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Traffic Impact Assessment Report

Block 13 Section 1, Phillip

Proposed Upgrades to Phillip Enclosed Oval

27/04/2022



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Document Control

Revision	Date	Reference	Approved By	
Draft	27/04/2022	22-0008	HM	-

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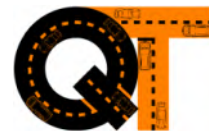
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Executive Summary

Quantum Traffic have been engaged by ACOR Consultants to provide traffic engineering advice in relation to the proposed upgrades to Phillip Enclosed Oval on Block 13 Section 1 in Phillip. This Traffic Impact Assessment (TIA) report summarises the traffic and parking analyses undertaken in relation to the proposed development.

The subject site is located on the northern side of Albermarle Place, approximately 1.0km east of Woden Town Centre. The site is zoned as PRZ2 – Restricted Access Recreation and is surrounded by a variety of land uses, including residential, community facilities and public open space. While the site is located in close proximity to existing active travel and public transport networks, it remains relatively car-dependant due to the activities that occur on the subject site and the existing public car parking provision within close proximity of the site.

The priority-controlled Ainsworth Street / Albermarle Place and Ainsworth Street / Carpark Access intersections currently operate well, with considerable available capacity and negligible delays or queue lengths.

A review of the crash history in the vicinity of the subject site identified no particular road safety issues.

Spot parking surveys identified significant available public supply of car parking within 20m waling distance of the subject site.

The proposal is to redevelop the site to include upgraded sporting facilities (cricket pitch, lighting, etc.) to accommodate 1st grade cricket matches and a new pavilion building, located to the south of the existing grandstand, containing changing facilities and a function space for up to 150 people.

In addition to the above traffic generating elements, it is proposed to construct a small on-site carpark, to the south of the new pavilion, with pedestrian and vehicle access via Albermarle Place. This carpark will accommodate two (2) accessible car parking spaces and one (1) loading zone.

It is recommended to provide one (1) additional accessible car parking space within the existing carpark to the north of the subject site. Furthermore, it is recommended to provide two (2) bicycle rails on the subject site, in the vicinity of the pedestrian entrances to the new pavilion. With the above inclusions, the design of the proposed on-site carpark and vehicle access accords with, or exceeds, the relevant design standards.

The proposed development is expected to generate a peak demand for up to 75 car parking spaces, including 21 associated with staff and up to 54 associated with patrons. Even under the conservative assumption that the peak development car parking demands coincide with the peak existing car parking demands, the analysis indicates that the development car parking demands can be comfortably accommodated within the available public car parking within 20m walking distance of the site.

The proposed development is expected to generate approximately 65 vehicle trips in the hour before a function / event begins. The Ainsworth Street / Albermarle Place and Ainsworth Street / Carpark Access intersections are expected to continue to operate well, with negligible delays and queueing, under the anticipated development traffic volumes.



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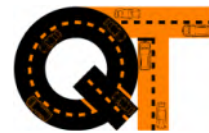


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1 Introduction

Quantum Traffic have been engaged by ACOR Consultants to provide traffic engineering advice in relation to the proposed upgrades to Phillip Enclosed Oval on Block 13 Section 1 in Phillip (the subject site).

This Traffic Impact Assessment (TIA) report summarises the traffic and parking analyses undertaken in relation to the proposed upgrades.

2 Existing Conditions

2.1 Subject Site

The subject site is located on the northern side of Albermarle Place, approximately 1.0km east of Woden Town Centre and approximately 4.9km southwest of Capital Hill. As shown at Figure 1 below, the site is zoned as PRZ2 – Restricted Access Recreation and is surrounded by a variety of land uses, including:

- Medium- and high-density residential to the west,
- Community facilities (former Woden CIT site) and low-density residential to the south,
- Community facilities (The Canberra Hospital) to the east, and
- Urban open space and low-density residential to the north.

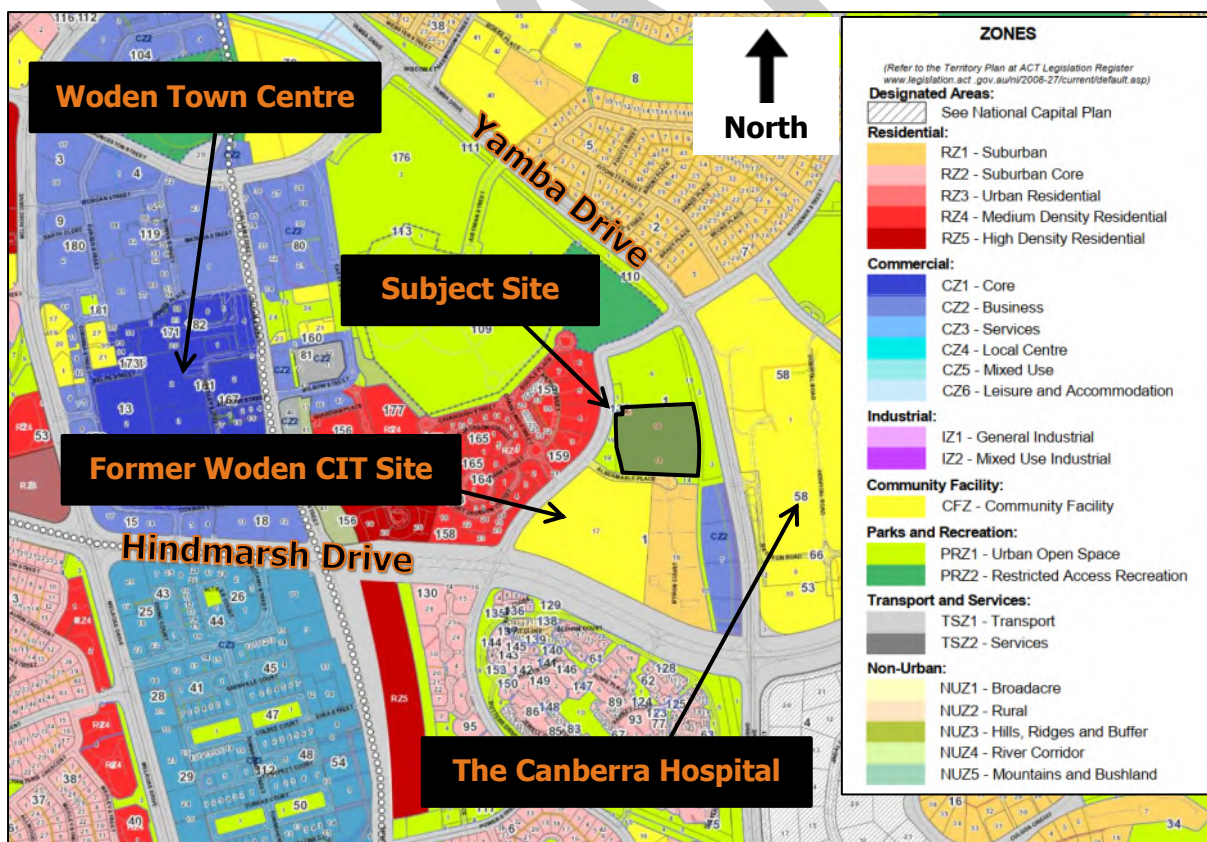


Figure 1: Locality Plan (source: ACTmapi)

Figure 2 below shows that the subject site currently accommodates sporting fields (one cricket oval with turf wicket or two rugby fields), a grandstand, clubrooms and associated storage



sheds. Vehicle access to the site is via an off-street carpark, located immediately outside the northeast corner of the site. This carpark, and the clubrooms on the subject site, serve both the subject site and the sporting fields located immediately to the north of the site.

Pedestrian access to the subject site is also limited to the northeast corner of the site.



Figure 2: Aerial Photograph (source: ACTmapi)

2.2 Active Travel Network

The subject site is located in close proximity to a number of strategic active travel routes. The Active Travel Infrastructure Practitioner's Tool (ATIPT), presented at Figure 3 below, shows the City-Isaacs endorsed main community route running in a north-south direction alongside Yamba Drive to the east of the site. Furthermore, both Hindmarsh Drive and Yamba Drive are designated as main on-road cycling routes. Key active travel infrastructure in the vicinity of the subject site includes a 2.0m wide shared path along the north side of Albermarle Place and a 1.2m wide path along the east side of Ainsworth Street, as presented at Figure 4 below.

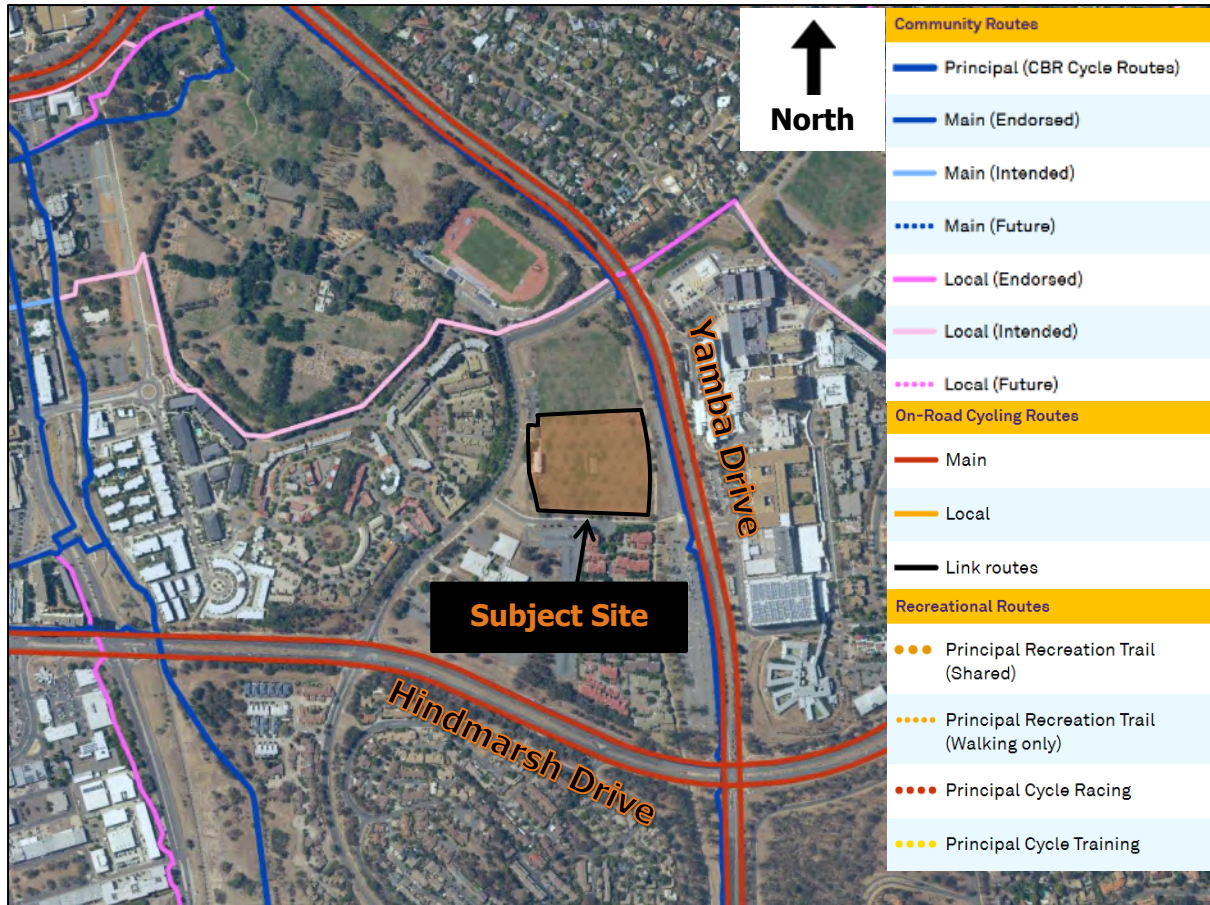


Figure 3: Strategic Active Travel Network (source: ATIPT)

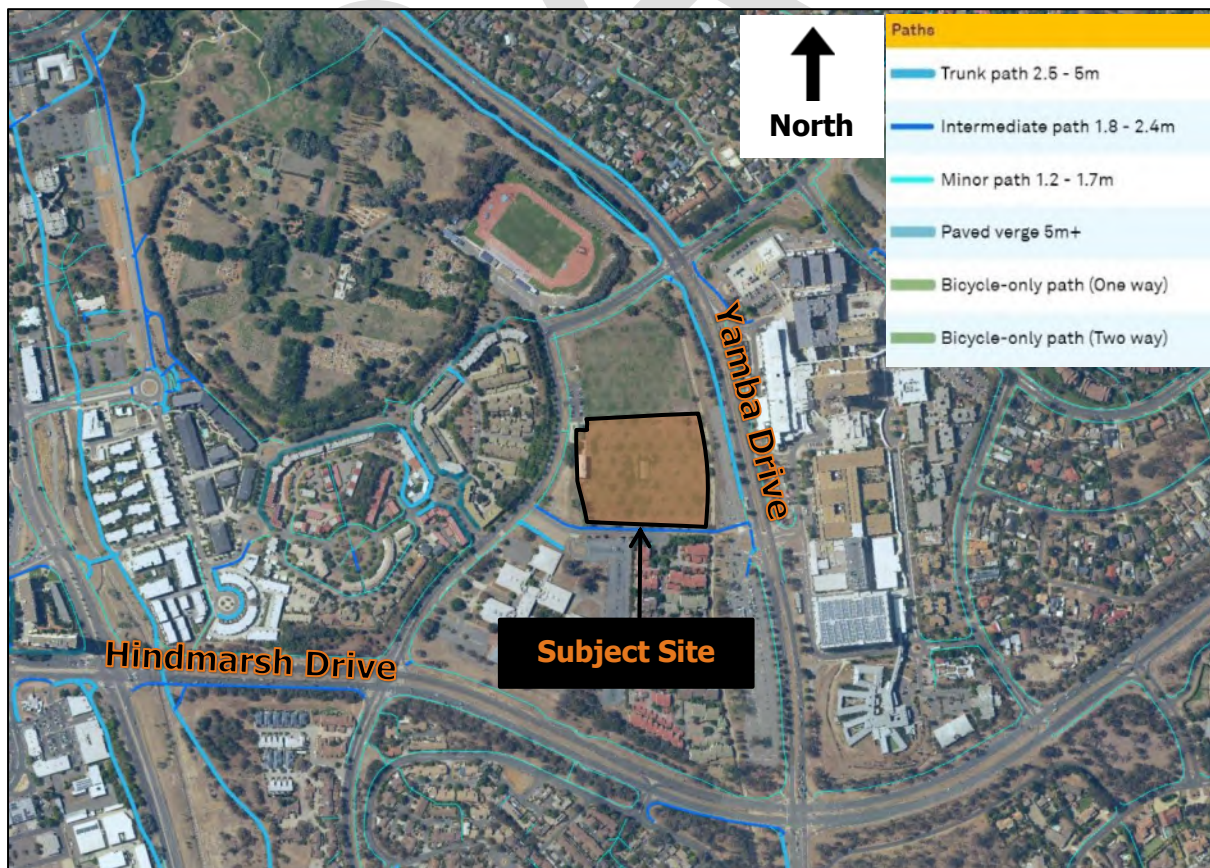


Figure 4: Existing Active Travel Infrastructure (source: ATIPT)



2.3 Public Transport Network

The subject site is well connected to Canberra’s public transport network with eight (8) bus routes serving stops located within close walking distance (approximately 400m) of the subject site. Figure 5, below, presents the existing public transport routes in the vicinity of the subject site.

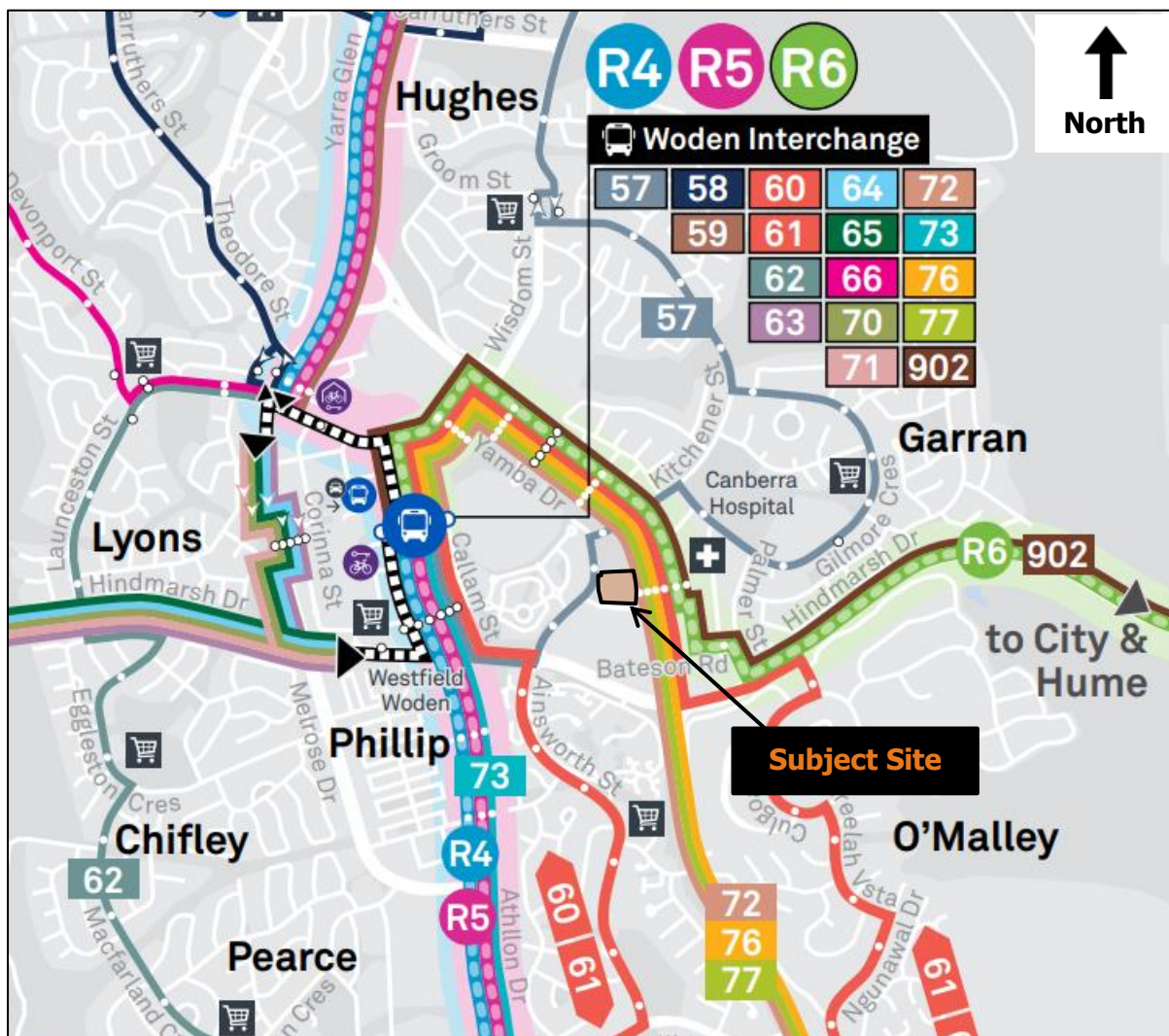


Figure 5: Public Transport Network (source: Transport Canberra)

The Ainsworth St after Kitchener St [2485] and Ainsworth St before Kitchener St [2486] bus stops are located on either side of Ainsworth Street, approximately 15m and 50m walking distance, respectively, from the existing pedestrian access to the subject site. These stops are served by route 57 bus services between Woden and City, via Hughes and Yarralumla, which typically operate at 30- to 60-minute headways on weekdays and 60- to 120-minute headways on weekends. Both stops have a bus stop flag, paved waiting area with tactile pavement markers and unsheltered seating.

