

Memorandum

To	Pamela Jackson – CEO City of Holdfast Bay Council		
From	James Arnold – Tonkin	Date	24 March 2025
Job Number	221791.08		
Subject	Clarification/Update SIDRA Analysis – Transforming Jetty Road Project		

Dear Pamela,

Tonkin have undertaken SIDRA analysis modelling as part of the Transforming Jetty Road Project to support Council with the decision-making process under varying infrastructure/design scenarios. Acknowledging that the SIDRA analysis performed to date is currently a work in progress, this memo has been prepared to provide context for this traffic analysis method to support the information and outputs already provided to Council.

SIDRA Analysis Background

The SIDRA INTERSECTION Network Model is a unique lane-based micro-analytical model designed to provide accurate traffic performance analysis for complex intersections, road networks, and alternative intersection designs.

On 31st October 2024, Tonkin provided the Department for Infrastructure and Transport (DIT) with a SIDRA Scoping Report to assist with understanding the traffic model implications at the intersection of Moseley Street and Jetty Road, Glenelg. This intersection was subject to, as part of the Transforming Jetty Road Project, a new set of traffic signals to improve pedestrian safety which was one of the main objectives and infrastructure installations for the 'Coast' zone extent of the project.

This scoping report provided the intended parameters for SIDRA modelling to apply at the intersection of Jetty Road and Moseley Street, for discussion/feedback with DIT, prior to understanding the outputs and traffic implications of the intersection under specific modelling scenarios.

Model Scenarios

The following scenarios were undertaken:

- Signalised Intersection with Jetty Road/Moseley Street - Western leg Road Closure (Two Way Bus Movements excepted)
- Signalised Intersection with Jetty Road/Moseley Street - (Western leg) Open Configuration

These two scenarios were undertaken in an AM weekday peak, PM weekday peak and weekend peak hour periods. Additional scenarios that were undertaken and worked through with Council to supplement the analysis include:

- Scramble Crossing to prioritise the movement of pedestrians through the intersection
- Varying left-turn lane lengths on Jetty Road (Eastern leg)



Model Updates

Since the scenarios outlined in the Scoping Report were developed, the outcomes of the scenarios resulted in another Scenario modelled which included the Signalised Intersection with Jetty Road/Moseley Street - Western leg Road Closure (One Way Bus Movements excepted)

The equivalent of these scenarios in the current community consultation for the Transforming Jetty Road Project are as follows:

- Concept A = Signalised Intersection with Jetty Road/Moseley Street - (Western leg) Open Configuration
- Concept B = Signalised Intersection with Jetty Road/Moseley Street - Western leg Road Closure (Two Way Bus Movements excepted) + scramble crossing
- Concept C = Signalised Intersection with Jetty Road/Moseley Street - Western leg Road Closure (One Way Bus Movements excepted) + scramble crossing

The model updates also include the intersection of Gordon Street/Partridge Street/Jetty Road which was subsequently included in the model due to the introduction of the proposed scenarios and likely 'knock on effect' of traffic impacts.

Model Outputs

The outputs of these models are provided in **Appendix A – WIP SIDRA Model Outputs** which reflect the impacts to the intersection of Jetty Road and Moseley Street and Gordon Street/Partridge Street/Jetty Road.

Limitations of the SIDRA model

The following provides the limitations of the SIDRA modelling process to date which is still acknowledged by Tonkin as a work in progress:

- A final report of the SIDRA model has not been developed at this point with exception to the scoping report discussed earlier. This report will be concluded subject to the community consultation, calibration process and liaison with DIT and Network Management services (NMS).
- The SIDRA model has not been calibrated. Calibration is crucial in SIDRA (and any traffic simulation software) because it ensures the model accurately reflects real-world traffic conditions. Tonkin need to calibrate to determine the impact comparatively to the existing intersection. This is particularly important for understanding public transport delays.
- Future Traffic Volumes have not been forecast for this model. These have not been included within the analysis as the objectives of increasing pedestrian movements may likely see vehicle behaviours and traffic growth not change within the precinct.
- As a result of the calibration process, community consultation and further DIT/NMS discussion. The current outputs for the SIDRA model may be subject to change.

