

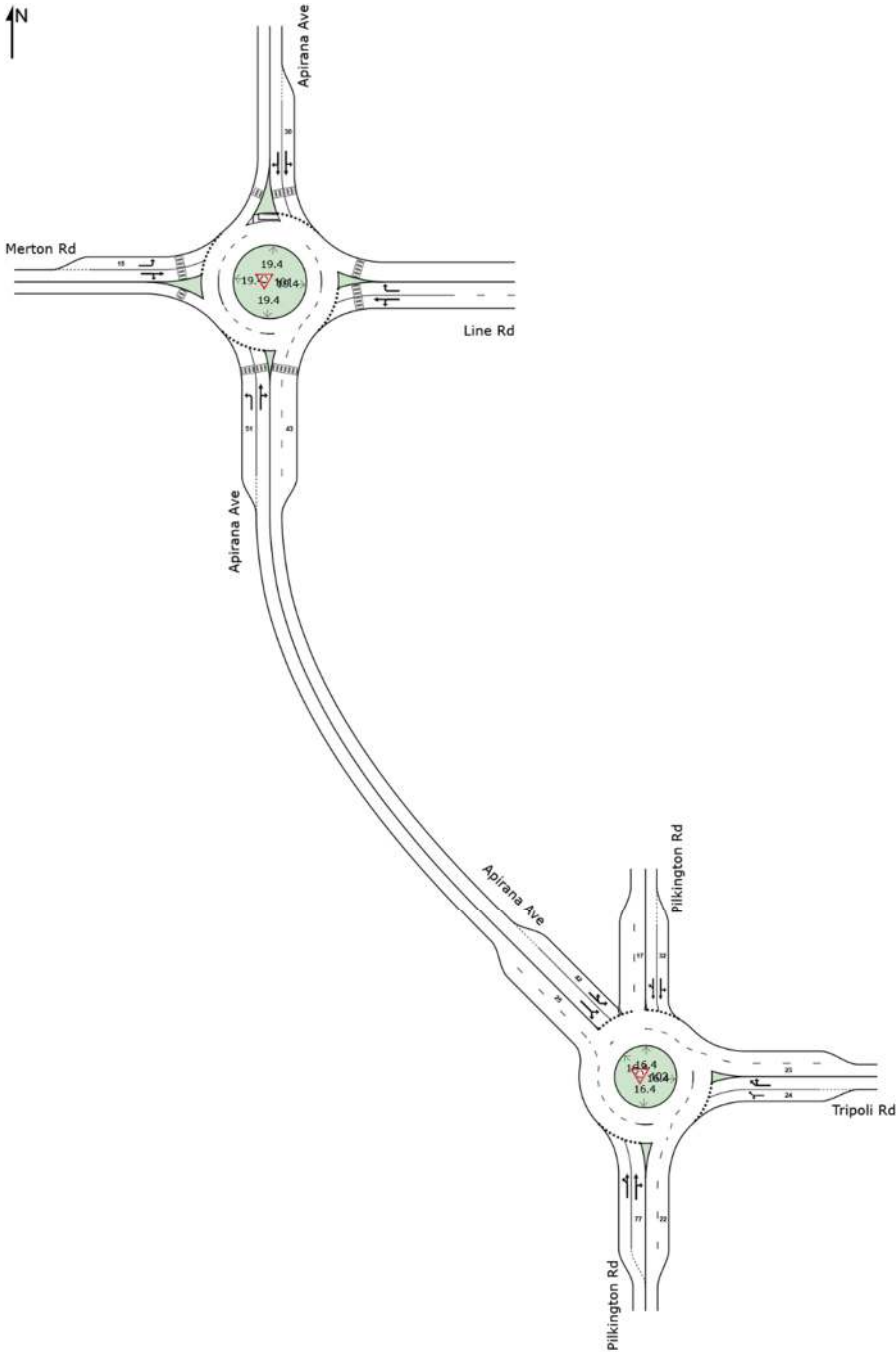
# NETWORK LAYOUT

Network: N101 [AM 2023 Base with AT works (Network Folder: General)]

