179	6.0	1179	6.0	0.809	7.3	LOS A	12.9	95.0	0.68	0.51	0.68	70.2
All Vehicles		1900	6.0	1900	6.0	0.809	7.7	LOS A	12.9	95.0	0.56	0.53	0.56	70.5

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.

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

Queue Model: SIDRA Standard.

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

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

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MOVEMENT SUMMARY

 **Site: 101v [Shands Road / Trents Road Single AM Peak 2030
+PC 30m (Site Folder: Future 2030+PC)]**

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Trents Road E														
4	L2	55	6.0	55	6.0	0.311	8.7	LOS A	2.0	14.7	0.69	0.80	0.69	66.6
5	T1	19	6.0	19	6.0	0.311	9.2	LOS A	2.0	14.7	0.69	0.80	0.69	69.4
6	R2	212	6.0	212	6.0	0.311	15.1	LOS B	2.0	14.7	0.69	0.80	0.69	69.1
Approach		286	6.0	286	6.0	0.311	13.5	LOS B	2.0	14.7	0.69	0.80	0.69	68.7
NorthEast: Shands Road N														
7	L2	98	6.0	98	6.0	0.430	5.7	LOS A	3.5	26.1	0.30	0.47	0.30	72.0
8	T1	515	6.0	515	6.0	0.430	6.2	LOS A	3.5	26.1	0.30	0.47	0.30	72.3
9	R2	23	6.0	23	6.0	0.430	12.1	LOS B	3.5	26.1	0.30	0.47	0.30	73.0
Approach		636	6.0	636	6.0	0.430	6.4	LOS A	3.5	26.1	0.30	0.47	0.30	72.3
NorthWest: Trents Road W														
10	L2	46	6.0	46	6.0	0.365	31.6	LOS C	3.1	22.6	1.00	1.01	1.04	58.0
11	T1	20	6.0	20	6.0	0.365	32.1	LOS C	3.1	22.6	1.00	1.01	1.04	58.8
12	R2	6	6.0	6	6.0	0.365	38.0	LOS D	3.1	22.6	1.00	1.01	1.04	55.3
Approach		72	6.0	72	6.0	0.365	32.3	LOS C	3.1	22.6	1.00	1.01	1.04	58.0
SouthWest: Shands Road S														
1	L2	15	6.0	15	6.0	1.035	56.9	LOS E	67.2	494.4	1.00	1.73	3.17	45.3
2	T1	1189	6.0	1189	6.0	1.035	57.4	LOS E	67.2	494.4	1.00	1.73	3.17	45.9
3	R2	38	6.0	38	6.0	1.035	63.3	LOS E	67.2	494.4	1.00	1.73	3.17	45.8
Approach		1242	6.0	1242	6.0	1.035	57.6	LOS E	67.2	494.4	1.00	1.73	3.17	45.9
All Vehicles		2236	6.0	2236	6.0	1.035	36.5	LOS D	67.2	494.4	0.76	1.23	1.97	54.5

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.

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

Queue Model: SIDRA Standard.

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

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

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MOVEMENT SUMMARY

 **Site: 101v [Shands Road / Trents Road Single PM Peak 2030
(Site Folder: Future 2030)]**

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Trents Road E														
4	L2	44	6.0	44	6.0	0.361	27.9	LOS C	3.0	22.4	1.00	1.00	1.02	57.0
5	T1	18	6.0	18	6.0	0.361	28.4	LOS C	3.0	22.4	1.00	1.00	1.02	60.4
6	R2	13	6.0	13	6.0	0.361	34.3	LOS C	3.0	22.4	1.00	1.00	1.02	60.2
Approach		75	6.0	75	6.0	0.361	29.1	LOS C	3.0	22.4	1.00	1.00	1.02	58.4
NorthEast: Shands Road N														
7	L2	70	6.0	70	6.0	0.961	8.9	LOS A	29.9	219.7	1.00	0.58	1.02	69.0
8	T1	1288	6.0	1288	6.0	0.961	9.4	LOS A	29.9	219.7	1.00	0.58	1.02	68.7
9	R2	28	6.0	28	6.0	0.961	15.3	LOS B	29.9	219.7	1.00	0.58	1.02	69.9
Approach		1386	6.0	1386	6.0	0.961	9.5	LOS A	29.9	219.7	1.00	0.58	1.02	68.8
NorthWest: Trents Road W														
10	L2	60	6.0	60	6.0	0.142	9.8	LOS A	0.9	6.4	0.73	0.76	0.73	69.8
11	T1	36	6.0	36	6.0	0.142	10.3	LOS B	0.9	6.4	0.73	0.76	0.73	71.1
12	R2	14	6.0	14	6.0	0.142	16.2	LOS B	0.9	6.4	0.73	0.76	0.73	68.3
Approach		110	6.0	110	6.0	0.142	10.8	LOS B	0.9	6.4	0.73	0.76	0.73	70.1
SouthWest: Shands Road S														
1	L2	13	6.0	13	6.0	0.489	5.8	LOS A	4.3	31.8	0.31	0.48	0.31	70.5
2	T1	662	6.0	662	6.0	0.489	6.2	LOS A	4.3	31.8	0.31	0.48	0.31	72.0
3	R2	59	6.0	59	6.0	0.489	12.1	LOS B	4.3	31.8	0.31	0.48	0.31	71.6
Approach		734	6.0	734	6.0	0.489	6.7	LOS A	4.3	31.8	0.31	0.48	0.31	71.9
All Vehicles		2305	6.0	2305	6.0	0.961	9.3	LOS A	29.9	219.7	0.77	0.57	0.78	69.4