I will be happy to provide any further clarifications if required.

James Arnold
Senior Engineer
Local Government Program - Tonkin

In Progress SIDRA Model Result: Concept A

LANE SUMMARY

 Site: 101v [Moseley AM (Option A - Signals) (Site Folder: Option A)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site Practical Cycle Time)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	497	4.2	497	4.2	532	0.933	100	75.6	LOS E	42.3	313.8	Full	500	0.0	0.0
Approach	497	4.2	497	4.2		0.933		75.6	LOS E	42.3	313.8				
East: Jetty Road (East)															
Lane 1	43	1.3	43	1.3	236	0.183	20 ⁶	71.8	LOS E	2.8	19.9	Short	60	0.0	NA
Lane 2	202	7.0	202	7.0	221 ¹	0.913	100	95.1	LOS F	17.0	141.0	Full	420	0.0	0.0
Approach	245	6.0	245	6.0		0.913		91.0	LOS F	17.0	141.0				
West: Jetty Road (West)															
Lane 1	328	6.7	328	6.7	359	0.914	100	79.7	LOS E	27.7	220.2	Full	500	0.0	0.0
Approach	328	6.7	328	6.7		0.914		79.7	LOS E	27.7	220.2				
All Vehicles	1071	5.4	1071	5.4		0.933		80.4	LOS F	42.3	313.8				

LANE SUMMARY

 Site: 101v [Moseley PM (Option A - Signals) (Site Folder: Option A)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site Practical Cycle Time)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	288	5.5	288	5.5	274	1.051	100	146.2	LOS F	31.0	234.4	Full	500	0.0	0.0
Approach	288	5.5	288	5.5		1.051		146.2	LOS F	31.0	234.4				
East: Jetty Road (East)															
Lane 1	55	0.5	55	0.5	271	0.203	20.6	79.6	LOS E	3.5	24.8	Short	60	0.0	NA
Lane 2	250	6.6	250	6.6	246	1.016	100	142.9	LOS F	25.4	207.5	Full	420	0.0	0.0
Approach	305	5.5	305	5.5		1.016		131.5	LOS F	25.4	207.5				
West: Jetty Road (West)															
Lane 1	614	2.9	614	2.9	581	1.056	100	135.2	LOS F	67.6	504.1	Full	500	0.0	5.7
Approach	614	2.9	614	2.9		1.056		135.2	LOS F	67.6	504.1				
All Vehicles	1207	4.2	1207	4.2		1.056		136.9	LOS F	67.6	504.1				

LANE SUMMARY

 Site: 101v [Moseley Weekend (Option A - Signals) (Site Folder: Option A)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site Practical Cycle Time)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	758	4.0	758	4.0	469	1.615	100	621.0	LOS F	154.8	1133.4	Full	500	0.0	81.5
Approach	758	4.0	758	4.0		1.615		621.0	LOS F	154.8	1133.4				
East: Jetty Road (East)															
Lane 1	91	0.6	91	0.6	293	0.311	20.6	97.7	LOS F	5.9	41.4	Short	60	0.0	NA
Lane 2	426	3.1	426	3.1	273	1.556	100	614.4	LOS F	83.7	633.9	Full	420	0.0	42.7
Approach	517	2.6	517	2.6		1.556		523.1	LOS F	83.7	633.9				
West: Jetty Road (West)															
Lane 1	596	3.4	596	3.4	379	1.571	100	584.4	LOS F	118.5	884.3	Full	500	0.0	57.6
Approach	596	3.4	596	3.4		1.571		584.4	LOS F	118.5	884.3				
All Vehicles	1871	3.4	1871	3.4		1.615		582.3	LOS F	154.8	1133.4				