New Network

Network Category: (None)

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



SITES IN NETWORK		
Site ID	CCG ID	Site Name
101	NA	AM Merton 2023 Base with AT works
102	NA	AM Tripoli 2023 Base

# MOVEMENT SUMMARY

**Site: 101 [AM Merton 2023 Base with AT works  
(Site Folder: General)]**

**Network: N101 [AM 2023 Base with AT works  
(Network Folder: General)]**

Output produced by SIDRA INTERSECTION Version:  
9.1.4.221

New Site  
Site Category: (None)  
Roundabout

## Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
South: Apirana Ave															
1	L2	All MCs	152	6.1	152	6.1	0.361	10.9	LOS B	0.7	5.2	0.76	0.85	0.83	43.0
2	T1	All MCs	259	5.6	259	5.6	0.734	12.4	LOS B	2.8	20.5	0.91	1.05	1.36	41.8
3	R2	All MCs	259	5.2	259	5.2	0.734	16.7	LOS B	2.8	20.5	0.91	1.05	1.36	41.3
Approach			669	5.5	669	5.5	0.734	13.7	LOS B	2.8	20.5	0.88	1.00	1.24	41.9
East: Line Rd															
4	L2	All MCs	384	5.4	384	5.4	1.142	152.6	LOS F	29.1	211.6	1.00	4.18	8.30	9.9
5	T1	All MCs	345	3.6	345	3.6	1.142	152.2	LOS F	29.1	211.6	1.00	4.18	8.30	16.2
6	R2	All MCs	185	3.9	185	3.9	0.510	19.3	LOS B	1.3	9.2	0.86	0.98	1.09	39.1
Approach			913	4.4	913	4.4	1.142	125.5	LOS F	29.1	211.6	0.97	3.53	6.84	15.9
North: Apirana Ave															
7	L2	All MCs	61	8.5	61	8.5	0.303	11.0	LOS B	0.8	5.7	0.86	0.76	0.86	43.1
8	T1	All MCs	363	2.8	363	2.8	0.843	20.8	LOS C	6.5	47.4	0.97	1.22	1.70	31.4
9	R2	All MCs	367	5.1	367	5.1	0.843	28.5	LOS C	6.5	47.4	1.00	1.36	1.95	36.4
Approach			791	4.3	791	4.3	0.843	23.6	LOS C	6.5	47.4	0.97	1.25	1.75	35.2
West: Merton Rd															
10	L2	All MCs	333	6.8	333	6.8	0.582	12.9	LOS B	2.1	15.3	0.92	0.91	1.18	41.9
11	T1	All MCs	279	4.4	279	4.4	0.660	12.9	LOS B	2.8	20.8	0.97	0.96	1.32	41.6
12	R2	All MCs	164	8.8	164	8.8	0.660	18.0	LOS B	2.8	20.8	0.97	0.96	1.32	36.3
Approach			776	6.4	776	6.4	0.660	13.9	LOS B	2.8	20.8	0.95	0.94	1.26	41.0
All Vehicles			3149	5.1	3149	5.1	1.142	48.7	LOS D	29.1	211.6	0.95	1.78	3.00	28.3

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

Roundabout LOS Method: SIDRA Roundabout LOS.