The Yamba Dr opp Canberra Hospital [2095] and Canberra Hospital Yamba Dr [2382] bus stops are located on either side of Yamba Drive, approximately 395m and 510m walking distance, respectively, from the existing pedestrian access to the subject site. These stops are served by seven (7) bus routes, each of which provides access to/from Woden Town Centre.



Both stops have a bus stop flag, paved waiting area with tactile pavement markers, sheltered seating and timetable information.

2.4 Road Network

2.4.1 Road Network Description

Ainsworth Street is a major collector that extends approximately 2.2km from Kitchener Street, Phillip in the north to Mawson Drive, Mawson in the south.

To the north of the subject site, Ainsworth Street comprises a single carriageway of approximately 10.4m width, which supports a single traffic lane in each direction, separated by a broken centreline. In this section, the roadway is sufficiently wide to accommodate parallel parking in both directions, while still supporting simultaneous two-way traffic flows. Despite this, 'No Parking' restrictions on both sides of the carriageway allow vehicles to briefly stop in this section.

Adjacent to the subject site, the 10.4m wide carriageway supports traffic lanes in each direction, separated by a linemarked median or median turning lane. On-street parking is prohibited in this section through a combination of 'No Stopping' restrictions and the width of the traffic lanes.

A 1.2m wide footpath is provided, against the property boundary, on the east side of Ainsworth Street. Pram ramps and tactile paving is provided where this path crosses Albermarle Place.

Adjacent to the subject site, Ainsworth Street is subject to a posted 60km/h speed limit. Ainsworth Street does not form part of the strategic active travel or heavy vehicle networks; it does form part of the public transport network.

Albermarle Place is a local street that extends approximately 200m from Ainsworth Street in the west to a cul-de-sac in the east.

Along its length, Albermarle Street comprises a single carriageway of approximately 7.4m width, which supports vehicular traffic in both directions. On-street parking is prohibited through 'No Parking' restrictions on both sides of the carriageway.

A 2.0m wide shared path is located, at the back of the kerb, on the north side of the roadway. This shared path extends to the east, beyond the cul-de-sac, to provide an active travel connection to Yamba Drive.

Albermarle Place is subject to the urban default speed limit of 50km/h and does not form part of the strategic active travel, heavy vehicle or public transport networks.

2.4.2 Traffic Volumes

Turning movement count data was collected at the Albermarle Place / Ainsworth Street intersection and at the Ainsworth Street / Phillip Enclosed Oval Carpark Access intersection on Saturday, 12 March 2022. It is noted that this data captured the traffic demands associated with the ACT Turf Cricket 5th Grade semi-final, which began at 1pm, at the subject site. Figure 6 below presents the traffic volume profile for this region of the road network throughout the duration of the turning movement counts.

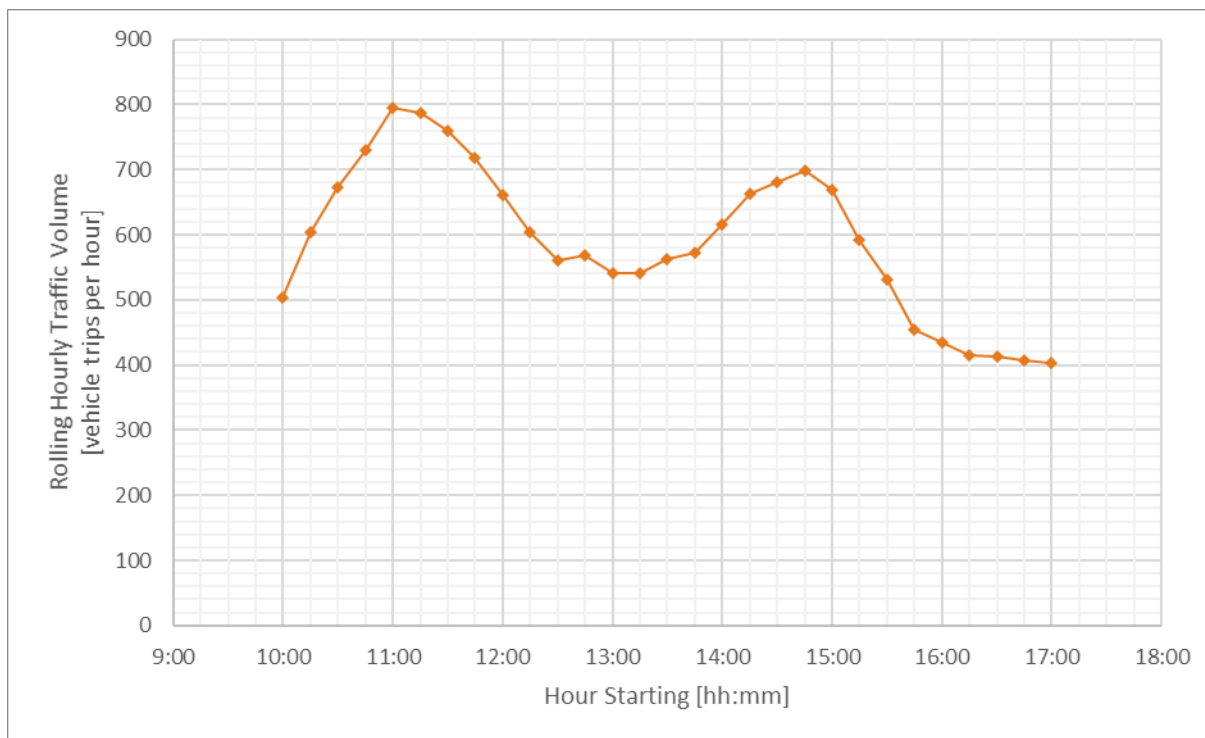


Figure 6: Observed Traffic Volume Profile – Existing Conditions

Analysis of this data indicated that the Saturday peak hour on the road network occurred between 11am-12noon, with a second, lesser, peak between 2:45pm-3:45pm. Figure 7 below presents the peak hour turning movement counts (11am-12noon) on the road network, while full details of the observed traffic volumes are provided at Appendix A.

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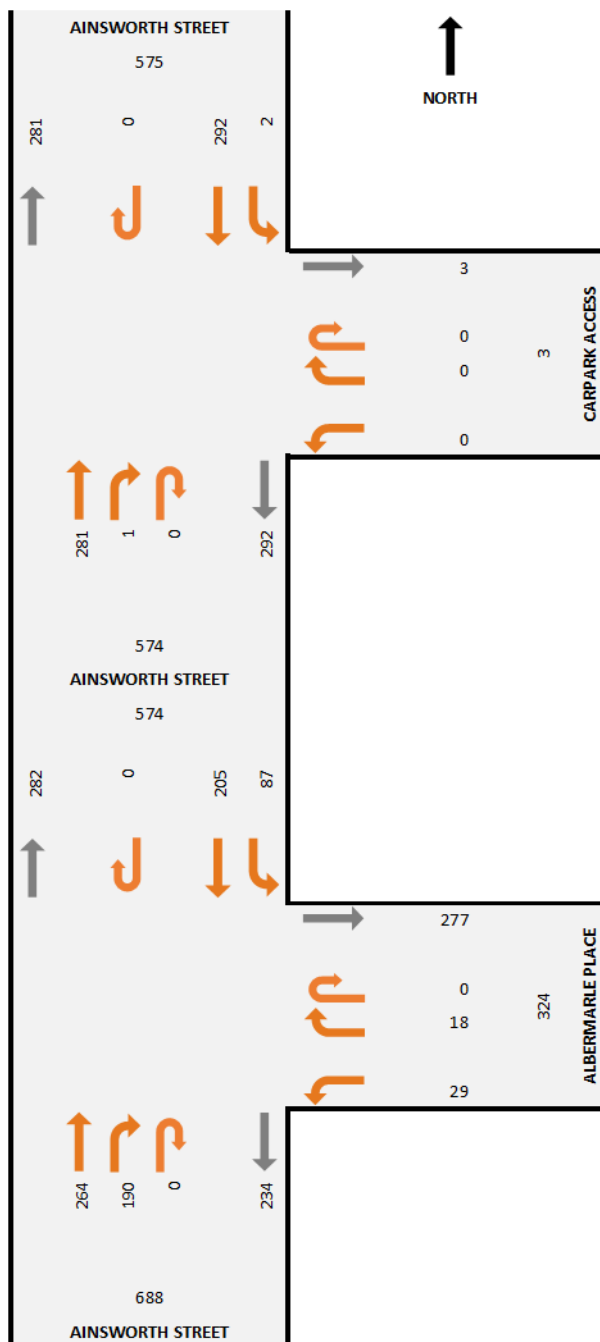


Figure 7: Traffic Demands – 2022 Existing Conditions (11am-12noon)

2.4.3 Intersection Performance

The performance of the Ainsworth Street / Albermarle Place and Ainsworth Street / Carpark Access intersections has been assessed using the SIDRA Intersection 9 software package ('SIDRA'). SIDRA quantifies intersection performance using the following four (4) measures:

- Degree of Saturation (DOS), which represents the ratio of traffic demands to theoretical intersection capacity,
- Average delay, in seconds, experienced by vehicles at the intersection,
- Level of Service (LOS), which converts average delay to a letter grade, and
- 95th percentile queue length, in metres, which reflects the length of queueing that has a 1-in-20 chance of being exceeded.



The *RMS Traffic Modelling Guidelines* specify that 0.80 is the maximum practical DOS for unsignalised intersections. Beyond this value, traffic flows can become unstable, with minor flow disruptions likely to cause long delays and queue lengths.

The *RMS Guide to Traffic Generating Developments (2002)* defines the LOS criteria as presented at Table 1 below.

Table 1: LOS Criteria for Intersections

Level of Service	Average Delay
A	≤ 14s
B	15s – 28s
C	29s – 42s
D	43s – 56s
E	57s – 70s
F	> 70s

The 95th percentile queue lengths have been assessed against the available storage length within each respective lane.

Model Development

Figure 8 below presents the modelled intersection geometry.

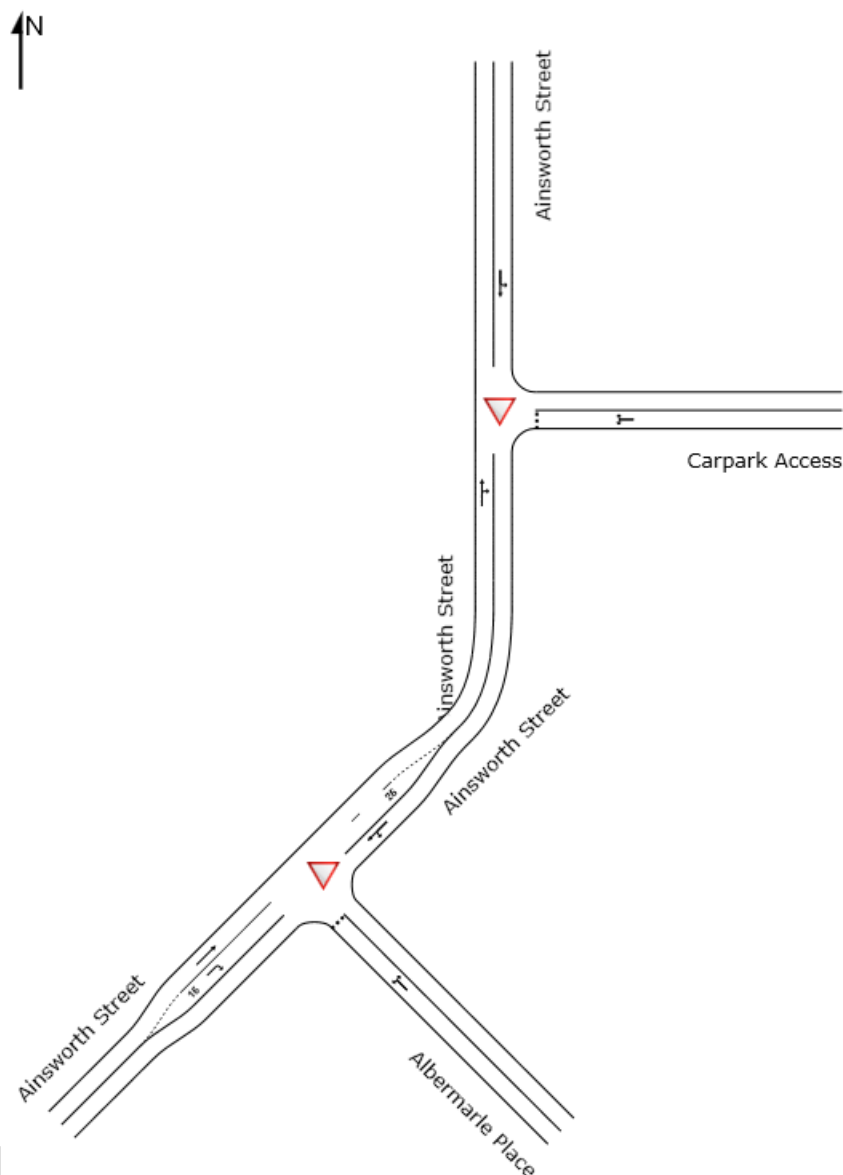


Figure 8: Modelled Intersection Geometry – Existing Conditions

Intersection Performance

Table 2 below summarises the performance of the Heydon Crescent / Kingston Street (West) intersection under 2022 existing conditions. Full details are provided at Appendix B.

Table 2: Intersection Performance Summary – 2022 Existing Conditions

Approach	AM Peak Hour			
	DOS	Delay	LOS	Queue
Ainsworth Street / Albermarle Place				
Southeast: Albermarle Place	0.06	7s	LOS A	2m
Northeast: Ainsworth Street	0.16	2s	LOS A	0m
Southwest: Ainsworth Street	0.15	7s	LOS A	4m
Total	0.16	7s	LOS A	-



Approach	AM Peak Hour			
	DOS	Delay	LOS	Queue
Ainsworth Street / Carpark Access				
South: Ainsworth Street	0.16	0s	LOS A	0m
East: Carpark Access	0.00	2s	LOS A	0m
North: Ainsworth Street	0.16	0s	LOS A	0m
Total	0.16	2s	LOS A	-

The intersection performance analysis indicates that both intersections operate well, with considerable available capacity, negligible delays and negligible queues during the identified peak hour.

2.4.4 Crash History

Historical crash data has been analysed to identify any road safety issues in the vicinity of the subject site. This analysis is based on the publicly available crash data published by Roads ACT and considers all reported crashes between 1 January 2015 and 31 December 2021.

In this period, there have been a total of five (5) recorded crashes on Ainsworth Street and Albermarle Crescent, in the vicinity of the subject site. One (1) of these crashes resulted in injuries, while the remaining four (4) resulted in property damage only. Figure 9 below presents the locations and details of each of these crashes.



Figure 9: Historical Crash Severity – 01/01/2015 to 31/12/2021



No particular road safety issues have been identified based on the publicly available crash data.

2.5 Parking

2.5.1 Car Parking

A series of car parking surveys were undertaken throughout the day on Saturday, 12 March 2022 to quantify the existing car parking demands within approximately 200m walking distance of the subject site, as shown at Figure 10 below.

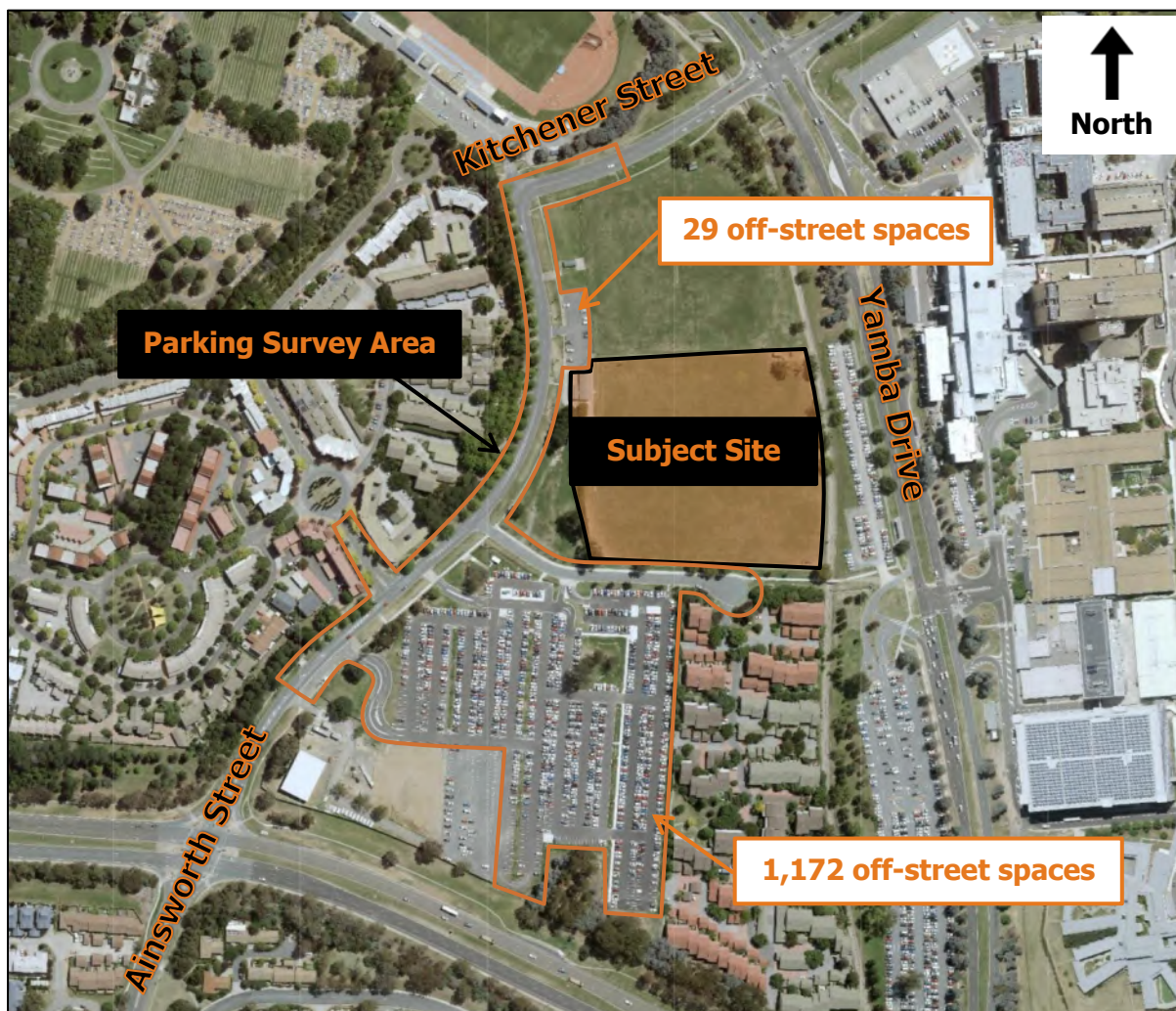


Figure 10: Car Parking Survey Area (source: ACTmapi)

The results of the car parking surveys are summarised Figure 11 below. Full details are provided at Appendix C.