LANE SUMMARY

 Site: 101 [Gordon AM (Option A - No Change) (Site Folder: Option A)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Partridge Street															
Lane 1	121	0.9	121	0.9	458	0.264	40 ⁵	17.6	LOS B	2.6	18.6	Short	35	0.0	NA
Lane 2	286	0.7	286	0.7	433	0.662	100	24.4	LOS C	9.0	63.3	Full	530	0.0	0.0
Approach	407	0.8	407	0.8		0.662		22.3	LOS C	9.0	63.3				
East: Jetty Road (East)															
Lane 1	54	0.0	54	0.0	398	0.135	100	37.1	LOS D	1.5	10.3	Short	12	0.0	NA
Lane 2	169	6.8	169	6.8	362 ¹	0.468	100	33.4	LOS C	5.0	40.7	Full	220	0.0	0.0
Approach	223	5.2	223	5.2		0.468		34.3	LOS C	5.0	40.7				
North: Gordon Street															
Lane 1	417	2.0	417	2.0	618 ¹	0.674	100	22.6	LOS C	11.8	84.3	Full	200	0.0	0.0
Lane 2	93	10.2	93	10.2	295	0.314	100	26.4	LOS C	2.3	19.0	Short	35	0.0	NA
Approach	509	3.5	509	3.5		0.674		23.3	LOS C	11.8	84.3				
West: Jetty Road (West)															
Lane 1	76	0.4	76	0.4	698	0.109	20 ⁶	19.1	LOS B	1.5	10.5	Short	20	0.0	NA
Lane 2	235	3.4	235	3.4	432 ¹	0.545	100	24.4	LOS C	6.3	48.5	Full	400	0.0	0.0
Approach	312	2.7	312	2.7		0.545		23.1	LOS C	6.3	48.5				
All Vehicles	1452	2.8	1452	2.8		0.674		24.7	LOS C	11.8	84.3				

LANE SUMMARY

 Site: 101 [Gordon PM (Option A - No Change) (Site Folder: Option A)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 86 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Partridge Street															
Lane 1	112	0.9	112	0.9	495	0.226	22 ⁵	26.3	LOS C	2.7	18.9	Short	35	0.0	NA
Lane 2	291	0.4	291	0.4	285 ¹	1.021	100	104.2	LOS F	20.8	146.4	Full	530	0.0	0.0
Approach	402	0.5	402	0.5		1.021		82.6	LOS F	20.8	146.4				
East: Jetty Road (East)															
Lane 1	47	0.0	47	0.0	381	0.124	100	45.7	LOS D	1.6	11.2	Short	12	0.0	NA
Lane 2	143	4.4	143	4.4	341 ¹	0.420	100	42.0	LOS D	5.1	41.6	Full	220	0.0	0.0
Approach	191	3.3	191	3.3		0.420		43.0	LOS D	5.1	41.6				
North: Gordon Street															
Lane 1	688	0.9	688	0.9	673 ¹	1.022	100	102.9	LOS F	50.8	358.8	Full	200	0.0	58.9
Lane 2	83	11.4	83	11.4	158	0.527	100	43.3	LOS D	2.3	19.5	Short	35	0.0	NA
Approach	772	2.0	772	2.0		1.022		96.4	LOS F	50.8	358.8				
West: Jetty Road (West)															
Lane 1	78	0.2	78	0.2	669	0.116	20 ⁶	29.3	LOS C	1.9	13.7	Short	20	0.0	NA
Lane 2	241	3.0	241	3.0	416 ¹	0.580	100	37.3	LOS D	7.9	61.0	Full	400	0.0	0.0
Approach	319	2.3	319	2.3		0.580		35.4	LOS D	7.9	61.0				
All Vehicles	1683	1.9	1683	1.9		1.022		75.5	LOS E	50.8	358.8				