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

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

Roundabout Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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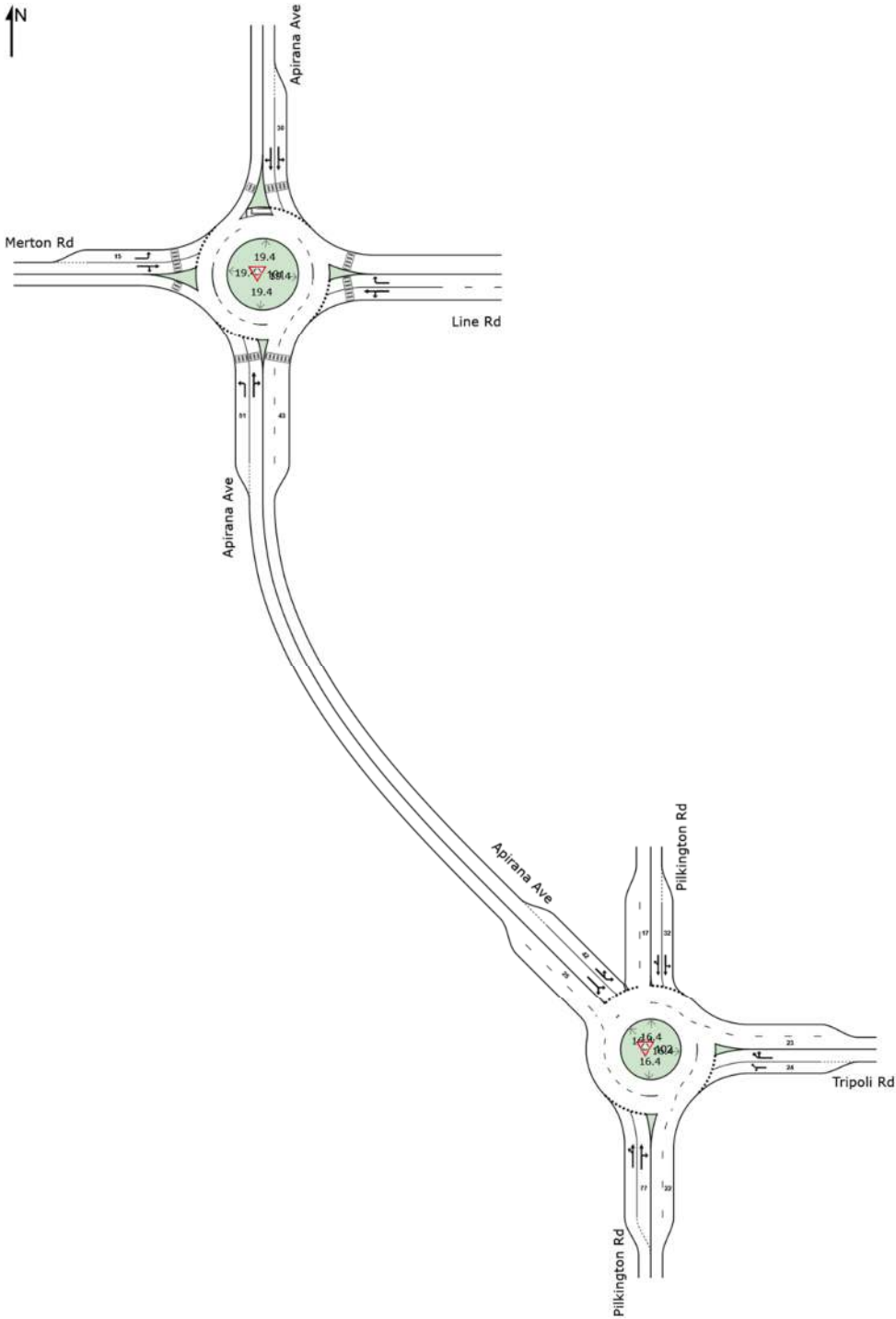
# NETWORK LAYOUT

Network: N101 [AM High with AT works (Network Folder: General)]

New Network

Network Category: (None)

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



SITES IN NETWORK		
Site ID	CCG ID	Site Name
▽101	NA	AM Merton High with AT works
▽102	NA	AM Tripoli High