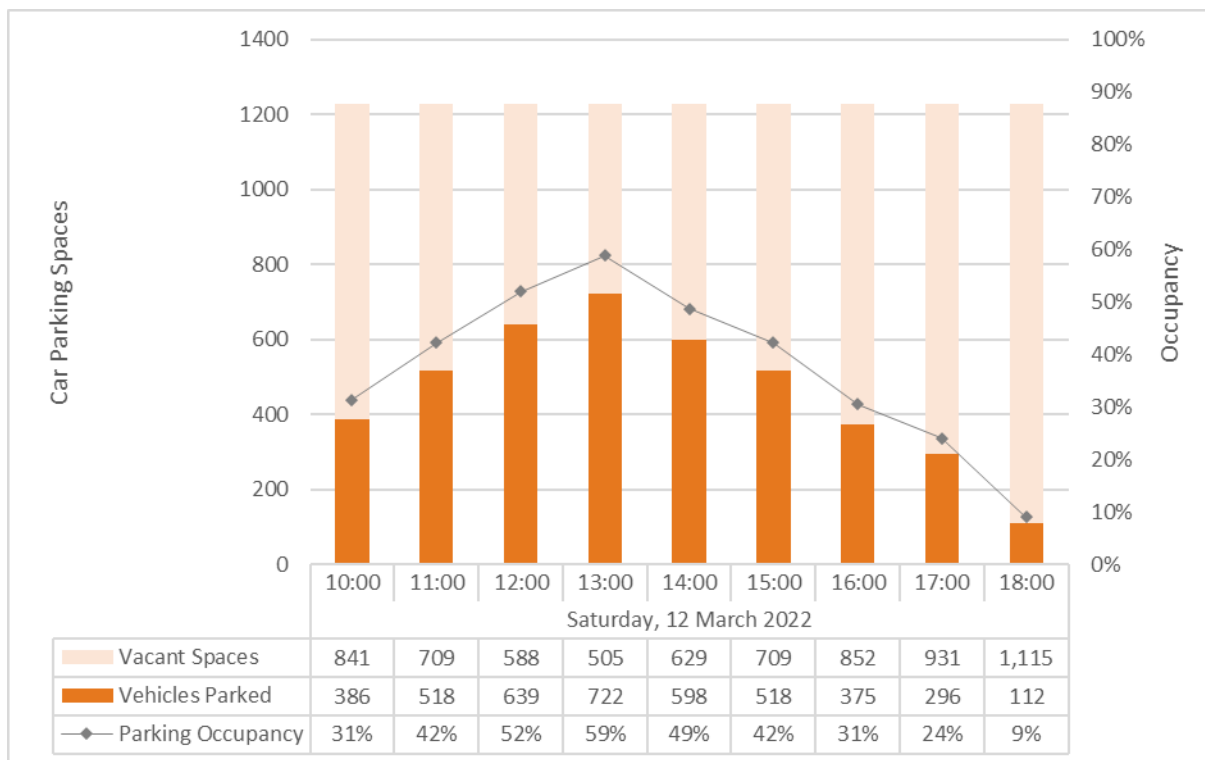


Figure 11: Existing Car Parking Conditions

The car parking surveys identified a peak in the demand for car parking at 1pm when 722 vehicles were observed to be parked (59% occupancy) within 200m walking distance of the subject site. While, this peak coincided with the start of the ACT Turf Cricket 5th Grade semi-final, at the subject site, the magnitude of the reduction in car parking demands as the match progressed indicates that these car parking demands were primarily driven by Canberra Hospital, which shares the large off-street carpark to the south of the subject site, rather than the cricket match.

2.5.2 Accessible Car Parking

Under the existing conditions, there are no accessible car parking spaces located within 200m walking distance of the subject site.

2.5.3 Motorcycle Parking

Under the existing conditions, there are no dedicated motorcycle parking spaces located within 200m walking distance of the subject site.

2.5.4 Bicycle Parking

There are no dedicated bicycle parking facilities on the subject site under the existing conditions.



3 Proposed Development

The proposal is to redevelop the site, including the following traffic generating elements:

- Upgraded sporting facilities (cricket pitch, lighting, etc.) to accommodate 1st grade cricket matches, and
- New pavilion building, located to the south of the existing grandstand, containing changing facilities and a function space for up to 150 people.

In addition to the above traffic generating elements, it is proposed to provide accessible car parking on the subject site, to the south of the new pavilion, with pedestrian and vehicle access via Albermarle Place.

Figure 12 below presents the plan for the proposed development. A larger copy of these plans is provided at Appendix D.

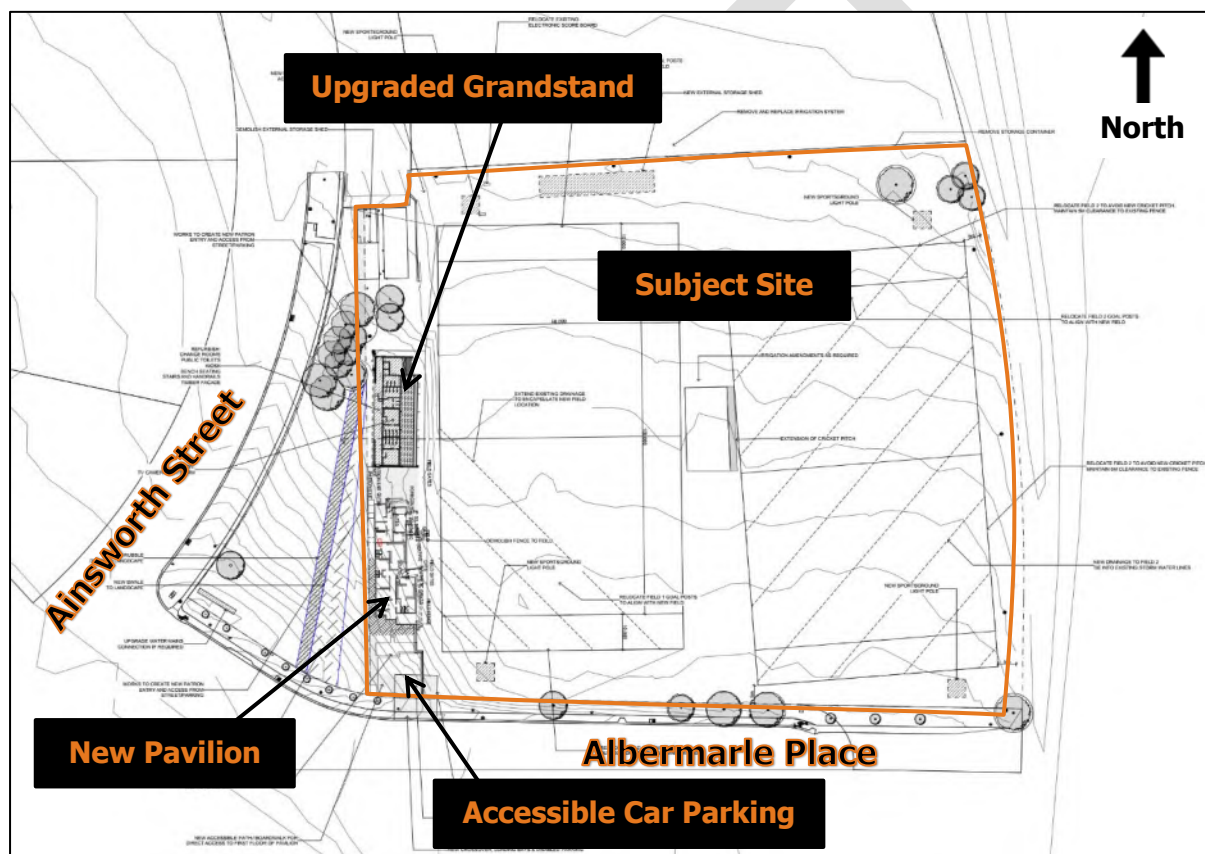
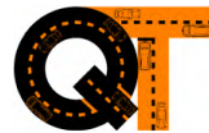


Figure 12: Proposed Development

3.1 Traffic and Parking Demands

The following sections set out the anticipated traffic and car parking demands associated with the two (2) key traffic generators proposed for the subject site:

- Cricket matches (higher level of competition than is currently hosted at the site), and
- Functions and events in the proposed pavilion.



3.1.1 Cricket Matches

As the traffic and parking demands associated with the ACT Turf Cricket 5th Grade semi-final were captured in the existing conditions traffic and car parking datasets, this analysis includes no additional traffic or car parking demands associated with cricket matches at the subject site.

3.1.2 Functions / Events

The traffic and parking demands associated with functions / events at the site have been estimated based on a first principles assessment.

Traffic Demands

As aforementioned, the new pavilion is proposed to host functions / events for up to 150 patrons. It is assumed that 100% of this capacity will be occupied (i.e. 150 patrons on-site), with all patrons conservatively assumed to arrive on-site in the hour prior to the beginning of an event. Given the ease of accessing the site by private car, 90% of trips by patrons are assumed to be car-based (i.e. as driver or passenger), with an average car occupancy of 2.5 persons per vehicle. As such, patrons are assumed to make a total of 54 vehicle trips to the site in the hour prior to the beginning of an event.

The number of staff on-site during events is assumed to reflect a ratio of seven (7) patrons per staff member (i.e. 21 staff on-site), with 50% of these staff assumed to arrive on-site in the hour prior to the beginning of an event. Conservatively assuming a 100% car-based mode-share and a car occupancy of 1.0 person per vehicle, staff are assumed to make total of 11 vehicle trips, to the site, in the hour prior to an event.

On the basis of the above, the proposed development is assumed to generate a total of 65 vehicle trips during the hour prior to an event. Conservatively, these trips are all assumed to travel towards the subject site.

Parking Demands

Based on the assumed patronage and mode share figures, patrons attending an event at the subject site are assumed for generated a peak demand for 54 car parking spaces, throughout the duration of an event.

Similarly, staff are assumed to generate a peak demand for 21 car parking spaces, throughout the duration of an event.

On the basis of the above, the proposed development is assumed to generate a total demand for 75 car parking spaces throughout the duration of an event. Of these 21 (the staff parking demands) will be long-term demands (i.e. greater than 4 hours), while the remaining demand for 54 car parking spaces (associated with patrons) will be medium-term demands (i.e. between 2-4 hours).

3.2 Access Arrangements & Design Review

The proposed development includes an additional vehicle access, via Albermarle Place, approximately 85-90m southeast of Ainsworth Street, to a small on-site carpark located to the south of the new pavilion.

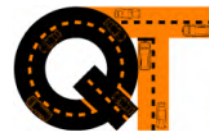


The new vehicle access is proposed to comprise a 6.2m wide crossover, before widening, on the subject site, to a 6.8m wide aisle. These dimensions will support simultaneous entry and exit movements to / from the three (3) on-site car parking spaces proposed perpendicular to the aisle.

All of the on-site car parking spaces are proposed to have dimensions which meet or exceed the minimum requirements as set out in the *Parking and Vehicular Access General Code*. The two (2) accessible car parking spaces (along with the associated shared area) are proposed to have dimensions of 2.4m width by 5.4m length. The proposed loading zone has dimensions of 3.0m width by 5.4m length, making it suitable for deliveries by light vehicles.

The design review identified that the proposed development generally accords with the requirements of the *Parking and Vehicular Access General Code* and *AS2890.1:2004*.

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4 Parking Assessments

4.1 Standard Car Parking Assessment

4.1.1 Statutory Car Parking Requirement

The *Parking and Vehicular Access General Code (PVAGC)* prescribes the number of car parking spaces to be provided for various land uses, based on their scale and land use zoning, within the ACT. Under schedule 7 of the PVAGC, which deals specifically with developments within restricted access recreation zones, the rate for the cricket use (playing field) is 'subject to individual assessment' while a suitable land use for the functions and events (place of assembly) is not listed. On this basis, the car parking demands set out in section 3.1 (page 13) of this document have been adopted as the parking requirements.

4.1.2 Car Parking Demands

As aforementioned, functions and events at the subject site are expected to generate demands for up to approximately 75 car parking spaces, while the car parking demands associated with cricket matches are considered to already be included within the existing car parking demands (since a cricket match was hosted on the subject site during the existing conditions car parking surveys).

4.1.3 Car Parking Provision

The proposed development includes a total of three (3) on-site car parking spaces, located to the south of the new pavilion and accessed via Albermarle Place. These three (3) car parking spaces will comprise:

- Two (2) accessible car parking spaces (user class 4), and
- One (1) loading zone (user class 3A).

4.1.4 Car Parking Summary

This arrangement is expected to result in the bulk of the development car parking demands being accommodated off-site, as presented at Table 3 below.

Table 3: Car Parking Summary

Group	Peak Demand	On-Site Capacity	Surplus
Patrons	54 spaces	2 spaces ¹	-52 spaces
Staff	21 spaces	-	-21 space
Total	75 spaces	2 spaces	-73 spaces

Notes:

1 Accessible car parking spaces

This overflow of demand for approximately 73 car parking spaces can be comfortably accommodated within the existing public car parking within 200m walking distance of the subject site. It is noted that this analysis, and Figure 13 below, considers a 'worst case scenario' in which the peak traffic and car parking demands associated with the development, coincide with the existing peak traffic and car parking demands.

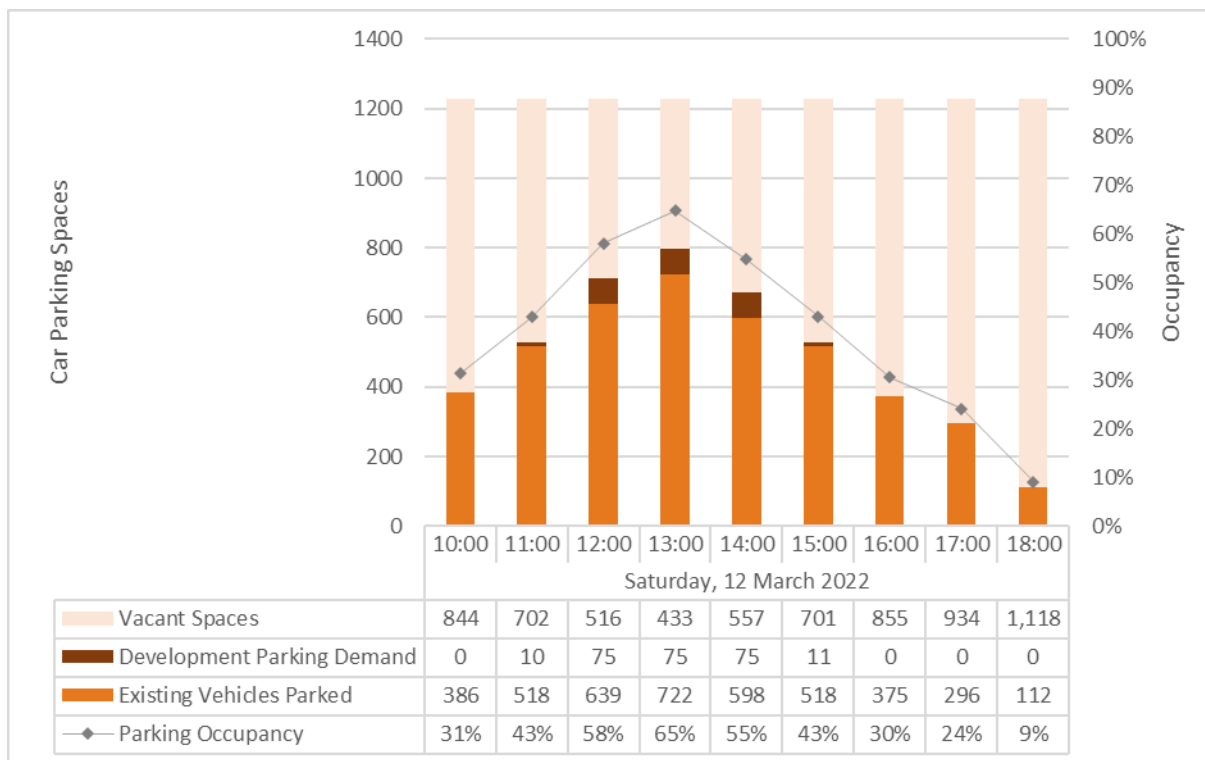


Figure 13: Anticipated Post-Development On-Street Car Parking Conditions

4.2 Accessible Car Parking Assessment

4.2.1 Statutory Accessible Car Parking Requirement

The PVAGC specifies that:

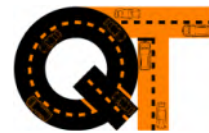
"Notwithstanding any provision in the Building Code of Australia or in AS2890, parking spaces for people with disabilities are to comprise a minimum of 3% (rounded up to the nearest whole number) of the total number of car parking spaces required in accordance with this code, with a higher provision rate required for car parks serving health facilities and other facilities which provide services for aged persons and people with disabilities."

On this basis, Table 4 below sets out the statutory requirement for accessible car parking for the proposed development.

Table 4: Statutory Requirement for Accessible Car Parking

Source	Number	Rate	Requirement
AS2890	-	(No requirement)	-
Building Code of Australia	75 spaces	1 for every 100 spaces or part thereof	1 space
PVAGC	75 spaces	3% of total spaces required	3 spaces

The accessible car parking requirements of the PVAGC are critical. On this basis, the proposed development requires a minimum of three (3) accessible car parking spaces.



4.2.2 Accessible Car Parking Provision

The proposed development includes two (2) accessible car parking spaces (and associated shared area). This provision results in a shortfall of one (1) accessible car parking space.

On this basis, it is recommended to convert two (2) standard car parking spaces, within the existing off-street carpark to the north of the site, to one (1) accessible car parking space (and associated shared area).

4.3 Motorcycle Parking Assessment

4.3.1 Statutory Motorcycle Parking Requirement

The *PVAGC* specifies that:

"Three dedicated [motorcycle parking] spaces per 100 car parking spaces are required, with a minimum provision of one [motorcycle parking] space for carparks with a minimum of 30 car parking spaces."

On this basis, the proposed development has a statutory requirement for two (2) motorcycle parking spaces.

4.3.2 Motorcycle Parking Provision

The proposed site plan (Figure 12, page 13) does not show any dedicated motorcycle parking spaces. Should a patron or staff member travel to the proposed development by motorcycle, it would be appropriate for the motorcycle to be parked in a standard car parking space, within the vicinity of the subject site.

4.4 Bicycle Parking Assessment

4.4.1 Statutory Bicycle Parking Requirement

The *Bicycle Parking General Code (BPGC)* prescribes the number of bicycle parking spaces required to serve a range of land uses within the ACT. For places of assembly the *BPGC* specifies a requirement for one (1) convenient bicycle parking space per 50 patrons (with a minimum of two (2) convenient bicycle parking spaces). Furthermore, the *BPGC* specifies a requirement for one (secure bicycle parking space per 1,500 patrons, after the first 1,500 patrons. On this basis, the proposed development has a statutory requirement for three (3) convenient bicycle parking spaces and no requirement for secure bicycle parking spaces.

4.4.2 Bicycle Parking Provision

The proposed development plans do not show any dedicated bicycle parking spaces. It is recommended to provide a minimum of two (2) bicycle rails adjacent to the entrance to the pavilion. This will satisfy the statutory requirements for convenient bicycle parking.

Given the small number of staff at the proposed development, it is considered appropriate for any staff bicycle parking demands to be accommodated informally within the pavilion.



4.5 End-of-Trip Facilities Assessment

4.5.1 Statutory End-of-Trip Facility Requirement

The *BPGC* prescribes the number of showers (and by extension end-of-trip facilities) required, based on the number of bicycle parking spaces required to serve the demands of employees.

As the *BPGC* does not have any requirement for (secure) staff bicycle parking, the proposed development has no statutory requirement for end-of-trip facilities.

4.5.2 End-of-Trip Facility Provision

The proposed development includes six (6) showers within the new pavilion, plus seven (7) showers within the existing grandstand, all of which are appropriate for use as an end-of-trip facilities. This provision significantly exceeds the statutory requirement for end-of-trip facilities at the proposed development.

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5 Development Conditions

The following sections summarise the expected traffic conditions with the proposed development.

5.1 Traffic Demands

5.1.1 Traffic Generation

As aforementioned, the proposed development is expected to generate in the order of 65 vehicle trips in the hour before a function / event. This reflects a peak traffic generation of one (1) vehicle trip every 55s, on average, associated with the development.

5.1.2 Traffic Distribution

Development traffic demands have been distributed, based on the existing traffic demands, between Ainsworth Street, to the north and to the southwest.

5.1.3 Traffic Demand Summary

Figure 14 below presents the development traffic demands, in vehicles per hour (veh/h), expected at the Ainsworth Street / Albermarle Place and Ainsworth Street / Carpark Access intersections during the hour before a function / event begins.