LANE SUMMARY

 Site: 101 [Gordon Weekend (Option A - No Change) (Site Folder: Option A)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 86 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Partridge Street															
Lane 1	103	1.0	103	1.0	503	0.205	40 ⁵	17.7	LOS B	2.4	17.3	Short	35	0.0	NA
Lane 2	267	0.4	267	0.4	518	0.517	100	23.5	LOS C	8.9	62.4	Full	530	0.0	0.0
Approach	371	0.6	371	0.6		0.517		21.8	LOS C	8.9	62.4				
East: Jetty Road (East)															
Lane 1	83	0.0	83	0.0	381	0.218	100	54.3	LOS D	2.9	20.2	Short	12	0.0	NA
Lane 2	245	2.6	245	2.6	333 ¹	0.737	100	55.4	LOS E	10.2	78.1	Full	220	0.0	0.0
Approach	328	1.9	328	1.9		0.737		55.1	LOS E	10.2	78.1				
North: Gordon Street															
Lane 1	422	1.2	422	1.2	707 ¹	0.597	100	23.7	LOS C	13.0	92.4	Full	200	0.0	0.0
Lane 2	51	10.4	51	10.4	278	0.182	100	31.8	LOS C	1.5	13.0	Short	35	0.0	NA
Approach	473	2.2	473	2.2		0.597		24.5	LOS C	13.0	92.4				
West: Jetty Road (West)															
Lane 1	94	0.3	94	0.3	642	0.146	20 ⁶	26.6	LOS C	2.5	17.4	Short	20	0.0	NA
Lane 2	200	3.5	200	3.5	274 ¹	0.730	100	36.5	LOS D	7.0	54.4	Full	400	0.0	0.0
Approach	294	2.5	294	2.5		0.730		33.3	LOS C	7.0	54.4				
All Vehicles	1465	1.8	1465	1.8		0.737		32.5	LOS C	13.0	92.4				

In Progress SIDRA Model Result: Concept B

LANE SUMMARY

 Site: 101 [Moseley AM (Option B - Partial Road Closure (PT Remain) (Site Folder: Option B)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 105 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	479	4.4	479	4.4	821	0.584	100	20.9	LOS C	17.0	126.1	Full	500	0.0	0.0
Approach	479	4.4	479	4.4		0.584		20.9	LOS C	17.0	126.1				
East: Jetty Road															
Lane 1	571	0.9	571	0.9	1033 ¹	0.552	100	20.7	LOS C	16.4	116.2	Full	420	0.0	0.0
Lane 2	13	100.0	13	100.0	49	0.256	100	64.6	LOS E	0.7	18.6	Short	25	0.0	NA
Approach	583	3.1	583	3.1		0.552		21.6	LOS C	16.4	116.2				
West: Public Transport Only															
Lane 1	13	100.0	13	100.0	43	0.296	100	60.0	LOS E	0.7	18.9	Full	500	0.0	0.0
Approach	13	100.0	13	100.0		0.296		60.0	LOS E	0.7	18.9				
All Vehicles	1075	4.8	1075	4.8		0.584		21.8	LOS C	17.0	126.1				

LANE SUMMARY

 Site: 101 [Moseley PM (Option B - Partial Road Closure (PT Remain) (Site Folder: Option B)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 105 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	278	5.7	278	5.7	813	0.342	100	18.0	LOS B	8.3	63.2	Full	500	0.0	0.0
Approach	278	5.7	278	5.7		0.342		18.0	LOS B	8.3	63.2				
East: Jetty Road															
Lane 1	709	0.3	709	0.3	1034 ¹	0.686	100	24.8	LOS C	23.5	165.1	Full	420	0.0	0.0
Lane 2	16	100.0	16	100.0	51	0.307	100	67.2	LOS E	0.9	22.3	Short	25	0.0	NA
Approach	725	2.5	725	2.5		0.686		25.8	LOS C	23.5	165.1				
West: Public Transport Only															
Lane 1	13	100.0	13	100.0	43	0.296	100	60.0	LOS E	0.7	18.9	Full	500	0.0	0.0
Approach	13	100.0	13	100.0		0.296		60.0	LOS E	0.7	18.9				
All Vehicles	1016	4.6	1016	4.6		0.686		24.1	LOS C	23.5	165.1				