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.

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

Queue Model: SIDRA Standard.

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

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

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MOVEMENT SUMMARY

 **Site: 101v [Shands Road / Trents Road Single PM Peak 2030
+PC 30m (Site Folder: Future 2030+PC)]**

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Trents Road E														
4	L2	53	6.0	53	6.0	0.620	41.2	LOS D	6.4	47.0	1.00	1.13	1.43	50.1
5	T1	18	6.0	18	6.0	0.620	41.6	LOS D	6.4	47.0	1.00	1.13	1.43	53.7
6	R2	87	6.0	87	6.0	0.620	47.5	LOS D	6.4	47.0	1.00	1.13	1.43	53.5
Approach		158	6.0	158	6.0	0.620	44.7	LOS D	6.4	47.0	1.00	1.13	1.43	52.4
NorthEast: Shands Road N														
7	L2	215	6.0	215	6.0	1.113	113.5	LOS F	144.7	1064.7	1.00	2.09	3.69	35.2
8	T1	1336	6.0	1336	6.0	1.113	114.0	LOS F	144.7	1064.7	1.00	2.09	3.69	32.4
9	R2	28	6.0	28	6.0	1.113	119.9	LOS F	144.7	1064.7	1.00	2.09	3.69	35.4
Approach		1579	6.0	1579	6.0	1.113	114.0	LOS F	144.7	1064.7	1.00	2.09	3.69	32.9
NorthWest: Trents Road W														
10	L2	60	6.0	60	6.0	0.170	11.2	LOS B	1.2	8.5	0.83	0.82	0.83	69.0
11	T1	36	6.0	36	6.0	0.170	11.7	LOS B	1.2	8.5	0.83	0.82	0.83	70.3
12	R2	14	6.0	14	6.0	0.170	17.5	LOS B	1.2	8.5	0.83	0.82	0.83	67.3
Approach		110	6.0	110	6.0	0.170	12.1	LOS B	1.2	8.5	0.83	0.82	0.83	69.2
SouthWest: Shands Road S														
1	L2	13	6.0	13	6.0	0.578	6.4	LOS A	5.8	42.7	0.54	0.55	0.54	69.3
2	T1	687	6.0	687	6.0	0.578	6.9	LOS A	5.8	42.7	0.54	0.55	0.54	70.7
3	R2	77	6.0	77	6.0	0.578	12.8	LOS B	5.8	42.7	0.54	0.55	0.54	70.4
Approach		777	6.0	777	6.0	0.578	7.4	LOS A	5.8	42.7	0.54	0.55	0.54	70.7
All Vehicles		2624	6.0	2624	6.0	1.113	74.0	LOS F	144.7	1064.7	0.86	1.52	2.50	41.3

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.

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

Queue Model: SIDRA Standard.