# MOVEMENT SUMMARY

**Site: 101 [AM Merton High with AT works (Site Folder: General)]**

**Network: N101 [AM High with AT works (Network Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

New Site  
Site Category: (None)  
Roundabout

## Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
South: Apirana Ave															
1	L2	All MCs	208	4.5	208	4.5	0.425	10.4	LOS B	0.9	6.8	0.77	0.86	0.89	43.2
2	T1	All MCs	277	5.2	277	5.2	0.759	13.1	LOS B	3.0	22.3	0.93	1.07	1.42	41.5
3	R2	All MCs	262	5.1	262	5.1	0.759	17.4	LOS B	3.0	22.3	0.93	1.07	1.42	41.1
Approach			747	5.0	747	5.0	0.759	13.8	LOS B	3.0	22.3	0.88	1.02	1.27	41.8
East: Line Rd															
4	L2	All MCs	384	5.4	384	5.4	1.170	176.0	LOS F	32.4	235.8	1.00	4.53	9.16	8.8
5	T1	All MCs	345	3.6	345	3.6	1.170	175.6	LOS F	32.4	235.8	1.00	4.53	9.16	14.7
6	R2	All MCs	185	3.9	185	3.9	0.522	19.9	LOS B	1.3	9.5	0.87	0.99	1.11	38.9
Approach			913	4.4	913	4.4	1.170	144.3	LOS F	32.4	235.8	0.97	3.82	7.53	14.4
North: Apirana Ave															
7	L2	All MCs	61	8.5	61	8.5	0.316	11.3	LOS B	0.8	6.0	0.87	0.77	0.87	43.0
8	T1	All MCs	375	2.7	375	2.7	0.879	24.9	LOS C	7.7	55.9	0.97	1.34	1.90	29.5
9	R2	All MCs	367	5.1	367	5.1	0.879	33.5	LOS C	7.7	55.9	1.00	1.50	2.19	34.7
Approach			803	4.2	803	4.2	0.879	27.8	LOS C	7.7	55.9	0.98	1.37	1.96	33.5
West: Merton Rd															
10	L2	All MCs	333	6.8	333	6.8	0.605	14.0	LOS B	2.2	16.4	0.94	0.94	1.24	41.4
11	T1	All MCs	279	4.4	279	4.4	0.701	14.7	LOS B	3.2	23.9	1.00	1.02	1.43	40.7
12	R2	All MCs	179	8.0	179	8.0	0.701	19.8	LOS B	3.2	23.9	1.00	1.02	1.43	35.1
Approach			792	6.3	792	6.3	0.701	15.5	LOS B	3.2	23.9	0.98	0.99	1.35	40.1
All Vehicles			3256	4.9	3256	4.9	1.170	54.3	LOS E	32.4	235.8	0.95	1.88	3.22	27.0

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

Roundabout LOS Method: SIDRA Roundabout LOS.