LANE SUMMARY

 Site: 101 [Moseley Weekend (Option B - Partial Road Closure (PT Remain) (Site Folder: Option B)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 105 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %	
South: Moseley Street															
Lane 1	723	4.1	723	4.1	822	0.879	100	36.4	LOS D	38.4	281.2	Full	500	0.0	0.0
Approach	723	4.1	723	4.1		0.879		36.4	LOS D	38.4	281.2				
East: Jetty Road															
Lane 1	713	0.3	713	0.3	1041 ¹	0.685	100	24.8	LOS C	23.6	165.5	Full	420	0.0	0.0
Lane 2	12	100.0	12	100.0	48	0.239	100	67.0	LOS E	0.6	17.3	Short	25	0.0	NA
Approach	724	1.9	724	1.9		0.685		25.5	LOS C	23.6	165.5				
West: Public Transport Only															
Lane 1	9	100.0	9	100.0	40	0.234	100	59.4	LOS E	0.5	15.1	Full	500	0.0	0.0
Approach	9	100.0	9	100.0		0.234		59.4	LOS E	0.5	15.1				
All Vehicles	1457	3.6	1457	3.6		0.879		31.1	LOS C	38.4	281.2				

LANE SUMMARY

 Site: 101 [Gordon AM (Option B - Traffic Realigned - PT Remains) (Site Folder: Option B)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Partridge Street															
Lane 1	122	0.9	122	0.9	459	0.266	40 ⁵	17.6	LOS B	2.7	18.7	Short	35	0.0	NA
Lane 2	289	0.7	289	0.7	432	0.669	100	24.6	LOS C	9.1	64.4	Full	530	0.0	0.0
Approach	412	0.8	412	0.8		0.669		22.5	LOS C	9.1	64.4				
East: Jetty Road (East)															
Lane 1	57	0.0	57	0.0	398	0.143	100	37.8	LOS D	1.6	10.9	Short	12	0.0	NA
Lane 2	178	6.5	178	6.5	361 ¹	0.493	100	34.2	LOS C	5.3	42.8	Full	220	0.0	0.0
Approach	235	4.9	235	4.9		0.493		35.1	LOS D	5.3	42.8				
North: Gordon Street															
Lane 1	421	2.0	421	2.0	617 ¹	0.683	100	23.1	LOS C	12.0	86.0	Full	200	0.0	0.0
Lane 2	94	10.1	94	10.1	326	0.288	100	25.8	LOS C	2.3	18.8	Short	35	0.0	NA
Approach	515	3.5	515	3.5		0.683		23.5	LOS C	12.0	86.0				
West: Jetty Road (West)															
Lane 1	80	0.4	80	0.4	697	0.114	20 ⁶	19.8	LOS B	1.6	11.0	Short	20	0.0	NA
Lane 2	245	3.3	245	3.3	428 ¹	0.572	100	25.5	LOS C	6.5	50.2	Full	400	0.0	0.0
Approach	324	2.6	324	2.6		0.572		24.1	LOS C	6.5	50.2				
All Vehicles	1485	2.8	1485	2.8		0.683		25.2	LOS C	12.0	86.0				

LANE SUMMARY

 Site: 101 [Gordon PM (Option B - Traffic Realigned - PT Remains) (Site Folder: Option B)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 86 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %	
South: Partridge Street															
Lane 1	113	0.9	113	0.9	495	0.228	22 ⁵	26.7	LOS C	2.7	19.1	Short	35	0.0	NA
Lane 2	294	0.4	294	0.4	286 ¹	1.028	100	108.9	LOS F	21.5	150.8	Full	530	0.0	0.0
Approach	406	0.5	406	0.5		1.028		86.1	LOS F	21.5	150.8				
East: Jetty Road (East)															
Lane 1	49	0.0	49	0.0	363	0.136	100	46.5	LOS D	1.7	11.7	Short	12	0.0	NA
Lane 2	151	4.2	151	4.2	353 ¹	0.427	100	42.6	LOS D	5.4	43.4	Full	220	0.0	0.0
Approach	200	3.2	200	3.2		0.427		43.6	LOS D	5.4	43.4				
North: Gordon Street															
Lane 1	695	0.9	695	0.9	673 ¹	1.032	100	109.0	LOS F	52.6	371.6	Full	200	0.0	62.3
Lane 2	84	11.3	84	11.3	158	0.533	100	43.5	LOS D	2.3	19.8	Short	35	0.0	NA
Approach	779	2.0	779	2.0		1.032		101.9	LOS F	52.6	371.6				
West: Jetty Road (West)															
Lane 1	81	0.2	81	0.2	669	0.120	20 ⁶	30.0	LOS C	2.0	14.2	Short	20	0.0	NA
Lane 2	250	2.9	250	2.9	415 ¹	0.602	100	38.3	LOS D	8.2	63.0	Full	400	0.0	0.0
Approach	331	2.2	331	2.2		0.602		36.3	LOS D	8.2	63.0				
All Vehicles	1716	1.8	1716	1.8		1.032		78.7	LOS E	52.6	371.6				