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

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

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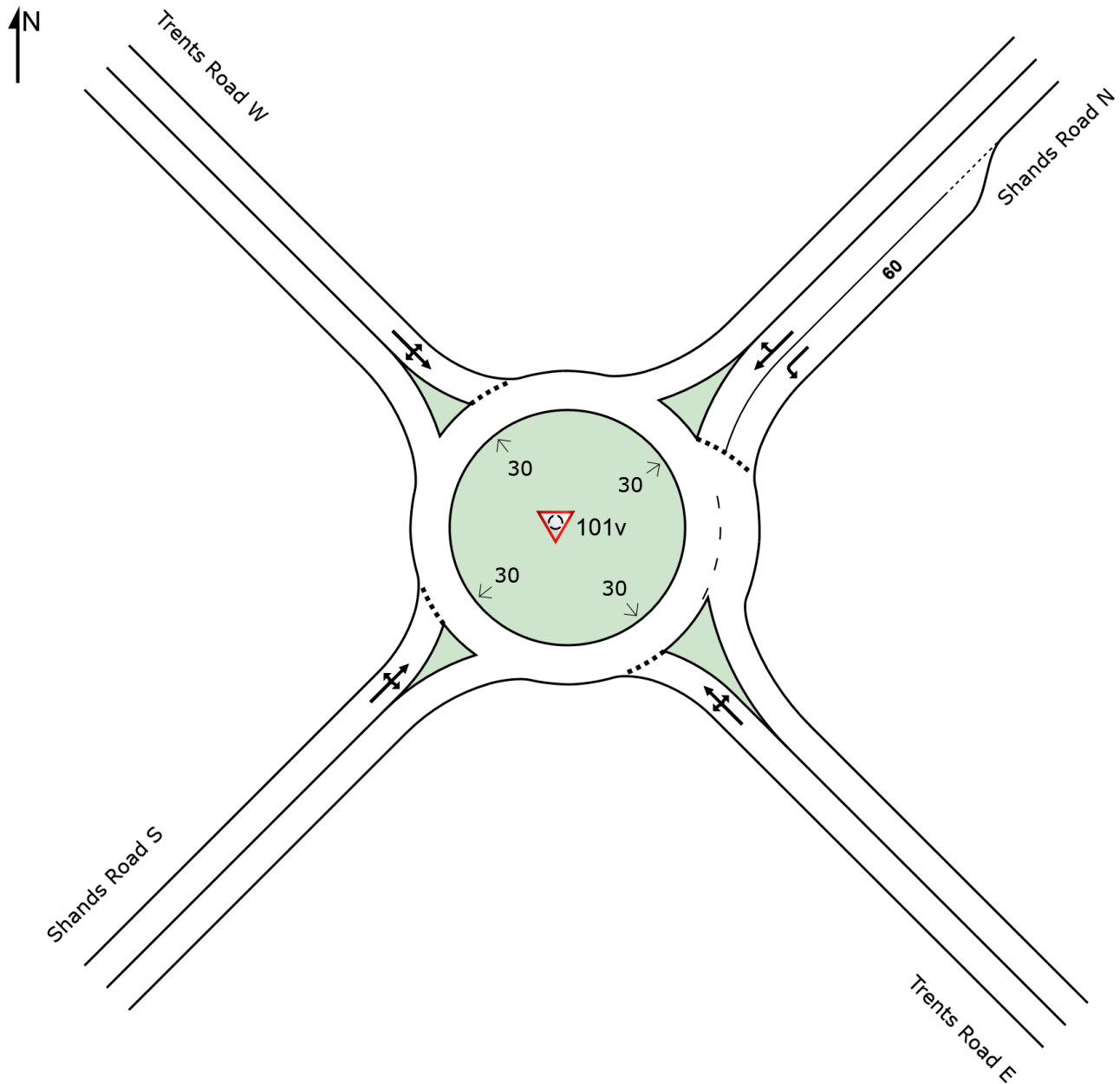
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SITE LAYOUT

 Site: 101v [Shands Road / Trents Road Single PM Peak 2030
+PC 30m 2al north (Site Folder: Future 2030+PC)]

New Site
Site Category: (None)
Roundabout

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



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MOVEMENT SUMMARY

 Site: 101v [Shands Road / Trents Road Single AM Peak 2030
+PC 30m 2a1 north (Site Folder: Future 2030+PC)]