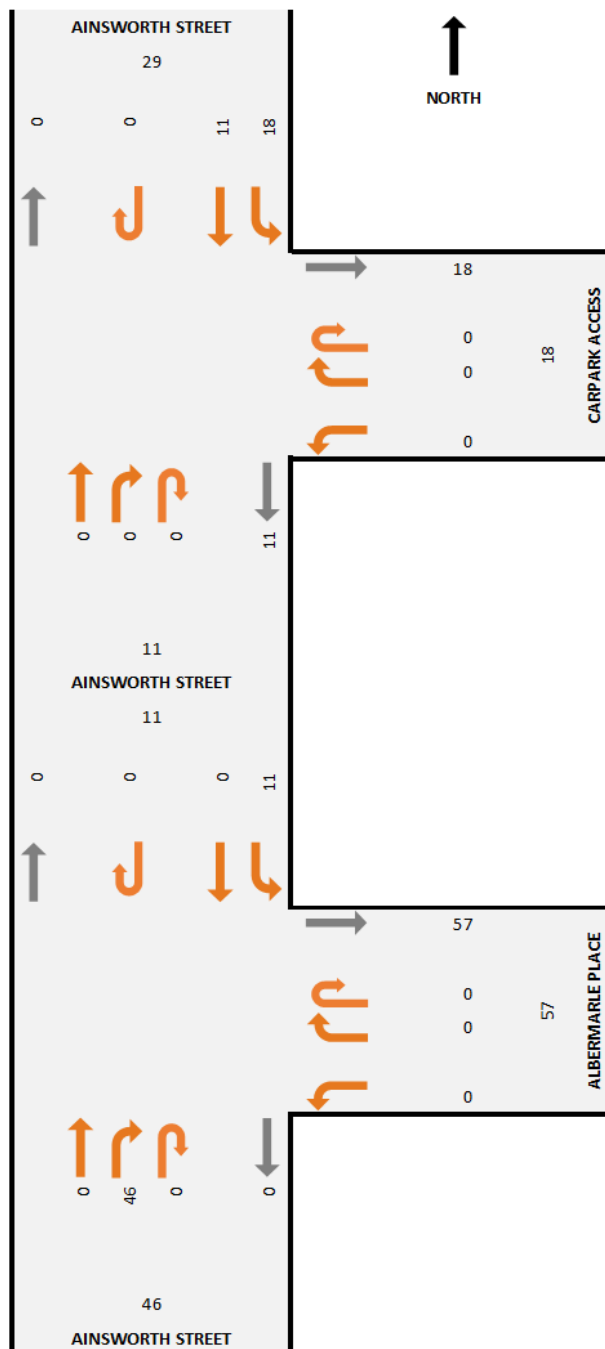


Figure 14: Anticipated Development Traffic Demands

5.2 Intersection Performance

Figure 15 below presents the adopted traffic volumes during the Saturday peak hour, under the development scenario.

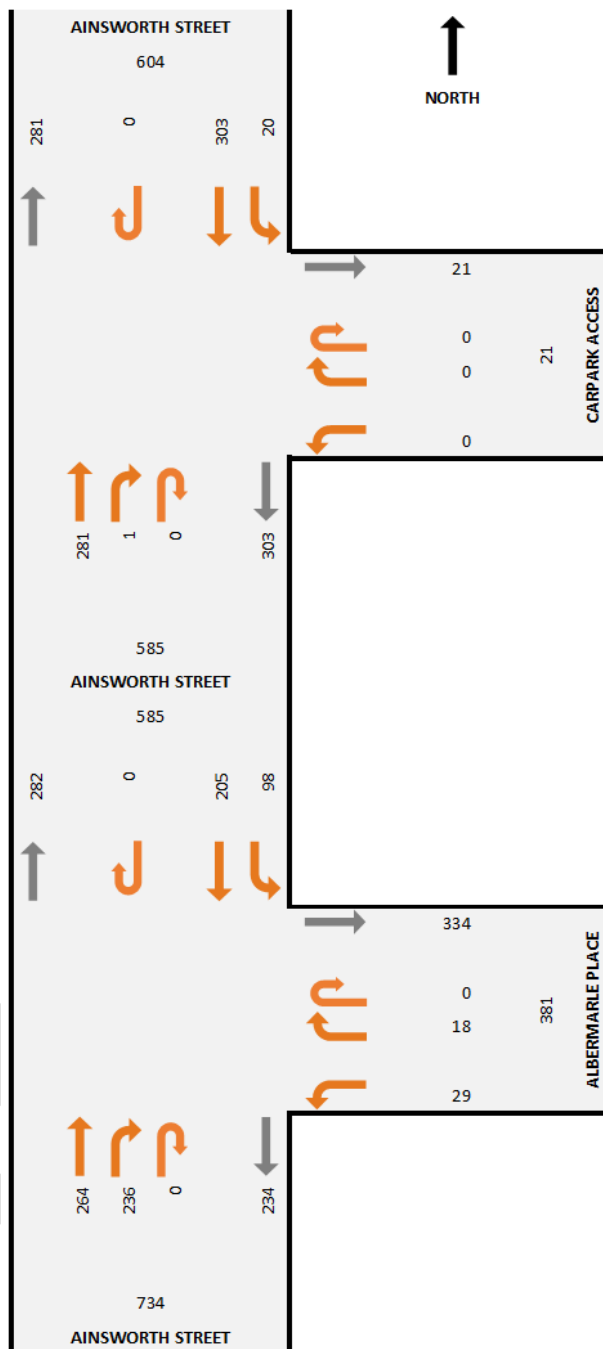


Figure 15: Traffic Demands – Post-Development

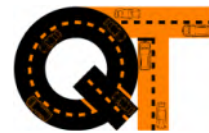
Table 5 below summarises the performance of the Ainsworth Street / Albermarle Place and Ainsworth Street / Carpark Access intersections under the development scenario (with the proposed development). The existing intersection geometry (Figure 8, page 9) has been retained for this analysis. Full details are provided at Appendix E.



Table 5: Intersection Performance Summary – Development Scenario

Approach	AM Peak Hour			
	DOS	Delay	LOS	Queue
Ainsworth Street / Albermarle Place				
Southeast: Albermarle Place	0.06	7s	LOS A	2m
Northeast: Ainsworth Street	0.17	2s	LOS A	0m
Southwest: Ainsworth Street	0.19	7s	LOS A	5m
Total	0.19	7s	LOS A	-
Ainsworth Street / Carpark Access				
South: Ainsworth Street	0.16	0s	LOS A	0m
East: Carpark Access	0.00	2s	LOS A	0m
North: Ainsworth Street	0.17	0s	LOS A	0m
Total	0.17	2s	LOS A	-

The intersection performance analysis indicates that the intersection will continue to operate well, with considerable available capacity, negligible delays and negligible queues during each of the identified peak hours.

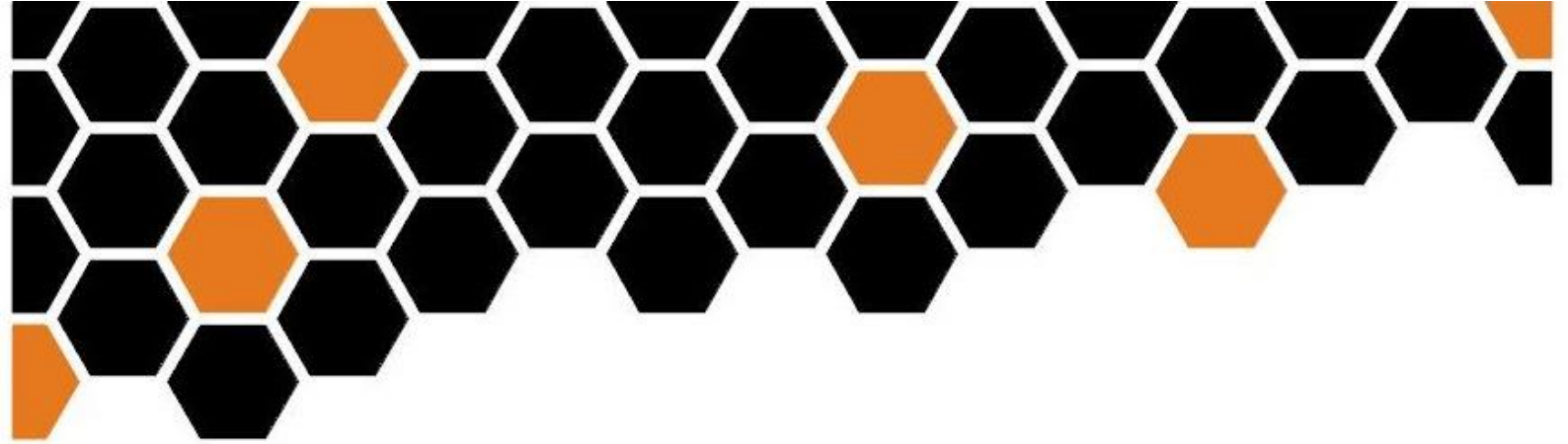


6 Conclusions

Quantum Traffic have been engaged by ACOR Consultants to provide traffic engineering advice in relation to the proposed upgrades to Phillip Enclosed Oval on Block 13 Section 1 in Phillip. The traffic and parking analyses undertaken in relation to the proposed development have concluded that:

- a) The site is located on the northern side of Albermarle Place, approximately 1.0km east of Woden Town Centre. While the site is located in close proximity to existing active travel and public transport networks, trips to and from the site are expected to occur primarily by private motor vehicle, due to the types of activity on the site and the existing supply of public car parking in the vicinity of the site,
- b) The Ainsworth Street / Albermarle Place and Ainsworth Street / Carpark Access intersections currently operate well, with considerable available capacity and negligible delays or queue lengths,
- c) No particular road safety issues in the vicinity of the subjects site based on a review of the publicly-available crash data,
- d) Spot parking surveys identified a significant supply of available public car parking, within 200m walking distance of the subject site, under existing conditions,
- e) The proposal is to redevelop the site to upgrade the sporting facilities and construct a new pavilion, to allow functions / events of up to 150 patrons, to be hosted at the subject site. A small on-site carpark (three (3) car parking spaces) is proposed to be constructed to the south of the new pavilion, with access proposed via Albermarle Place,
- f) It is recommended to provide one (1) additional accessible car parking space within the existing carpark to the north of the subject site. Furthermore, it is recommended to provide two (2) bicycle rails on the subject site, in the vicinity of the pedestrian entrances to the new pavilion,
- g) The design of the proposed on-site carpark and vehicle access accords with, or exceeds, the relevant design standards,
- h) The proposed development is expected to generate a peak demand for up to 75 car parking spaces, including 21 associated with staff and up to 54 associated with patrons. The analysis indicates that these development car parking demands can be comfortably accommodated within the existing available public car parking in the vicinity of the site,
- i) The proposed development is expected to generate approximately 65 vehicle trips in the hour before a function / event begins. The Ainsworth Street / Albermarle Place and Ainsworth Street / Carpark Access intersections are expected to continue to operate well, with negligible delays and queueing, under the anticipated development traffic volumes.

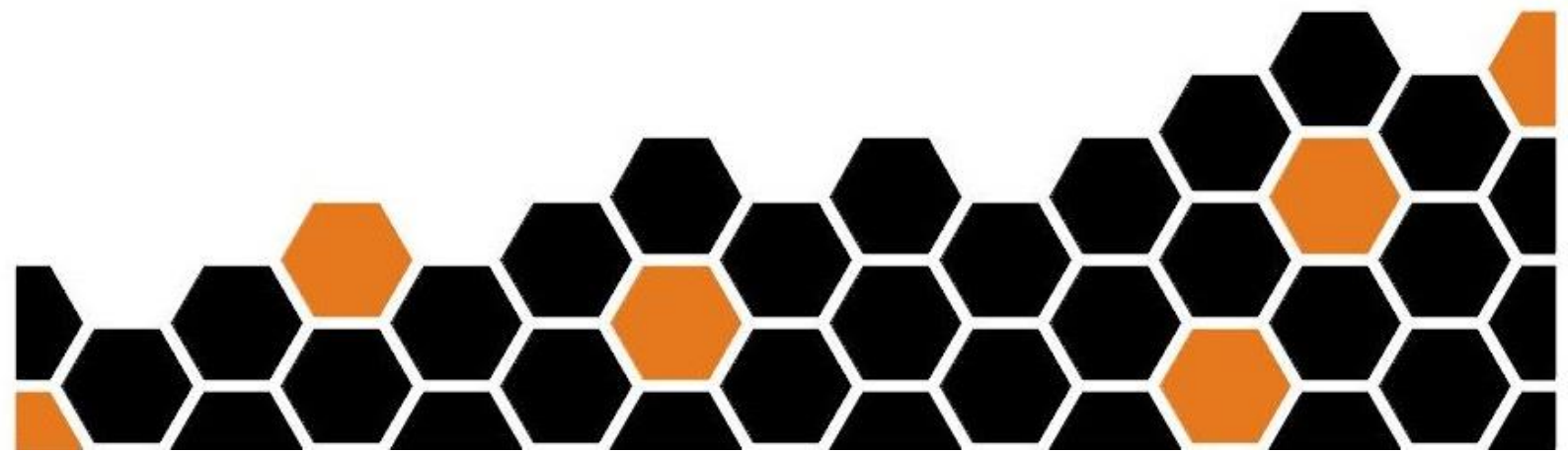
On the basis of the above, there are no traffic engineering reasons why the proposed development should not be approved, subject to appropriate conditions.



Appendix A

Turning Movement Count Data

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TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

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Intersection of Carpark and Ainsworth St, Phillip

GPS -35.345650, 149.096744

Date:	Sat 12/03/22
Weather:	Overcast
Suburban:	Phillip
Customer:	Quantum

North:	Ainsworth St
East:	Carpark
South:	Ainsworth St
West:	N/A

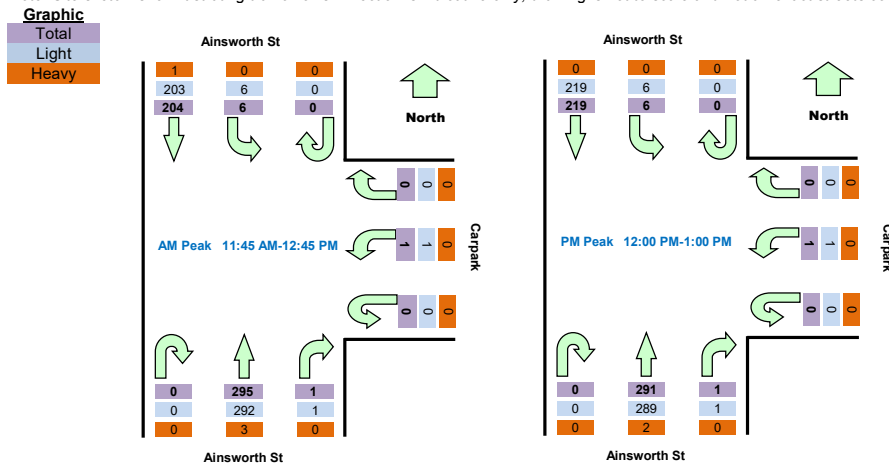
Survey Period	AM:	10:00 AM-12:00 PM
	PM:	12:00 PM-6:00 PM
Traffic Peak	AM:	11:45 AM-12:45 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

Time		North Approach Ainsworth S			East Approach Carpark			South Approach Ainsworth S			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
10:00	10:15	0	42	0	0	0	0	0	0	55	420	
10:15	10:30	0	44	0	0	0	0	1	1	60	453	
10:30	10:45	0	45	2	0	0	0	0	2	60	467	
10:45	11:00	0	42	0	0	0	0	0	0	66	460	
11:00	11:15	0	58	1	0	0	0	0	0	71	476	Peak
11:15	11:30	0	52	1	0	0	0	0	0	67	485	
11:30	11:45	0	48	0	0	0	0	0	1	53	488	
11:45	12:00	0	45	0	0	0	0	0	0	79	507	
12:00	12:15	0	61	0	0	0	0	0	0	78	518	Peak
12:15	12:30	0	53	6	0	0	0	0	1	63	494	
12:30	12:45	0	45	0	0	0	1	0	0	75	470	
12:45	13:00	0	60	0	0	0	0	0	0	75	465	
13:00	13:15	0	50	0	0	0	2	0	2	61	424	
13:15	13:30	0	48	0	0	0	0	0	0	51	422	
13:30	13:45	0	61	0	0	0	0	0	1	54	429	
13:45	14:00	0	43	0	0	1	1	0	0	49	408	
14:00	14:15	0	54	0	0	0	1	0	0	58	429	
14:15	14:30	0	69	0	0	0	1	0	0	36	436	
14:30	14:45	0	43	0	0	0	1	0	0	51	448	
14:45	15:00	0	52	1	0	0	2	0	0	60	489	
15:00	15:15	0	55	0	0	4	2	0	0	59	478	
15:15	15:30	0	66	0	0	0	0	0	0	52	453	
15:30	15:45	0	68	0	0	2	1	0	0	65	431	
15:45	16:00	0	42	0	0	2	2	0	0	58	383	
16:00	16:15	0	44	1	0	0	0	0	0	50	389	
16:15	16:30	0	39	0	0	0	0	0	1	56	379	
16:30	16:45	0	31	0	0	0	0	0	0	57	375	
16:45	17:00	1	51	0	0	0	1	0	1	56	376	
17:00	17:15	0	34	0	0	0	0	0	1	50	365	
17:15	17:30	0	40	1	0	0	0	0	0	51		
17:30	17:45	0	31	1	0	0	1	0	2	54		
17:45	18:00	0	45	1	0	2	1	0	3	47		

Peak Time		North Approach Ainsworth S			East Approach Carpark			South Approach Ainsworth S			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
11:45	12:45	0	204	6	0	0	1	0	1	295	507
12:00	13:00	0	219	6	0	0	1	0	1	291	518

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Carpark and Ainsworth St, Phillip

GPS -35.345650, 149.096744

Date:	Sat 12/03/22
Weather:	Overcast
Suburban:	Phillip
Customer:	Quantum

North:	Ainsworth St
East:	Carpark
South:	Ainsworth St
West:	N/A

Survey	AM:	10:00 AM-12:00 PM
Period	PM:	12:00 PM-6:00 PM
Traffic	AM:	11:45 AM-12:45 PM
Peak	PM:	12:00 PM-1:00 PM

Light Vehicles

Time		North Approach Ainsworth S			East Approach Carpark			South Approach Ainsworth S		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
10:00	10:15	0	42	0	0	0	0	0	0	55
10:15	10:30	0	44	0	0	0	0	1	1	58
10:30	10:45	0	44	2	0	0	0	0	2	60
10:45	11:00	0	41	0	0	0	0	0	0	65
11:00	11:15	0	58	1	0	0	0	0	0	70
11:15	11:30	0	52	1	0	0	0	0	0	65
11:30	11:45	0	47	0	0	0	0	0	1	52
11:45	12:00	0	44	0	0	0	0	0	0	77
12:00	12:15	0	61	0	0	0	0	0	0	78
12:15	12:30	0	53	6	0	0	0	0	1	62
12:30	12:45	0	45	0	0	0	1	0	0	75
12:45	13:00	0	60	0	0	0	0	0	0	74
13:00	13:15	0	48	0	0	0	2	0	2	61
13:15	13:30	0	48	0	0	0	0	0	0	50
13:30	13:45	0	61	0	0	0	0	0	0	54
13:45	14:00	0	42	0	0	1	0	0	0	48
14:00	14:15	0	54	0	0	0	1	0	0	57
14:15	14:30	0	68	0	0	0	1	0	0	35
14:30	14:45	0	43	0	0	0	1	0	0	51
14:45	15:00	0	52	1	0	0	2	0	0	60
15:00	15:15	0	55	0	0	4	2	0	0	59
15:15	15:30	0	64	0	0	0	0	0	0	52
15:30	15:45	0	68	0	0	2	1	0	0	65
15:45	16:00	0	42	0	0	2	2	0	0	58
16:00	16:15	0	42	1	0	0	0	0	0	50
16:15	16:30	0	38	0	0	0	0	0	1	55
16:30	16:45	0	31	0	0	0	0	0	0	57
16:45	17:00	1	51	0	0	0	1	0	1	55
17:00	17:15	0	33	0	0	0	0	0	1	49
17:15	17:30	0	39	1	0	0	0	0	0	51
17:30	17:45	0	30	1	0	0	1	0	2	54
17:45	18:00	0	45	1	0	2	1	0	3	46