LANE SUMMARY

 Site: 101 [Gordon Weekend (Option B - Traffic Realigned - PT Remains) (Site Folder: Option B)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 86 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Partridge Street															
Lane 1	109	1.0	109	1.0	503	0.218	36 ⁵	19.7	LOS B	2.6	18.5	Short	35	0.0	NA
Lane 2	284	0.4	284	0.4	471 ¹	0.603	100	27.1	LOS C	9.9	69.9	Full	530	0.0	0.0
Approach	394	0.5	394	0.5		0.603		25.1	LOS C	9.9	69.9				
East: Jetty Road (East)															
Lane 1	83	0.0	83	0.0	381	0.218	100	54.3	LOS D	2.9	20.2	Short	12	0.0	NA
Lane 2	245	2.6	245	2.6	333 ¹	0.737	100	55.4	LOS E	10.2	78.1	Full	220	0.0	0.0
Approach	328	1.9	328	1.9		0.737		55.1	LOS E	10.2	78.1				
North: Gordon Street															
Lane 1	457	1.2	457	1.2	702 ¹	0.651	100	25.7	LOS C	14.7	103.8	Full	200	0.0	0.0
Lane 2	54	9.8	54	9.8	273	0.197	100	32.9	LOS C	1.6	13.4	Short	35	0.0	NA
Approach	511	2.1	511	2.1		0.651		26.5	LOS C	14.7	103.8				
West: Jetty Road (West)															
Lane 1	97	0.3	97	0.3	643	0.151	20 ⁶	27.4	LOS C	2.6	18.1	Short	20	0.0	NA
Lane 2	208	3.4	208	3.4	275 ¹	0.757	100	38.8	LOS D	7.4	57.3	Full	400	0.0	0.0
Approach	305	2.4	305	2.4		0.757		35.2	LOS D	7.4	57.3				
All Vehicles	1538	1.7	1538	1.7		0.757		34.0	LOS C	14.7	103.8				

In Progress SIDRA Model Result: Concept C

LANE SUMMARY

 Site: 101 [Moseley AM (Option C - Full Road Closure (including PT re-route) (Site Folder: Option C)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	479	4.4	479	4.4	869	0.551	100	16.3	LOS B	13.7	101.7	Full	500	0.0	0.0
Approach	479	4.4	479	4.4		0.551		16.3	LOS B	13.7	101.7				
East: Jetty Road															
Lane 1	577	2.0	577	2.0	1096	0.526	100	13.5	LOS B	12.9	93.1	Full	420	0.0	0.0
Lane 2	13	100.0	13	100.0	86	0.146	100	46.9	LOS D	0.6	14.7	Short	30	0.0	NA
Approach	589	4.1	589	4.1		0.526		14.2	LOS B	12.9	93.1				
West: Public Transport Only															
Lane 1	6	100.0	6	100.0	63	0.100	100	44.2	LOS D	0.3	9.0	Full	500	0.0	0.0
Approach	6	100.0	6	100.0		0.100		44.2	LOS D	0.3	9.0				
All Vehicles	1075	4.8	1075	4.8		0.551		15.3	LOS B	13.7	101.7				