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

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

Roundabout Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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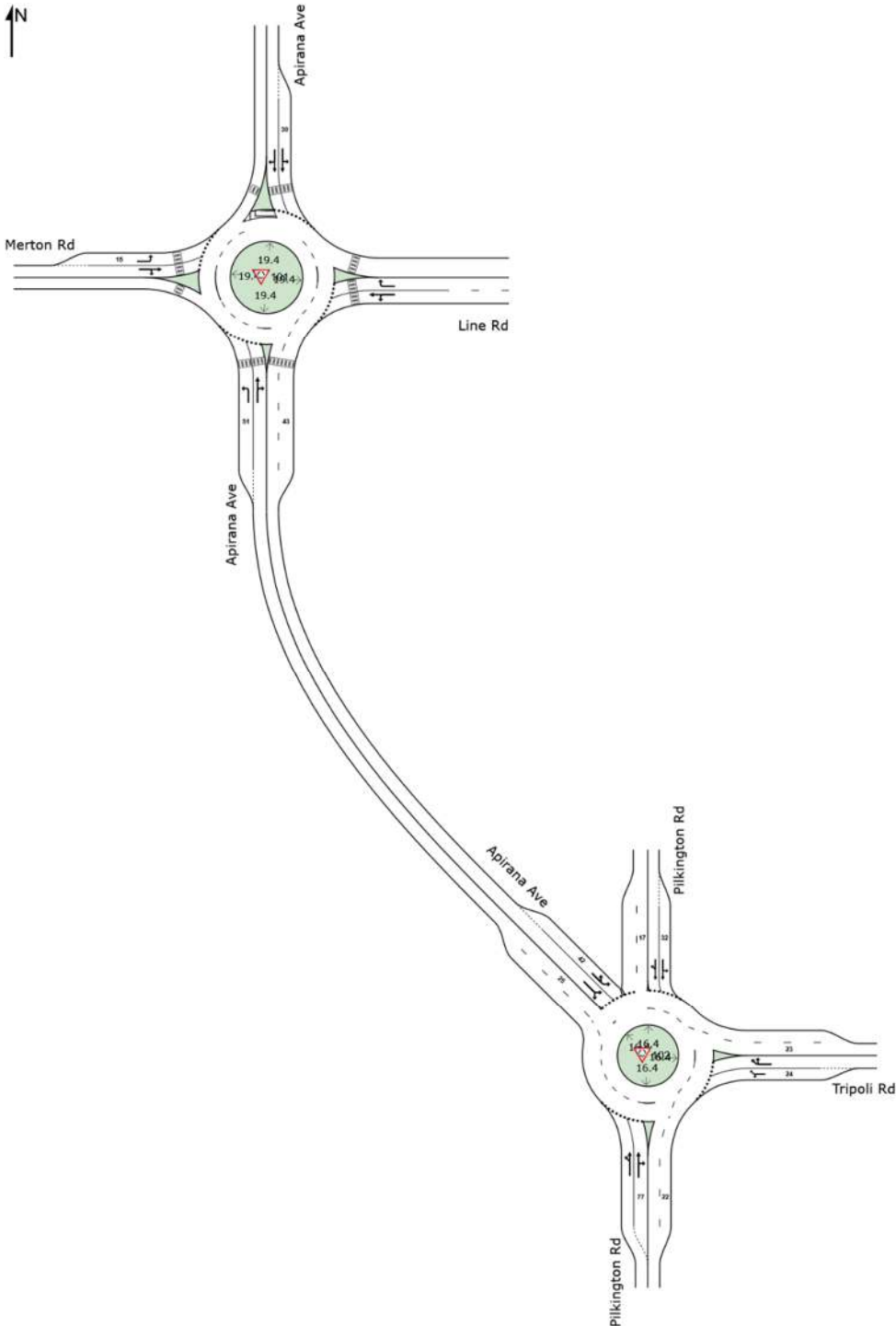
# NETWORK LAYOUT

Network: N101 [PM 2023 Base with AT works (Network Folder: General)]

New Network

Network Category: (None)

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



SITES IN NETWORK		
Site ID	CCG ID	Site Name
101	NA	PM Merton 2023 Base with AT works
102	NA	PM Tripoli 2023 Base

# MOVEMENT SUMMARY

**Site: 101 [PM Merton 2023 Base with AT works  
(Site Folder: General)]**

**Network: N101 [PM 2023 Base with AT works  
(Network Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

New Site  
Site Category: (None)  
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
South: Apirana Ave															
1	L2	All MCs	204	1.5	204	1.5	0.350	7.9	LOS A	0.7	5.0	0.69	0.74	0.71	44.5
2	T1	All MCs	270	1.5	270	1.5	0.658	8.9	LOS A	2.3	16.7	0.83	0.88	1.07	43.4
3	R2	All MCs	283	3.6	283	3.6	0.658	13.2	LOS B	2.3	16.7	0.83	0.88	1.07	42.9
Approach			757	2.3	757	2.3	0.658	10.2	LOS B	2.3	16.7	0.80	0.84	0.97	43.5
East: Line Rd															
4	L2	All MCs	288	3.9	288	3.9	0.867	23.9	LOS C	5.2	37.4	1.00	1.36	2.01	30.7
5	T1	All MCs	268	2.3	268	2.3	0.867	23.5	LOS C	5.2	37.4	1.00	1.36	2.01	37.6
6	R2	All MCs	87	5.8	87	5.8	0.248	15.5	LOS B	0.5	3.6	0.79	0.87	0.79	40.7
Approach			642	3.5	642	3.5	0.867	22.6	LOS C	5.2	37.4	0.97	1.29	1.85	35.7
North: Apirana Ave															
7	L2	All MCs	64	9.5	64	9.5	0.312	11.8	LOS B	0.8	5.9	0.87	0.77	0.87	42.8
8	T1	All MCs	458	2.9	458	2.9	0.869	25.8	LOS C	7.4	53.4	0.98	1.37	1.96	29.3
9	R2	All MCs	267	3.4	267	3.4	0.869	33.2	LOS C	7.4	53.4	1.00	1.48	2.17	34.9
Approach			788	3.6	788	3.6	0.869	27.2	LOS C	7.4	53.4	0.98	1.36	1.94	33.0
West: Merton Rd															
10	L2	All MCs	327	2.2	327	2.2	0.521	10.2	LOS B	1.7	12.1	0.88	0.83	1.03	43.3
11	T1	All MCs	290	0.3	290	0.3	0.638	10.7	LOS B	2.7	19.0	0.94	0.90	1.21	42.5
12	R2	All MCs	185	3.8	185	3.8	0.638	15.7	LOS B	2.7	19.0	0.94	0.90	1.21	37.8
Approach			802	1.9	802	1.9	0.638	11.7	LOS B	2.7	19.0	0.91	0.87	1.13	42.1
All Vehicles			2989	2.8	2989	2.8	0.869	17.7	LOS B	7.4	53.4	0.91	1.08	1.46	38.8