Peak Time		North Approach Ainsworth S			East Approach Carpark			South Approach Ainsworth S			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
11:45	12:45	0	203	6	0	0	1	0	1	292	503
12:00	13:00	0	219	6	0	0	1	0	1	289	516

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Albermarle PI and Ainsworth St, Phillip

GPS -35.346906, 149.096244

Date:	Sat 12/03/22
Weather:	Overcast
Suburban:	Phillip
Customer:	Quantum

North:	Ainsworth St
East:	Albermarle PI
South:	Ainsworth St
West:	N/A

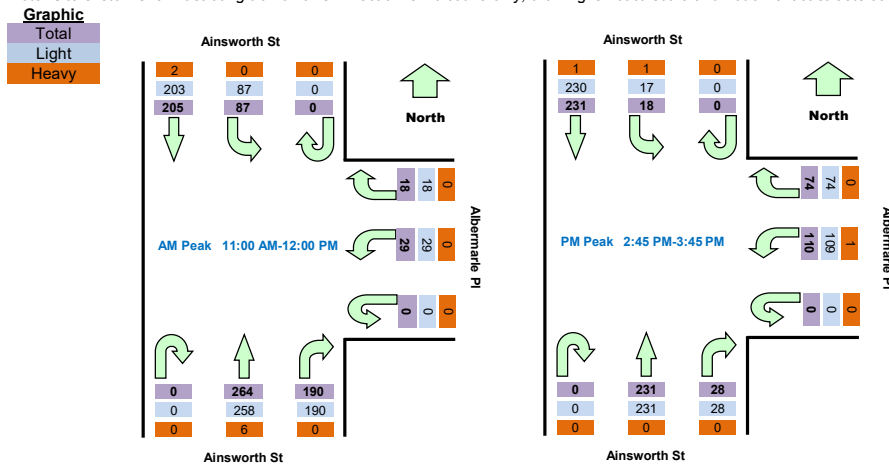
Survey Period	AM: 10:00 AM-12:00 PM
	PM: 12:00 PM-6:00 PM
Traffic Peak	AM: 11:00 AM-12:00 PM
	PM: 2:45 PM-3:45 PM

All Vehicles

Time		North Approach Ainsworth			East Approach Albermarle			South Approach Ainsworth			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
10:00	10:15	0	40	3	0	2	5	0	5	53	503	
10:15	10:30	0	45	9	0	2	1	0	17	56	601	
10:30	10:45	0	44	4	0	1	5	0	9	59	668	
10:45	11:00	0	42	6	0	3	6	0	23	63	727	
11:00	11:15	0	62	16	0	4	7	0	47	70	793	Peak
11:15	11:30	0	55	18	0	4	7	0	47	66	787	
11:30	11:45	0	47	22	0	6	9	0	45	52	754	
11:45	12:00	0	41	31	0	4	6	0	51	76	712	
12:00	12:15	0	56	22	0	3	10	0	33	76	656	
12:15	12:30	0	53	12	0	8	14	0	15	62	597	
12:30	12:45	0	43	4	0	4	11	0	4	73	561	
12:45	13:00	0	57	1	0	9	8	0	7	71	569	
13:00	13:15	0	49	3	0	5	18	0	8	58	540	
13:15	13:30	0	45	6	0	8	12	0	8	49	540	
13:30	13:45	0	61	2	0	9	14	1	4	56	561	
13:45	14:00	0	43	1	0	10	15	1	6	48	572	
14:00	14:15	0	55	2	0	7	17	0	8	52	615	
14:15	14:30	0	66	2	0	13	24	0	6	38	658	
14:30	14:45	0	41	5	0	17	35	0	9	51	675	
14:45	15:00	0	51	4	0	20	29	0	5	58	692	Peak
15:00	15:15	0	50	4	0	25	36	0	9	60	660	
15:15	15:30	0	63	7	0	23	18	0	4	51	588	
15:30	15:45	0	67	3	0	6	27	0	10	62	527	
15:45	16:00	0	41	3	0	7	18	0	11	55	452	
16:00	16:15	0	42	2	0	2	11	0	7	48	432	
16:15	16:30	0	38	1	0	2	6	0	3	55	413	
16:30	16:45	0	31	0	0	5	9	0	3	52	411	
16:45	17:00	0	51	1	0	5	2	0	4	52	404	
17:00	17:15	0	33	1	0	1	3	0	5	50	399	
17:15	17:30	0	37	3	0	3	5	0	7	48		
17:30	17:45	0	32	0	0	2	4	0	1	54		
17:45	18:00	0	44	2	0	3	9	0	5	47		

Peak Time		North Approach Ainsworth			East Approach Albermarle			South Approach Ainsworth			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
11:00	12:00	0	205	87	0	18	29	0	190	264	793
14:45	15:45	0	231	18	0	74	110	0	28	231	692

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

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Intersection of Albermarle PI and Ainsworth St, Phillip

GPS -35.346906, 149.096244

Date:	Sat 12/03/22
Weather:	Overcast
Suburban:	Phillip
Customer:	Quantum

North:	Ainsworth St
East:	Albermarle PI
South:	Ainsworth St
West:	N/A

Survey	AM:	10:00 AM-12:00 PM
Period	PM:	12:00 PM-6:00 PM
Traffic	AM:	11:00 AM-12:00 PM
Peak	PM:	2:45 PM-3:45 PM

Light Vehicles

Time		North Approach Ainsworth			East Approach Albermarle			South Approach Ainsworth		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
10:00	10:15	0	40	3	0	2	5	0	5	53
10:15	10:30	0	45	9	0	2	1	0	17	54
10:30	10:45	0	43	4	0	1	5	0	9	59
10:45	11:00	0	41	6	0	3	6	0	23	62
11:00	11:15	0	62	16	0	4	7	0	47	69
11:15	11:30	0	55	18	0	4	7	0	47	64
11:30	11:45	0	46	22	0	6	9	0	45	51
11:45	12:00	0	40	31	0	4	6	0	51	74
12:00	12:15	0	56	22	0	3	10	0	33	76
12:15	12:30	0	53	12	0	8	14	0	15	61
12:30	12:45	0	43	4	0	4	11	0	4	73
12:45	13:00	0	57	1	0	9	8	0	7	70
13:00	13:15	0	47	3	0	5	18	0	8	58
13:15	13:30	0	45	6	0	8	12	0	8	48
13:30	13:45	0	61	2	0	9	14	1	4	55
13:45	14:00	0	42		0	10	14	1	6	47
14:00	14:15	0	55	2	0	7	17	0	8	51
14:15	14:30	0	65	2	0	13	24	0	6	37
14:30	14:45	0	41	5	0	17	35	0	9	51
14:45	15:00	0	51	4	0	20	29	0	5	58
15:00	15:15	0	50	4	0	25	36	0	9	60
15:15	15:30	0	62	6	0	23	18	0	4	51
15:30	15:45	0	67	3	0	6	26	0	10	62
15:45	16:00	0	41	3	0	7	18	0	11	55
16:00	16:15	0	40	2	0	2	11	0	7	48
16:15	16:30	0	37	1	0	2	6	0	3	54
16:30	16:45	0	31	0	0	5	9	0	3	52
16:45	17:00	0	51	1	0	5	2	0	4	51
17:00	17:15	0	32	1	0	1	3	0	5	49
17:15	17:30	0	36	3	0	3	5	0	7	48
17:30	17:45	0	31	0	0	2	4	0	1	54
17:45	18:00	0	44	2	0	3	9	0	5	46

Peak Time		North Approach Ainsworth			East Approach Albermarle			South Approach Ainsworth			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
11:00	12:00	0	203	87	0	18	29	0	190	258	785
14:45	15:45	0	230	17	0	74	109	0	28	231	689

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Albermarle PI and Ainsworth St, Phillip

GPS -35.346906, 149.096244

Date:	Sat 12/03/22
Weather:	Overcast
Suburban:	Phillip
Customer:	Quantum

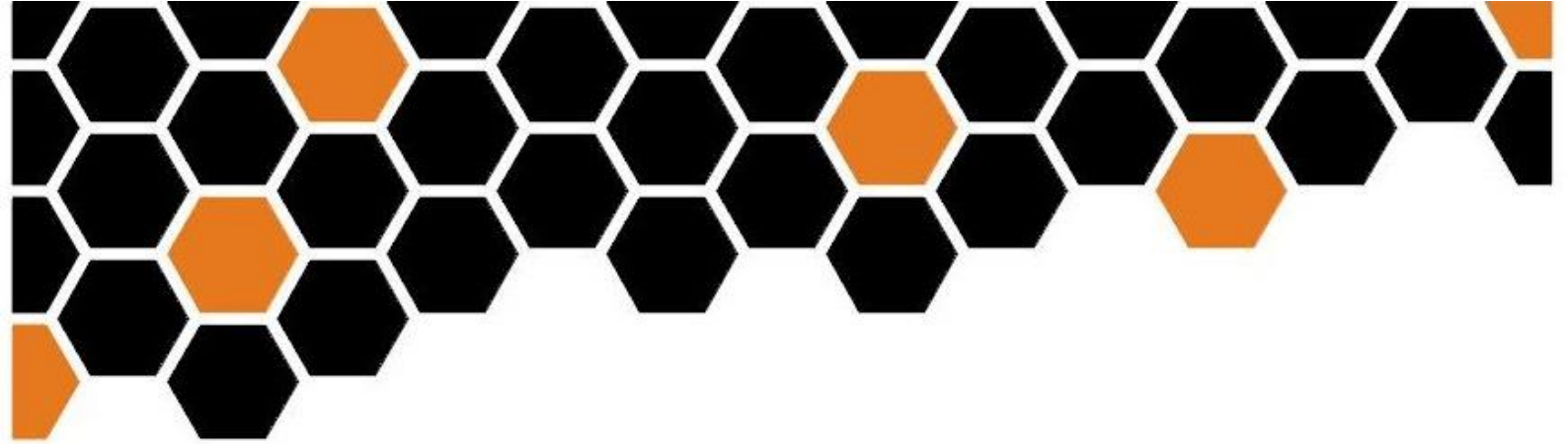
North:	Ainsworth St
East:	Albermarle PI
South:	Ainsworth St
West:	N/A

Survey	AM:	10:00 AM-12:00 PM
Period	PM:	12:00 PM-6:00 PM
Traffic	AM:	11:00 AM-12:00 PM
Peak	PM:	2:45 PM-3:45 PM

Heavy Vehicles

Time		North Approach Ainsworth			East Approach Albermarle			South Approach Ainsworth		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
10:00	10:15	0	0	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0	2
10:30	10:45	0	1	0	0	0	0	0	0	0
10:45	11:00	0	1	0	0	0	0	0	0	1
11:00	11:15	0	0	0	0	0	0	0	0	1
11:15	11:30	0	0	0	0	0	0	0	0	2
11:30	11:45	0	1	0	0	0	0	0	0	1
11:45	12:00	0	1	0	0	0	0	0	0	2
12:00	12:15	0	0	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0	0	1
12:30	12:45	0	0	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0	0	1
13:00	13:15	0	2	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0	0	1
13:30	13:45	0	0	0	0	0	0	0	0	1
13:45	14:00	0	1	1	0	0	1	0	0	1
14:00	14:15	0	0	0	0	0	0	0	0	1
14:15	14:30	0	1	0	0	0	0	0	0	1
14:30	14:45	0	0	0	0	0	0	0	0	0
14:45	15:00	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	1	1	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	1	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	2	0	0	0	0	0	0	0
16:15	16:30	0	1	0	0	0	0	0	0	1
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	1
17:00	17:15	0	1	0	0	0	0	0	0	1
17:15	17:30	0	1	0	0	0	0	0	0	0
17:30	17:45	0	1	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	1

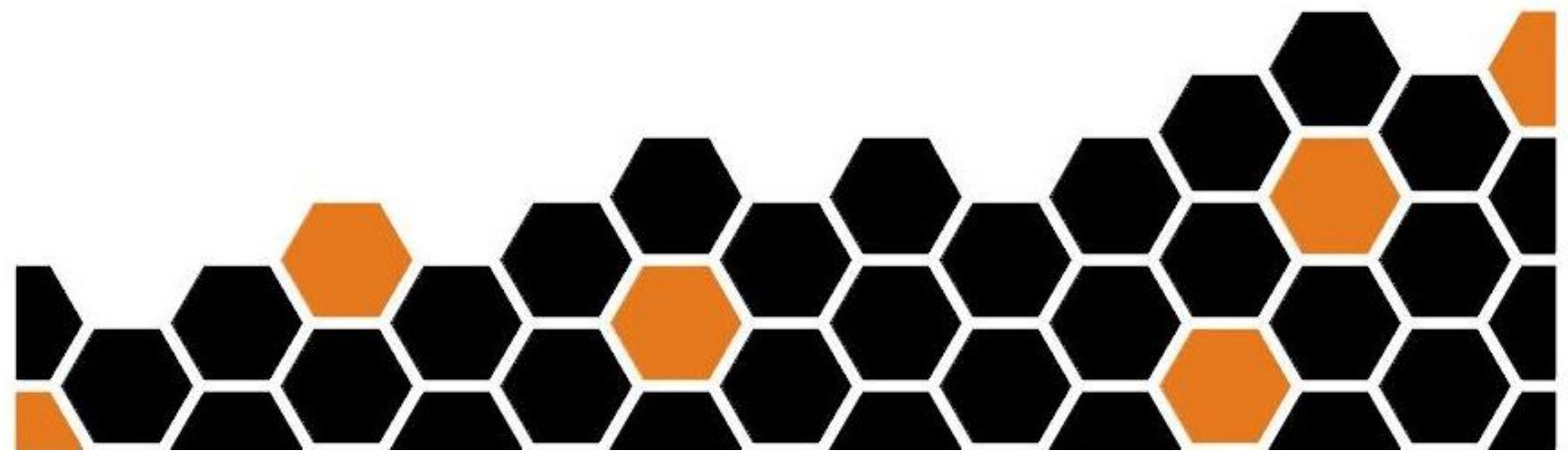
Peak Time		North Approach Ainsworth			East Approach Albermarle			South Approach Ainsworth			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
11:00	12:00	0	2	0	0	0	0	0	0	6	8
14:45	15:45	0	1	1	0	0	1	0	0	0	3



Appendix B

SIDRA Results – 2022 Existing Conditions

DRAFT



USER REPORT FOR NETWORK SITE

All Movement Classes



Project: 22-0008_rev0

Template: Site User Report



Site: [Ainsworth-Carpark - Sat 1pm (Site Folder: General)]



Network: 1 [ExCond - Sat 1pm (Network Folder: General)]

Ainsworth Street / Carpark Access
Existing Priority-Controlled T-Intersection
Site Category: 2022 Existing Conditions - Sat 1pm
Give-Way (Two-Way)

Site Layout

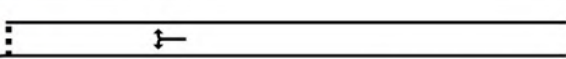
Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Ainsworth Street



Ainsworth Street



Carpark Access



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: Ainsworth Street														
2	T1	296	2.1	296	2.1	0.155	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
3	R2	1	0.0	1	0.0	0.155	6.7	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
Approach		297	2.1	297	2.1	0.155	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
East: Carpark Access														
4	L2	0	0.0	0	0.0	0.000	0.9	LOS A	0.0	0.0	0.39	0.21	0.39	14.5
6	R2	0	0.0	0	0.0	0.000	2.9	LOS A	0.0	0.0	0.39	0.21	0.39	42.8
Approach		0	0.0	0	0.0	0.000	1.9	LOS A	0.0	0.0	0.39	0.21	0.39	37.0
North: Ainsworth Street														
7	L2	2	0.0	2	0.0	0.159	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	39.6
8	T1	307	0.7	307	0.7	0.159	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		309	0.7	309	0.7	0.159	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.6
All Vehicles		607	1.4	607	1.4	0.159	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).

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

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

Lane Use and Performance															
	DEMAND FLOWS		ARRIVAL FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	veh/h	v/c	%	sec		[Veh]	[Dist]		m	%	%
South: Ainsworth Street															
Lane 1	297	2.1	297	2.1	1920	0.155	100	0.0	LOS A	0.0	0.1	Full	140	0.0	0.0
Approach	297	2.1	297	2.1		0.155		0.0	NA	0.0	0.1				
East: Carpark Access															
Lane 1	0	0.0	0	0.0	935	0.000	100	1.9	LOS A	0.0	0.0	Full	15	0.0	0.0
Approach	0	0.0	0	0.0		0.000		1.9	LOS A	0.0	0.0				
North: Ainsworth Street															
Lane 1	309	0.7	309	0.7	1941	0.159	100	0.1	LOS A	0.0	0.0	Full	290	0.0	0.0
Approach	309	0.7	309	0.7		0.159		0.1	NA	0.0	0.0				
Intersection	607	1.4	607	1.4		0.159		0.0	NA	0.0	0.1				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Lane LOS values are based on average delay per lane.

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

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 lanes.