LANE SUMMARY

 Site: 101 [Moseley PM (Option C - Full Road Closure (including PT re-route) (Site Folder: Option C)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	278	5.7	278	5.7	861	0.323	100	14.1	LOS B	6.7	51.0	Full	500	0.0	0.0
Approach	278	5.7	278	5.7		0.323		14.1	LOS B	6.7	51.0				
East: Jetty Road															
Lane 1	716	1.2	716	1.2	1096	0.653	100	16.7	LOS B	18.4	131.7	Full	420	0.0	0.0
Lane 2	16	100.0	16	100.0	90	0.175	100	49.0	LOS D	0.7	17.7	Short	30	0.0	NA
Approach	732	3.3	732	3.3		0.653		17.4	LOS B	18.4	131.7				
West: Public Transport Only															
Lane 1	6	100.0	6	100.0	63	0.100	100	44.2	LOS D	0.3	9.0	Full	500	0.0	0.0
Approach	6	100.0	6	100.0		0.100		44.2	LOS D	0.3	9.0				
All Vehicles	1016	4.6	1016	4.6		0.653		16.7	LOS B	18.4	131.7				

LANE SUMMARY

 Site: 101 [Moseley Weekend (Option C - Full Road Closure (including PT re-route) (Site Folder: Option C)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	723	4.1	723	4.1	871	0.831	100	25.4	LOS C	29.5	215.9	Full	500	0.0	0.0
Approach	723	4.1	723	4.1		0.831		25.4	LOS C	29.5	215.9				
East: Jetty Road															
Lane 1	716	0.7	716	0.7	1105.1	0.648	100	16.6	LOS B	18.3	129.7	Full	420	0.0	0.0
Lane 2	12	100.0	12	100.0	85	0.137	100	48.8	LOS D	0.5	13.7	Short	30	0.0	NA
Approach	727	2.3	727	2.3		0.648		17.1	LOS B	18.3	129.7				
West: Public Transport Only															
Lane 1	6	100.0	6	100.0	63	0.100	100	44.2	LOS D	0.3	9.0	Full	500	0.0	0.0
Approach	6	100.0	6	100.0		0.100		44.2	LOS D	0.3	9.0				
All Vehicles	1457	3.6	1457	3.6		0.831		21.3	LOS C	29.5	215.9				

LANE SUMMARY

 Site: 101 [Gordon AM (Option C - Traffic & PT Realigned) (Site Folder: Option C)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Partridge Street															
Lane 1	122	0.9	122	0.9	447	0.273	41 ⁵	17.7	LOS B	2.7	18.8	Short	35	0.0	NA
Lane 2	289	0.7	289	0.7	432	0.670	100	24.6	LOS C	9.1	64.5	Full	530	0.0	0.0
Approach	412	0.8	412	0.8		0.670		22.5	LOS C	9.1	64.5				
East: Jetty Road (East)															
Lane 1	57	0.0	57	0.0	425	0.134	100	37.7	LOS D	1.6	10.9	Short	12	0.0	NA
Lane 2	178	6.5	178	6.5	356 ¹	0.500	100	34.3	LOS C	5.3	43.0	Full	220	0.0	0.0
Approach	235	4.9	235	4.9		0.500		35.2	LOS D	5.3	43.0				
North: Gordon Street															
Lane 1	421	2.0	421	2.0	613 ¹	0.687	100	23.2	LOS C	12.1	86.6	Full	200	0.0	0.0
Lane 2	100	15.8	100	15.8	308	0.324	100	26.2	LOS C	2.5	22.4	Short	35	0.0	NA
Approach	521	4.6	521	4.6		0.687		23.8	LOS C	12.1	86.6				
West: Jetty Road (West)															
Lane 1	81	10.7	81	10.7	674	0.120	20 ⁶	20.3	LOS C	1.6	13.2	Short	20	0.0	NA
Lane 2	251	3.3	251	3.3	418 ¹	0.602	100	26.1	LOS C	6.7	51.4	Full	400	0.0	0.0
Approach	333	5.1	333	5.1		0.602		24.7	LOS C	6.7	51.4				
All Vehicles	1500	3.7	1500	3.7		0.687		25.4	LOS C	12.1	86.6				