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Trents Road E														
4	L2	55	6.0	55	6.0	0.290	8.1	LOS A	1.9	13.8	0.67	0.78	0.67	67.0
5	T1	19	6.0	19	6.0	0.290	8.4	LOS A	1.9	13.8	0.67	0.78	0.67	70.0
6	R2	212	6.0	212	6.0	0.290	15.4	LOS B	1.9	13.8	0.67	0.78	0.67	69.9
Approach		286	6.0	286	6.0	0.290	13.6	LOS B	1.9	13.8	0.67	0.78	0.67	69.4
NorthEast: Shands Road N														
7	L2	98	6.0	98	6.0	0.415	5.4	LOS A	3.4	24.9	0.29	0.45	0.29	72.7
8	T1	515	6.0	515	6.0	0.415	5.7	LOS A	3.4	24.9	0.29	0.45	0.29	73.4
9	R2	23	6.0	23	6.0	0.415	12.7	LOS B	3.4	24.9	0.29	0.45	0.29	74.2
Approach		636	6.0	636	6.0	0.415	5.9	LOS A	3.4	24.9	0.29	0.45	0.29	73.3
NorthWest: Trents Road W														
10	L2	46	6.0	46	6.0	0.377	33.6	LOS C	3.1	22.7	1.00	1.02	1.08	57.4
11	T1	20	6.0	20	6.0	0.377	33.9	LOS C	3.1	22.7	1.00	1.02	1.08	58.4
12	R2	6	6.0	6	6.0	0.377	40.9	LOS D	3.1	22.7	1.00	1.02	1.08	54.9
Approach		72	6.0	72	6.0	0.377	34.3	LOS C	3.1	22.7	1.00	1.02	1.08	57.5
SouthWest: Shands Road S														
1	L2	15	6.0	15	6.0	0.987	29.2	LOS C	44.5	327.2	1.00	1.23	2.06	57.2
2	T1	1189	6.0	1189	6.0	0.987	29.5	LOS C	44.5	327.2	1.00	1.23	2.06	58.4
3	R2	38	6.0	38	6.0	0.987	36.5	LOS D	44.5	327.2	1.00	1.23	2.06	58.2
Approach		1242	6.0	1242	6.0	0.987	29.7	LOS C	44.5	327.2	1.00	1.23	2.06	58.3
All Vehicles		2236	6.0	2236	6.0	0.987	21.0	LOS C	44.5	327.2	0.76	0.94	1.35	63.4

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.

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

Queue Model: SIDRA Standard.

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

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

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MOVEMENT SUMMARY

 Site: 101v [Shands Road / Trents Road Single PM Peak 2030
+PC 30m 2al north (Site Folder: Future 2030+PC)]

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Trents Road E														
4	L2	53	6.0	53	6.0	0.688	69.3	LOS E	8.0	59.0	1.00	1.24	1.80	40.9
5	T1	18	6.0	18	6.0	0.688	69.8	LOS E	8.0	59.0	1.00	1.24	1.80	44.5
6	R2	87	6.0	87	6.0	0.688	75.7	LOS F	8.0	59.0	1.00	1.24	1.80	44.4
Approach		158	6.0	158	6.0	0.688	72.9	LOS F	8.0	59.0	1.00	1.24	1.80	43.3
NorthEast: Shands Road N														
7	L2	215	6.0	215	6.0	0.200	6.4	LOS A	1.1	8.3	0.35	0.55	0.35	72.3
8	T1	1336	6.0	1336	6.0	0.854	7.5	LOS A	15.0	110.2	0.75	0.54	0.75	69.9
9	R2	28	6.0	28	6.0	0.854	13.4	LOS B	15.0	110.2	0.75	0.54	0.75	70.9
Approach		1579	6.0	1579	6.0	0.854	7.4	LOS A	15.0	110.2	0.69	0.55	0.69	70.3
NorthWest: Trents Road W														
10	L2	60	6.0	60	6.0	0.171	11.2	LOS B	1.2	8.5	0.83	0.82	0.83	69.0
11	T1	36	6.0	36	6.0	0.171	11.7	LOS B	1.2	8.5	0.83	0.82	0.83	70.3
12	R2	14	6.0	14	6.0	0.171	17.5	LOS B	1.2	8.5	0.83	0.82	0.83	67.3
Approach		110	6.0	110	6.0	0.171	12.1	LOS B	1.2	8.5	0.83	0.82	0.83	69.2
SouthWest: Shands Road S														
1	L2	13	6.0	13	6.0	0.580	6.4	LOS A	5.8	42.6	0.55	0.55	0.55	69.3
2	T1	687	6.0	687	6.0	0.580	6.9	LOS A	5.8	42.6	0.55	0.55	0.55	70.7
3	R2	77	6.0	77	6.0	0.580	12.8	LOS B	5.8	42.6	0.55	0.55	0.55	70.4
Approach		777	6.0	777	6.0	0.580	7.5	LOS A	5.8	42.6	0.55	0.55	0.55	70.6
All Vehicles		2624	6.0	2624	6.0	0.854	11.6	LOS B	15.0	110.2	0.67	0.60	0.72	67.6

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.

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

Queue Model: SIDRA Standard.

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

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

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