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

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

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

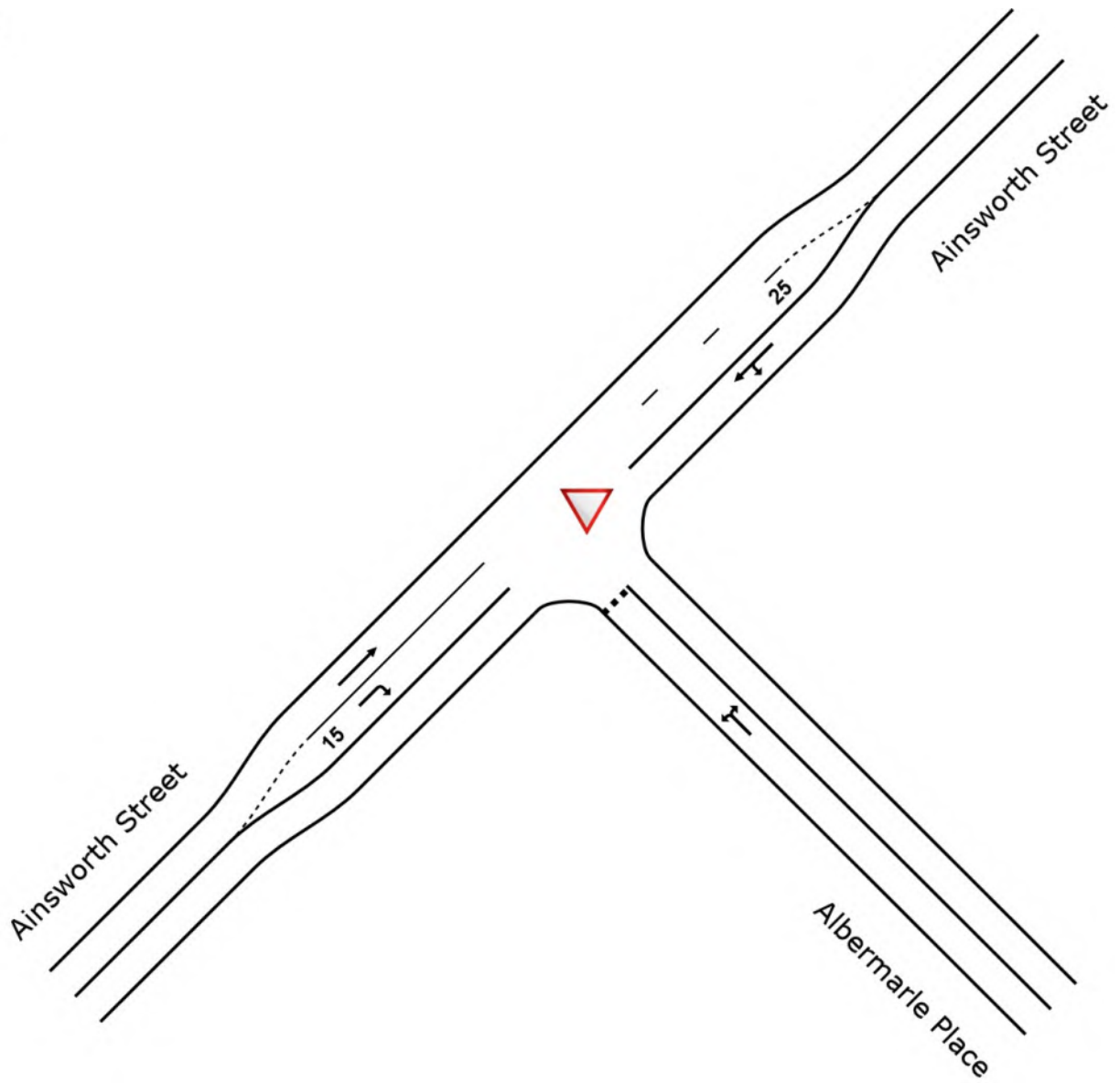
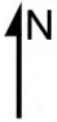
▼ Site: [Ainsworth-Albermarle - Sat 1pm (Site Folder: General)]

■ Network: 1 [ExCond - Sat 1pm (Network Folder: General)]

Ainsworth Street / Albermarle Place
Existing Priority-Controlled T-Intersection
Site Category: 2022 Existing Conditions - Sat 1pm
Give-Way (Two-Way)

Site Layout

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



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
SouthEast: Albermarle Place														
4	L2	31	0.0	31	0.0	0.059	5.2	LOS A	0.2	1.6	0.39	0.60	0.39	41.9
6	R2	19	0.0	19	0.0	0.059	10.3	LOS A	0.2	1.6	0.39	0.60	0.39	23.1
Approach		49	0.0	49	0.0	0.059	7.2	LOS A	0.2	1.6	0.39	0.60	0.39	38.1
NorthEast: Ainsworth Street														
7	L2	92	0.0	92	0.0	0.161	5.5	LOS A	0.0	0.0	0.00	0.18	0.00	45.5
8	T1	216	1.0	216	1.0	0.161	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	56.4
Approach		307	0.7	307	0.7	0.161	1.7	NA	0.0	0.0	0.00	0.18	0.00	54.1
SouthWest: Ainsworth Street														
2	T1	278	2.3	278	2.3	0.146	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
3	R2	200	0.0	200	0.0	0.148	6.6	LOS A	0.6	4.2	0.35	0.63	0.35	41.7
Approach		478	1.3	478	1.3	0.148	2.8	NA	0.6	4.2	0.15	0.26	0.15	49.7
All Vehicles		835	1.0	835	1.0	0.161	2.6	NA	0.6	4.2	0.11	0.25	0.11	50.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).

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

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

Lane Use and Performance															
	DEMAND FLOWS		ARRIVAL FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh]	[Dist]				
SouthEast: Albermarle Place															
Lane 1	49	0.0	49	0.0	841	0.059	100	7.2	LOS A	0.2	1.6	Full	70	0.0	0.0
Approach	49	0.0	49	0.0		0.059		7.2	LOS A	0.2	1.6				
NorthEast: Ainsworth Street															
Lane 1	307	0.7	307	0.7	1913	0.161	100	1.7	LOS A	0.0	0.0	Full	140	0.0	0.0
Approach	307	0.7	307	0.7		0.161		1.7	NA	0.0	0.0				
SouthWest: Ainsworth Street															
Lane 1	278	2.3	278	2.3	1905	0.146	100	0.0	LOS A	0.0	0.0	Full	290	0.0	0.0
Lane 2	200	0.0	200	0.0	1348	0.148	100	6.6	LOS A	0.6	4.2	Short	15	0.0	NA
Approach	478	1.3	478	1.3		0.148		2.8	NA	0.6	4.2				
Intersection	835	1.0	835	1.0		0.161		2.6	NA	0.6	4.2				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Lane LOS values are based on average delay per lane.

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

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 lanes.

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

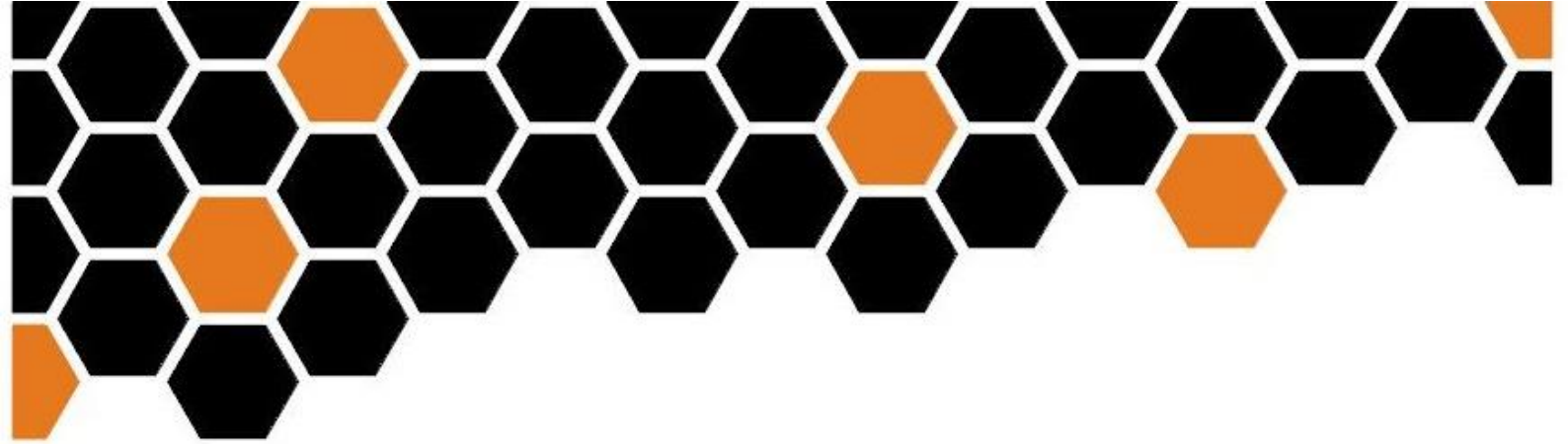
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

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

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Organisation: QUANTUM TRAFFIC PTY LTD | Licence: PLUS / 1PC | Created: Wednesday, 27 April 2022 2:48:23 PM

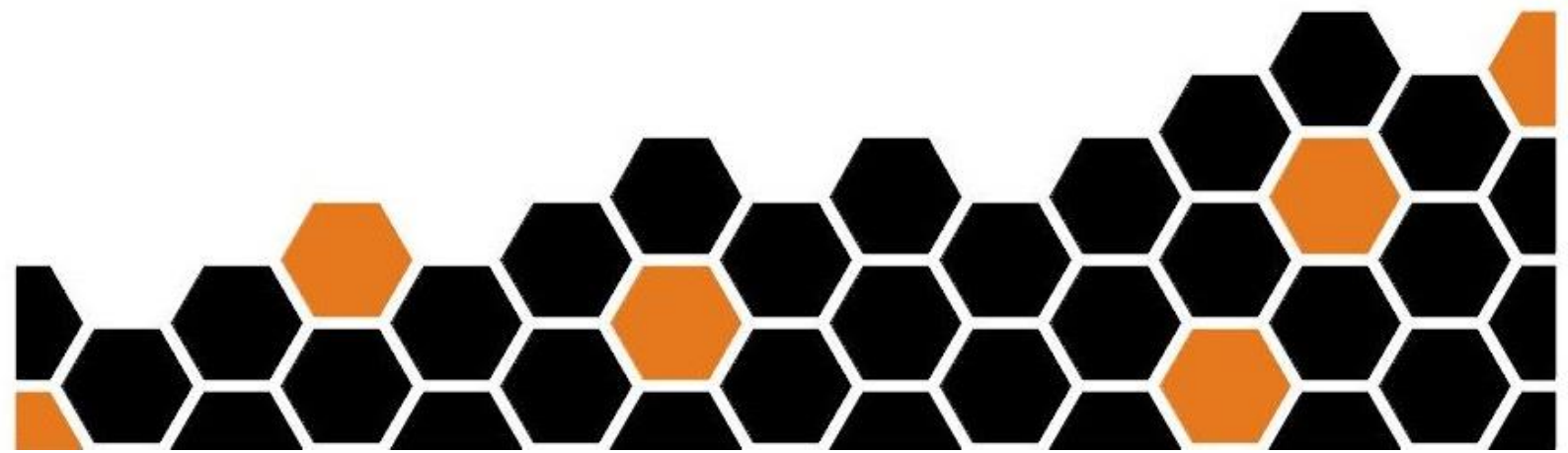
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Appendix C

On-Street Car Parking Observations


DRAFT

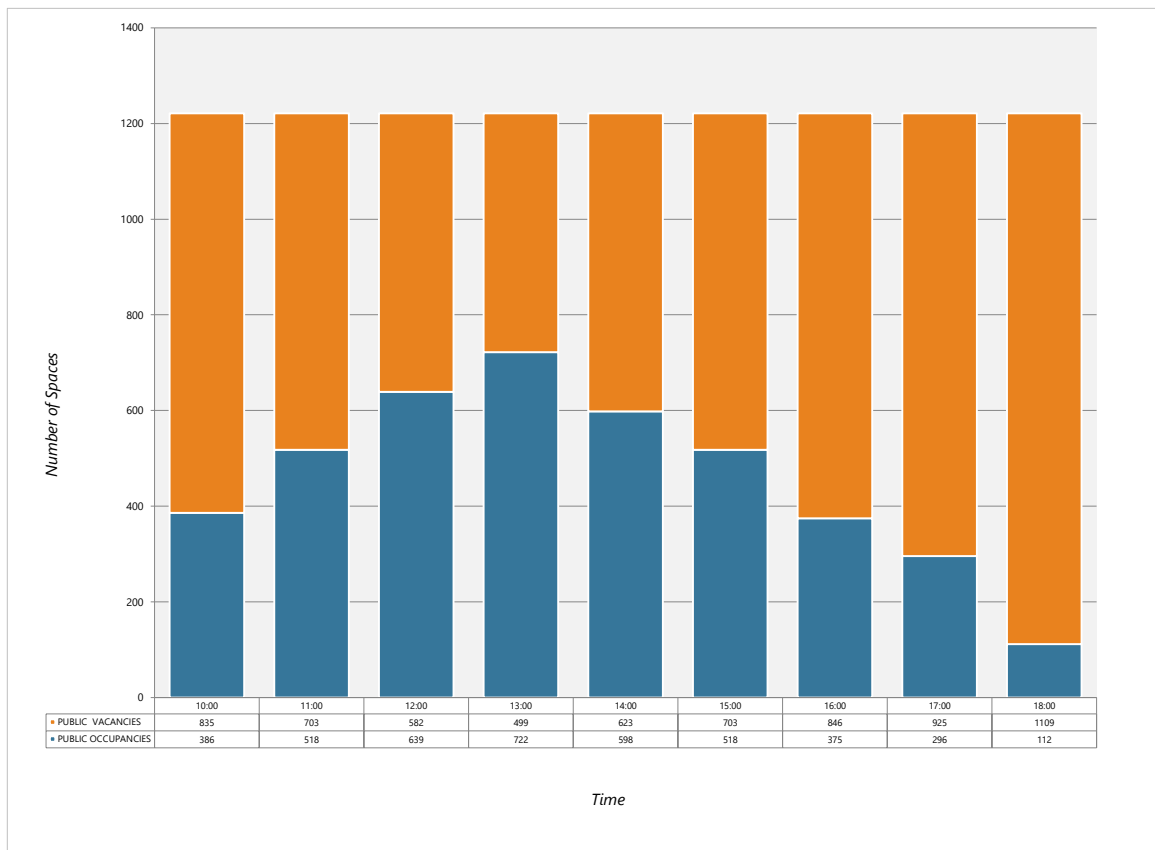


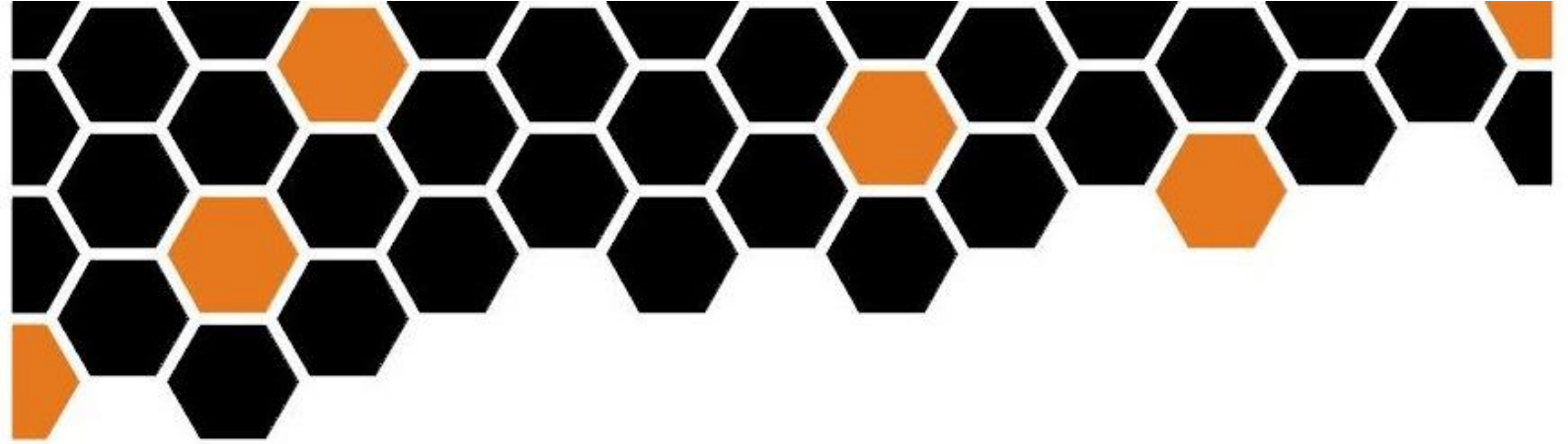
Parking Occupancy Survey

Date:	Saturday, 12 March 2022
Location:	Ainsworth St, Phillip
GPS:	-35.348025, 149.094808
Weather:	Fine
Customer:	Quantum Traffic

Public Parking (1/0)	Map Ref	Street	Section	Side	Restriction	Capacity	Parking Occupancy									
							10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	
1		Kitchener St	Yamna Dr to Ainsworth St	N	Bus Zone	3	0	0	0	0	0	0	0	0	0	0
1				S	Bus Zone	3	0	0	0	0	0	0	0	0	0	0
1		Ainsworth St	Kitchener St to Albermarle Pl	W	Bus Zone	1	0	0	0	0	0	0	0	0	0	0
1				E	Bus Zone	1	0	0	0	0	0	0	0	0	0	0
1			Off Street Carpark	E	3P 7:30am-6pm Mon-Fri	29	10	16	18	24	22	13	7	9	11	
0		Albermarle Pl	Ainsworth St to End	S	No Parking	0	0	0	0	0	0	0	0	0	0	
0				N	No Parking	0	0	0	0	0	0	0	0	0	0	
0		Ainsworth St	Albermarle Pl to Chaseling St	W	No Parking	0	0	0	0	0	0	0	0	0	0	
0				E	No Standing	0	0	0	0	0	0	0	0	0	0	
1			Chaseling St to Hindmarsh Dr	W	Bus Zone	1	0	0	0	0	0	0	0	0	0	
1				E	Bus Zone	1	0	0	0	0	0	0	0	0	0	
1		Chaseling St	Ainsworth St to Roundabout	N	1/2P 7:30am-6pm Mon-Fri	5	0	0	0	0	0	0	0	0	0	
1				S	1P 7:30am-6pm Mon-Fri	5	0	0	0	0	0	0	0	0	0	
1		Ainsworth St	Off Street Carpark	E	None	1172	376	502	621	698	576	505	368	287	101	
PUBLIC CAPACITY							1221	1221	1221	1221	1221	1221	1221	1221	1221	
PUBLIC OCCUPANCIES							386	518	639	722	598	518	375	296	112	
PUBLIC VACANCIES							835	703	582	499	623	703	846	925	1109	
PUBLIC % OCCUPANCIES							32%	42%	52%	59%	49%	42%	31%	24%	9%	