LANE SUMMARY

 Site: 101 [Gordon PM (Option C - Traffic & PT Realigned) (Site Folder: Option C)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 86 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Partridge Street															
Lane 1	113	0.9	113	0.9	482	0.234	23 ⁵	26.7	LOS C	2.7	19.2	Short	35	0.0	NA
Lane 2	294	0.4	294	0.4	285 ¹	1.031	100	110.4	LOS F	21.6	151.9	Full	530	0.0	0.0
Approach	406	0.5	406	0.5		1.031		87.2	LOS F	21.6	151.9				
East: Jetty Road (East)															
Lane 1	49	0.0	49	0.0	381	0.130	100	46.6	LOS D	1.7	11.7	Short	12	0.0	NA
Lane 2	151	4.2	151	4.2	326 ¹	0.461	100	43.4	LOS D	5.5	44.1	Full	220	0.0	0.0
Approach	200	3.2	200	3.2		0.461		44.2	LOS D	5.5	44.1				
North: Gordon Street															
Lane 1	695	0.9	695	0.9	664 ¹	1.046	100	117.8	LOS F	54.5	385.3	Full	200	0.0	65.7
Lane 2	91	17.4	91	17.4	158	0.573	100	44.1	LOS D	2.5	24.0	Short	35	0.0	NA
Approach	785	2.8	785	2.8		1.046		109.3	LOS F	54.5	385.3				
West: Jetty Road (West)															
Lane 1	82	9.1	82	9.1	647	0.127	20 ⁶	29.7	LOS C	2.0	16.6	Short	20	0.0	NA
Lane 2	256	2.8	256	2.8	401 ¹	0.637	100	39.2	LOS D	8.4	64.4	Full	400	0.0	0.0
Approach	338	4.4	338	4.4		0.637		36.9	LOS D	8.4	64.4				
All Vehicles	1729	2.6	1729	2.6		1.046		82.4	LOS F	54.5	385.3				

LANE SUMMARY

 Site: 101 [Gordon Weekend (Option C - Traffic & PT Realigned) (Site Folder: Option C)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 86 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %	
South: Partridge Street															
Lane 1	109	1.0	109	1.0	497	0.220	36 ⁵	19.8	LOS B	2.6	18.5	Short	35	0.0	NA
Lane 2	284	0.4	284	0.4	471 ¹	0.604	100	27.1	LOS C	10.0	69.9	Full	530	0.0	0.0
Approach	394	0.5	394	0.5		0.604		25.1	LOS C	10.0	69.9				
East: Jetty Road (East)															
Lane 1	83	0.0	83	0.0	381	0.218	100	54.5	LOS D	2.9	20.2	Short	12	0.0	NA
Lane 2	245	2.6	245	2.6	320 ¹	0.766	100	57.3	LOS E	10.5	80.6	Full	220	0.0	0.0
Approach	328	1.9	328	1.9		0.766		56.6	LOS E	10.5	80.6				
North: Gordon Street															
Lane 1	457	1.2	457	1.2	698 ¹	0.655	100	25.8	LOS C	14.7	104.0	Full	200	0.0	0.0
Lane 2	57	14.8	57	14.8	351	0.162	100	28.8	LOS C	1.5	13.7	Short	35	0.0	NA
Approach	514	2.7	514	2.7		0.655		26.1	LOS C	14.7	104.0				
West: Jetty Road (West)															
Lane 1	101	4.5	101	4.5	628	0.161	20 ⁶	27.1	LOS C	2.6	20.1	Short	20	0.0	NA
Lane 2	209	3.4	209	3.4	260 ¹	0.803	100	41.2	LOS D	7.6	59.3	Full	400	0.0	0.0
Approach	309	3.7	309	3.7		0.803		36.6	LOS D	7.6	59.3				
All Vehicles	1545	2.2	1545	2.2		0.803		34.4	LOS C	14.7	104.0				