 not available for public parking

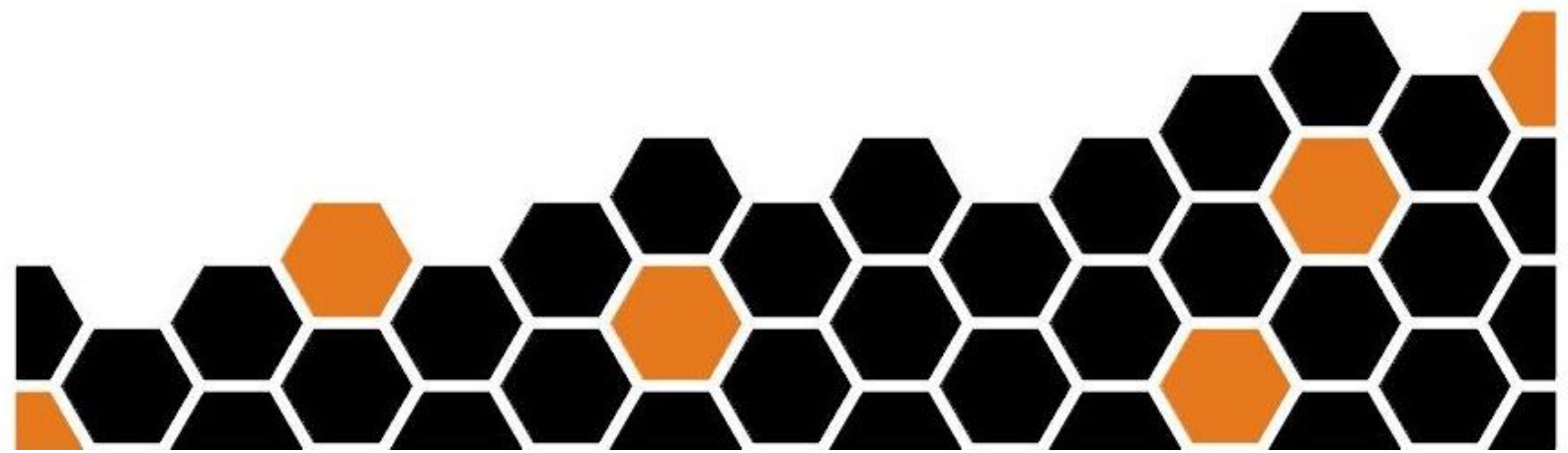


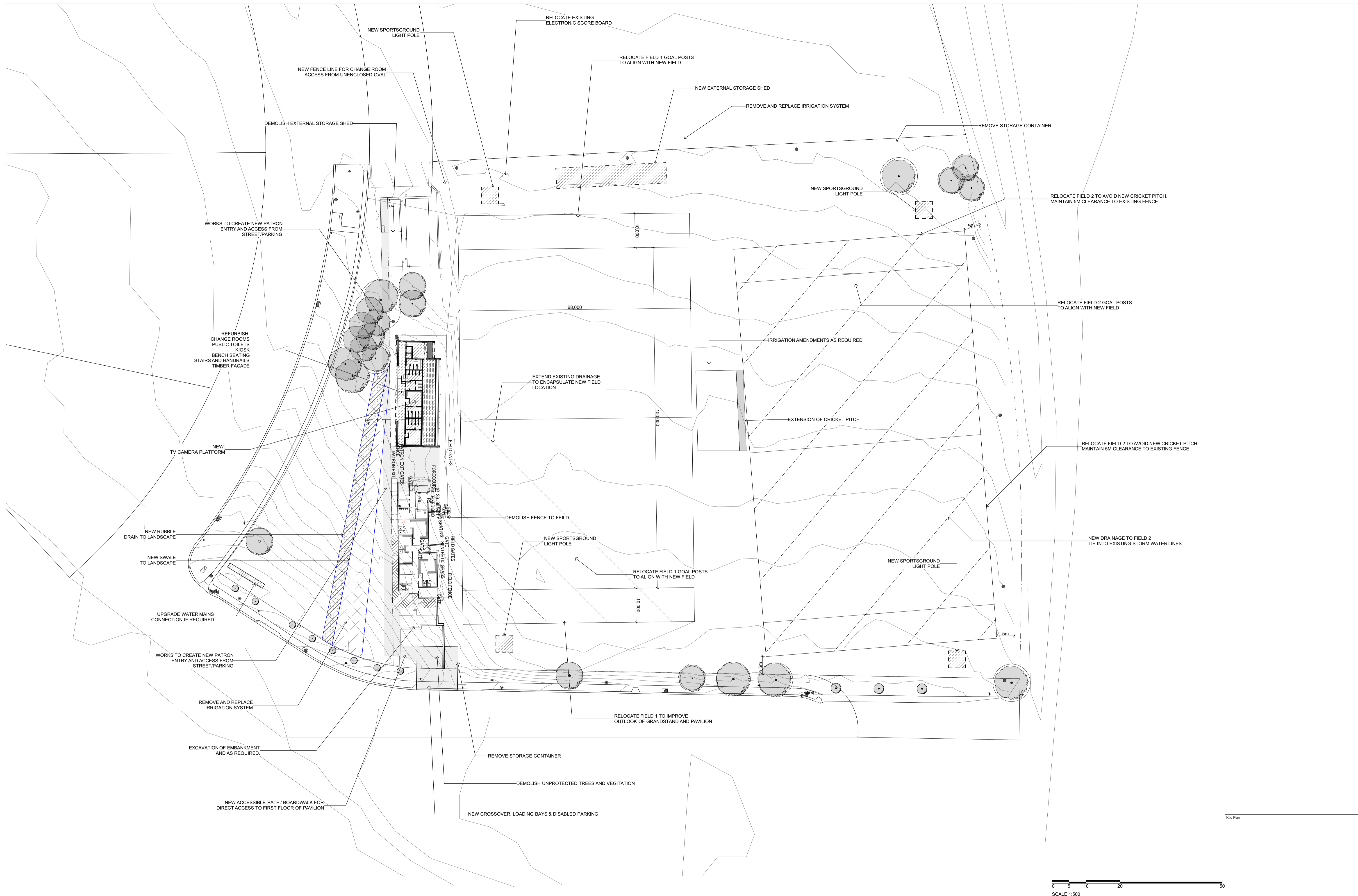


Appendix D

Proposed Development Plans

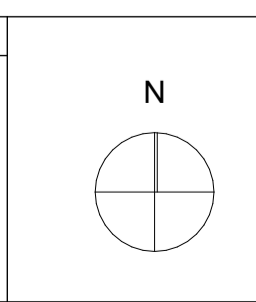
DRAFT





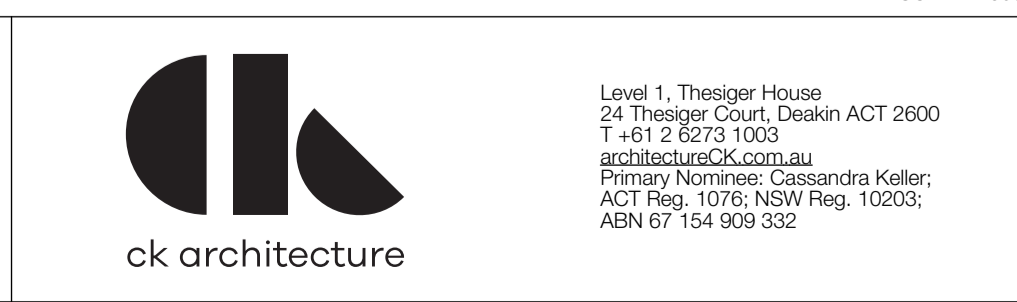
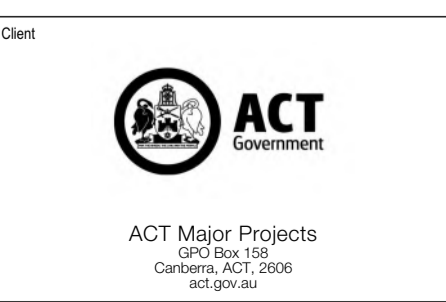
GENERAL NOTES

- ALL MEASUREMENTS ARE IN MILLIMETRES
- FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS
- CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE AND SEEK INSTRUCTIONS BEFORE PROCEEDING IF ANY DISCREPANCIES ARE FOUND

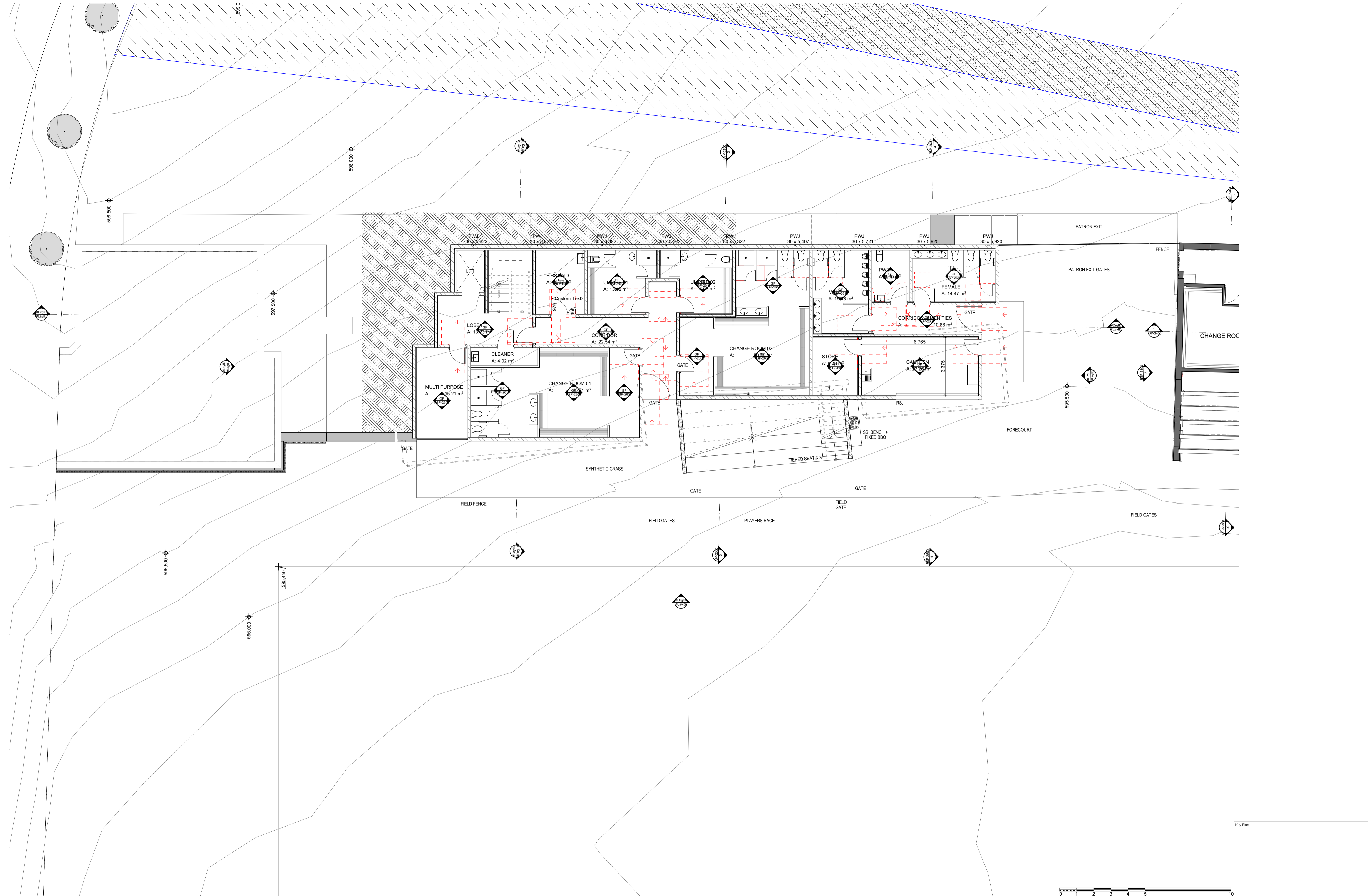


**PRELIMINARY
NOT FOR CONSTRUCTION**

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Rev	Date	Description	Rev	Date	Description
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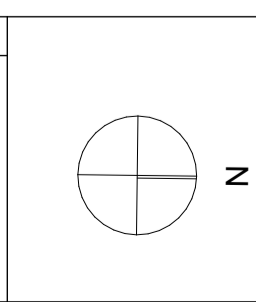


Project	Phillip Oval Upgrade	Scale	1:500, 1:100 @ A1
Address	160 Ainsworth Street, Phillip Ngunnawal Country, ACT	Plot Date	6/04/2022
Client	ACT Government	Project No.	21-042
Drawing No.	General PROPOSED SITE PLAN	Drawing No.	FSP-011
Issue		Issue	P1



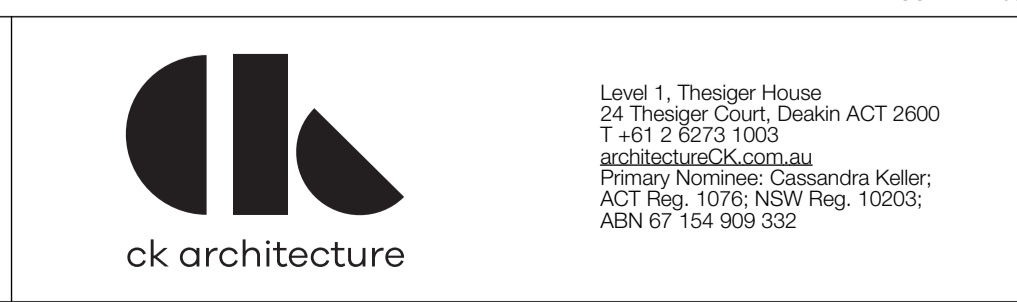
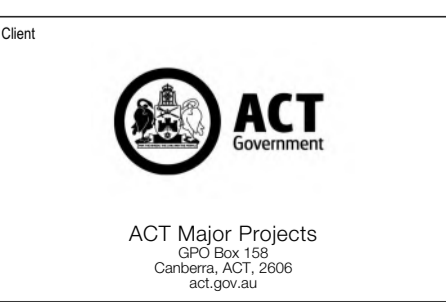
GENERAL NOTES

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- FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS
- CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE AND SEEK INSTRUCTIONS BEFORE PROCEEDING IF ANY DISCREPANCIES ARE FOUND



**PRELIMINARY
NOT FOR CONSTRUCTION**

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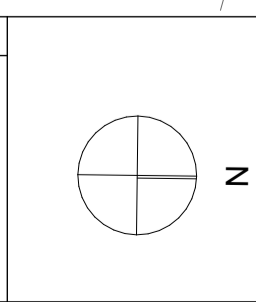


Project	Phillip Oval Upgrade	Scale	1:100 @ A1
Address	160 Ainsworth Street, Phillip Ngunnawal Country, ACT	Plot Date	6/04/2022
Client	ACT Major Projects GPO Box 155 Canberra, ACT, 2606 act.gov.au	Project No.	21-042
Architect	Level 1, The Siger House 24 The Siger Court, Deakin ACT 2600 T +61 2 9273 1003 architecture@ck.com.au Primary Nominnee: Cassandra Keller; ACT Reg. 1076; NSW Reg. 10203; ABN 67 154 909 332	Drawing No.	FSP-2210 P1
		Issue	



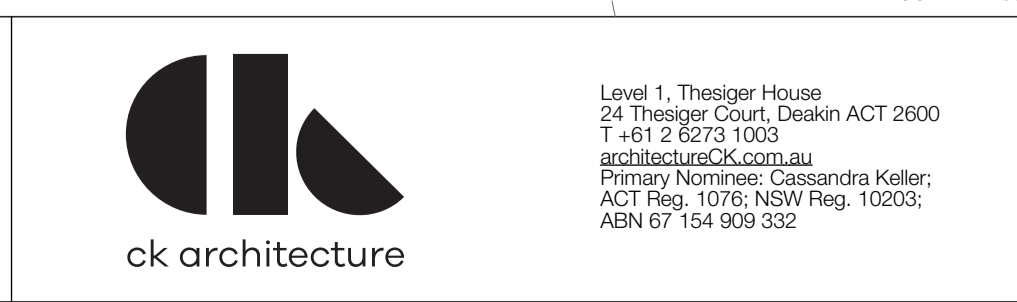
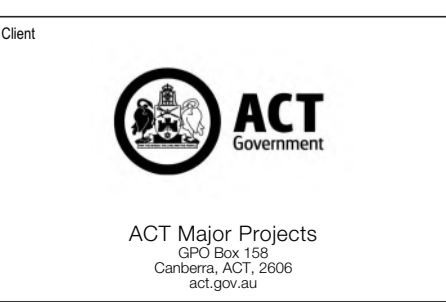
GENERAL NOTES

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- CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE AND SEEK INSTRUCTIONS BEFORE PROCEEDING IF ANY DISCREPANCIES ARE FOUND

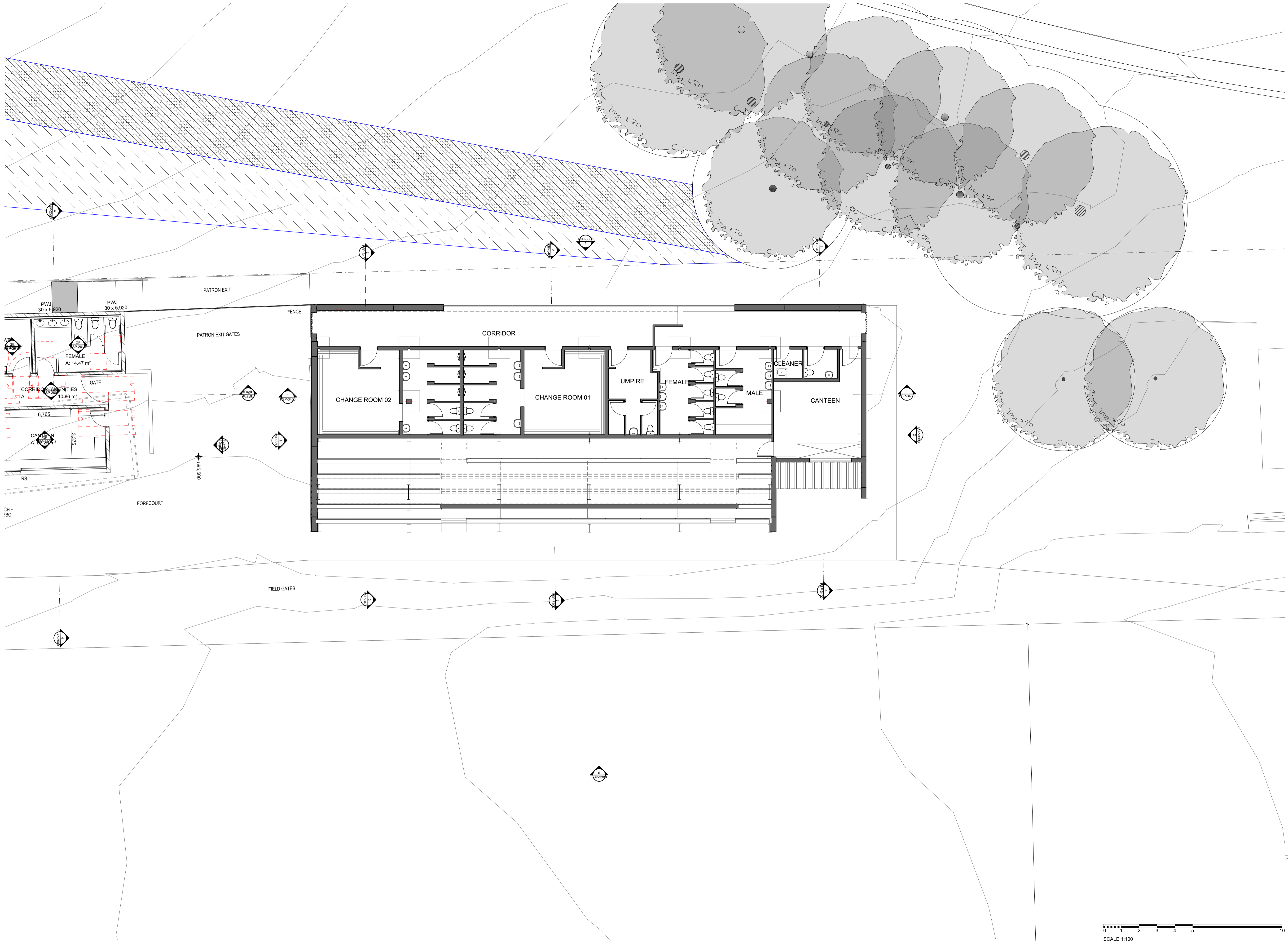


**PRELIMINARY
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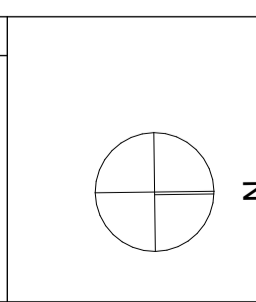


Project	Phillip Oval Upgrade	Scale	1:100 @ A1
Address	160 Ainsworth Street, Phillip Ngunnawal Country, ACT	Plot Date	6/04/2022
Project No.	21-042	Issue	FSP-2211 P1



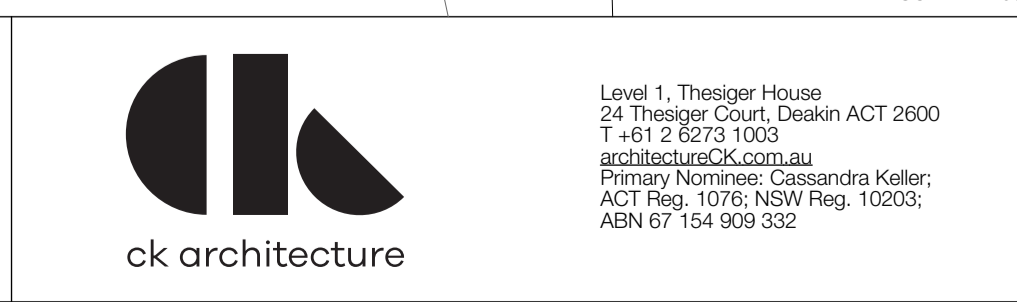
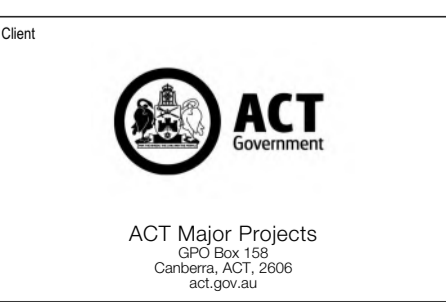
GENERAL NOTES

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- CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE AND SEEK INSTRUCTIONS BEFORE PROCEEDING IF ANY DISCREPANCIES ARE FOUND



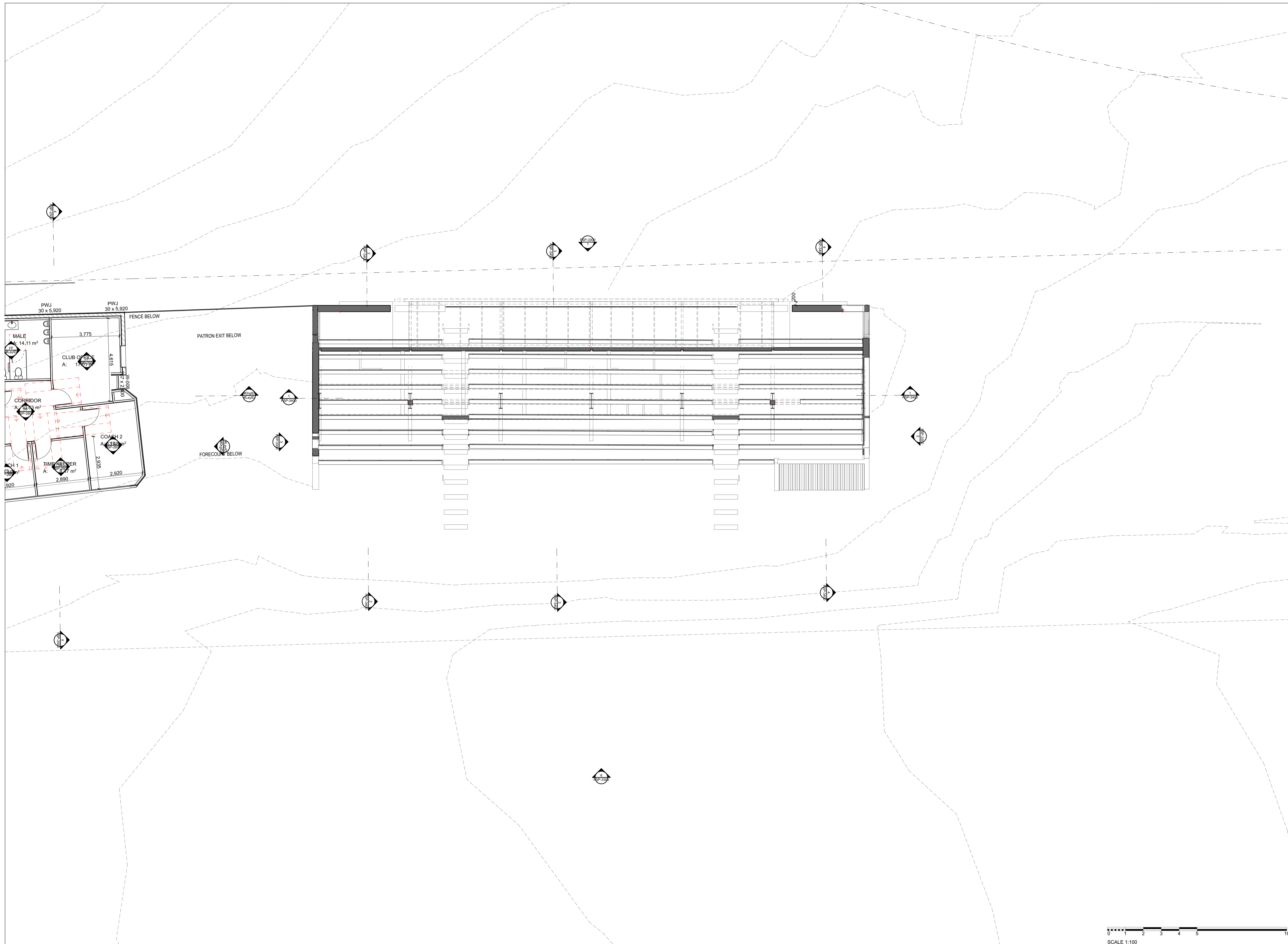
**PRELIMINARY
NOT FOR CONSTRUCTION**

Amendments			Amendments		
Rev	Date	Description	Rev	Date	Description
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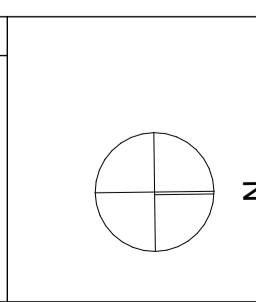
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Drawing No.	Floor Plans PROPOSED FLOOR PLAN	Project No.	21-042
		Drawing No.	FSP-3110
		Issue	P1

Key Plan



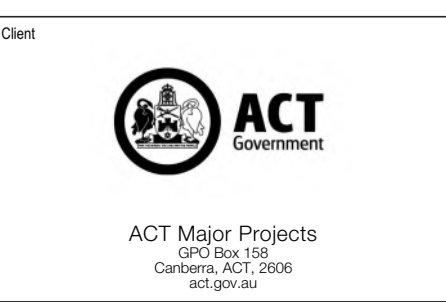
GENERAL NOTES

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- FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS
- CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE AND SEEK INSTRUCTIONS BEFORE PROCEEDING IF ANY DISCREPANCIES ARE FOUND



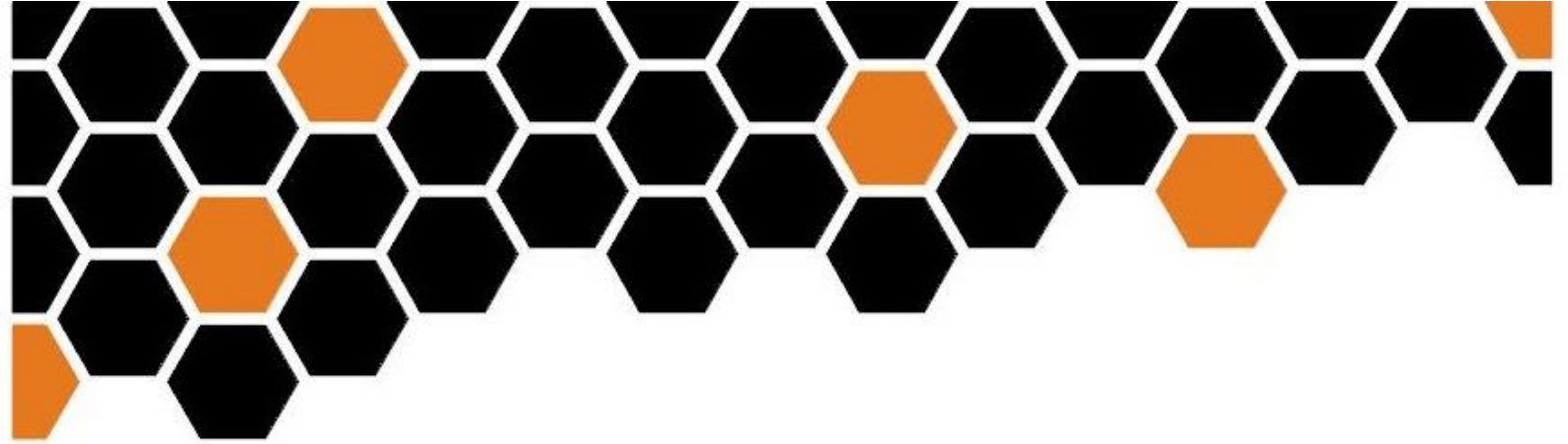
**PRELIMINARY
NOT FOR CONSTRUCTION**

Amendments			Amendments		
Rev	Date	Description	Rev	Date	Description
P1	5/04/2022	Issue for Consultants			



Level 1, The Siger House
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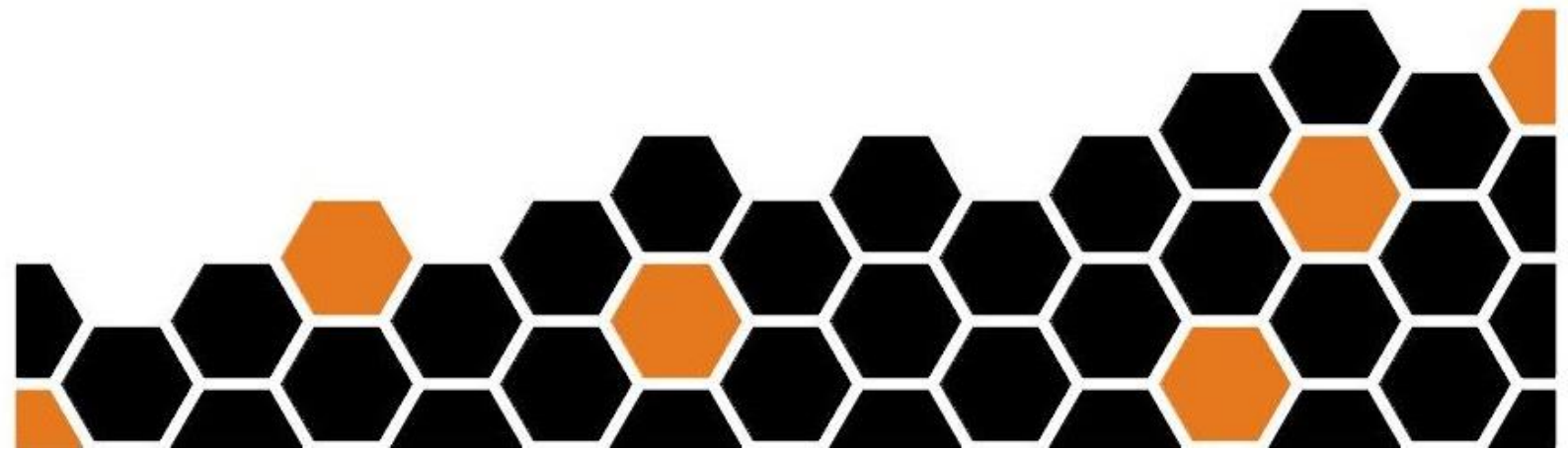
Project	Phillip Oval Upgrade	Scale	1:100 @ A1
Address	160 Ainsworth Street, Phillip Ngunnawal Country, ACT	Plot Date	6/04/2022
Drawing No.	Floor Plans PROPOSED FLOOR PLAN	Project No.	21-042
		Drawing No.	FSP-3111 P1



Appendix E

SIDRA Results – Development Scenario

DRAFT



USER REPORT FOR NETWORK SITE

All Movement Classes

 Project: 22-0008_rev0

Template: Site User Report

 Site: [Ainsworth-Carpark - Sat 1pm (Site Folder: General)]

 Network: 2 [PostDev - Sat 1pm (Network Folder: General)]

Ainsworth Street / Carpark Access
Existing Priority-Controlled T-Intersection
Site Category: Post-Development Conditions - Sat 1pm
Give-Way (Two-Way)

Site Layout

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



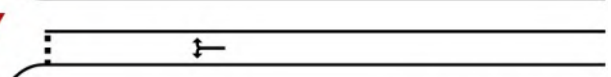
Ainsworth Street



Ainsworth Street



Carpark Access



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Ainsworth Street														
2	T1	296	2.1	296	2.1	0.155	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
3	R2	1	0.0	1	0.0	0.155	6.8	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
Approach		297	2.1	297	2.1	0.155	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
East: Carpark Access														
4	L2	0	0.0	0	0.0	0.000	0.9	LOS A	0.0	0.0	0.39	0.21	0.39	14.3
6	R2	0	0.0	0	0.0	0.000	3.0	LOS A	0.0	0.0	0.39	0.21	0.39	42.7
Approach		0	0.0	0	0.0	0.000	2.0	LOS A	0.0	0.0	0.39	0.21	0.39	36.8
North: Ainsworth Street														
7	L2	21	0.0	21	0.0	0.176	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	39.2
8	T1	319	0.7	319	0.7	0.176	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	58.8
Approach		340	0.6	340	0.6	0.176	0.4	NA	0.0	0.0	0.00	0.04	0.00	56.9
All Vehicles		637	1.3	637	1.3	0.176	0.2	NA	0.0	0.1	0.00	0.02	0.00	58.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).

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

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

Lane Use and Performance															
	DEMAND FLOWS		ARRIVAL FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	veh/h	v/c	%	sec		[Veh]	[Dist]		m	%	%
South: Ainsworth Street															
Lane 1	297	2.1	297	2.1	1920	0.155	100	0.0	LOS A	0.0	0.1	Full	140	0.0	0.0
Approach	297	2.1	297	2.1		0.155		0.0	NA	0.0	0.1				
East: Carpark Access															
Lane 1	0	0.0	0	0.0	917	0.000	100	2.0	LOS A	0.0	0.0	Full	15	0.0	0.0
Approach	0	0.0	0	0.0		0.000		2.0	LOS A	0.0	0.0				
North: Ainsworth Street															
Lane 1	340	0.6	340	0.6	1936	0.176	100	0.4	LOS A	0.0	0.0	Full	290	0.0	0.0
Approach	340	0.6	340	0.6		0.176		0.4	NA	0.0	0.0				
Intersection	637	1.3	637	1.3		0.176		0.2	NA	0.0	0.1				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Lane LOS values are based on average delay per lane.

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

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 lanes.

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

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

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

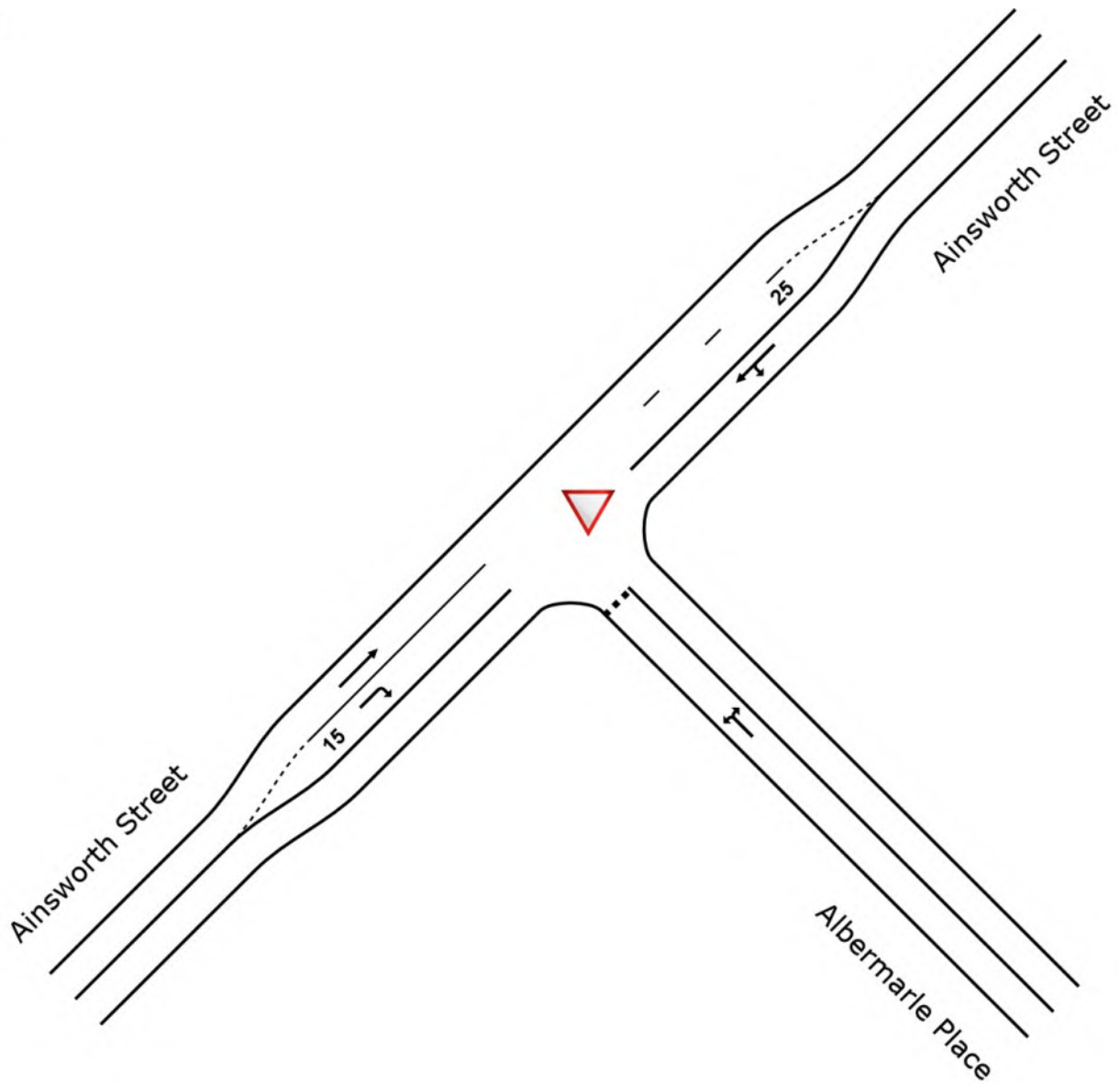
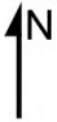
▼ Site: [Ainsworth-Albermarle - Sat 1pm (Site Folder: General)]

■ Network: 2 [PostDev - Sat 1pm (Network Folder: General)]

Ainsworth Street / Albermarle Place
Existing Priority-Controlled T-Intersection
Site Category: Post-Development Conditions - Sat 1pm
Give-Way (Two-Way)

Site Layout

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



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
SouthEast: Albermarle Place														
4	L2	31	0.0	31	0.0	0.061	5.2	LOS A	0.2	1.6	0.40	0.61	0.40	41.6
6	R2	19	0.0	19	0.0	0.061	10.8	LOS A	0.2	1.6	0.40	0.61	0.40	22.8
Approach		49	0.0	49	0.0	0.061	7.4	LOS A	0.2	1.6	0.40	0.61	0.40	37.8
NorthEast: Ainsworth Street														
7	L2	103	0.0	103	0.0	0.167	5.5	LOS A	0.0	0.0	0.00	0.19	0.00	45.1
8	T1	216	1.0	216	1.0	0.167	0.0	LOS A	0.0	0.0	0.00	0.19	0.00	56.1
Approach		319	0.7	319	0.7	0.167	1.8	NA	0.0	0.0	0.00	0.19	0.00	53.6
SouthWest: Ainsworth Street														
2	T1	278	2.3	278	2.3	0.146	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
3	R2	248	0.0	248	0.0	0.187	6.7	LOS A	0.8	5.4	0.37	0.64	0.37	41.7
Approach		526	1.2	526	1.2	0.187	3.2	NA	0.8	5.4	0.17	0.30	0.17	48.7
All Vehicles		895	0.9	895	0.9	0.187	2.9	NA	0.8	5.4	0.12	0.28	0.12	49.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).

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

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

Lane Use and Performance															
	DEMAND FLOWS		ARRIVAL FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh]	[Dist]				
SouthEast: Albermarle Place															
Lane 1	49	0.0	49	0.0	810	0.061	100	7.4	LOS A	0.2	1.6	Full	70	0.0	0.0
Approach	49	0.0	49	0.0		0.061		7.4	LOS A	0.2	1.6				
NorthEast: Ainsworth Street															
Lane 1	319	0.7	319	0.7	1911	0.167	100	1.8	LOS A	0.0	0.0	Full	140	0.0	0.0
Approach	319	0.7	319	0.7		0.167		1.8	NA	0.0	0.0				
SouthWest: Ainsworth Street															
Lane 1	278	2.3	278	2.3	1903	0.146	100	0.0	LOS A	0.0	0.0	Full	290	0.0	0.0
Lane 2	248	0.0	248	0.0	1331	0.187	100	6.7	LOS A	0.8	5.4	Short	15	0.0	NA
Approach	526	1.2	526	1.2		0.187		3.2	NA	0.8	5.4				
Intersection	895	0.9	895	0.9		0.187		2.9	NA	0.8	5.4				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Lane LOS values are based on average delay per lane.

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

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 lanes.

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

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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