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

Roundabout LOS Method: SIDRA Roundabout LOS.

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

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

Roundabout Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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# NETWORK LAYOUT

## Network: N101 [PM High with AT works (Network Folder: General)]

New Network

Network Category: (None)

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



SITES IN NETWORK		
Site ID	CCG ID	Site Name
101	NA	PM Merton High with AT works
102	NA	PM Tripoli High

# MOVEMENT SUMMARY

**Site: 101 [PM Merton High with AT works (Site Folder: General)]**

**Network: N101 [PM High with AT works (Network Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

New Site  
Site Category: (None)  
Roundabout

## Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
South: Apirana Ave															
1	L2	All MCs	220	1.4	220	1.4	0.366	7.9	LOS A	0.8	5.4	0.70	0.74	0.72	44.5
2	T1	All MCs	275	1.5	275	1.5	0.661	8.9	LOS A	2.4	16.9	0.83	0.88	1.07	43.4
3	R2	All MCs	280	3.6	280	3.6	0.661	13.3	LOS B	2.4	16.9	0.83	0.88	1.07	42.9
Approach			775	2.2	775	2.2	0.661	10.2	LOS B	2.4	16.9	0.80	0.84	0.97	43.5
East: Line Rd															
4	L2	All MCs	295	3.8	295	3.8	0.909	31.1	LOS C	6.4	46.1	1.00	1.55	2.39	27.5
5	T1	All MCs	268	2.3	268	2.3	0.909	30.6	LOS C	6.4	46.1	1.00	1.55	2.39	35.0
6	R2	All MCs	87	5.8	87	5.8	0.257	16.0	LOS B	0.5	3.8	0.80	0.87	0.80	40.5
Approach			649	3.4	649	3.4	0.909	28.9	LOS C	6.4	46.1	0.97	1.46	2.18	33.1
North: Apirana Ave															
7	L2	All MCs	64	9.5	64	9.5	0.329	12.1	LOS B	0.9	6.3	0.88	0.78	0.88	42.6
8	T1	All MCs	478	2.7	478	2.7	0.915	33.1	LOS C	9.4	67.4	0.98	1.56	2.31	26.4
9	R2	All MCs	267	3.4	267	3.4	0.915	42.0	LOS D	9.4	67.4	1.00	1.71	2.59	32.3
Approach			808	3.5	808	3.5	0.915	34.4	LOS C	9.4	67.4	0.98	1.55	2.29	30.2
West: Merton Rd															
10	L2	All MCs	327	2.2	327	2.2	0.529	10.5	LOS B	1.7	12.4	0.88	0.84	1.04	43.1
11	T1	All MCs	290	0.3	290	0.3	0.668	11.5	LOS B	3.0	21.0	0.96	0.93	1.27	42.1
12	R2	All MCs	206	3.4	206	3.4	0.668	16.5	LOS B	3.0	21.0	0.96	0.93	1.27	37.1
Approach			823	1.8	823	1.8	0.668	12.3	LOS B	3.0	21.0	0.93	0.89	1.18	41.7
All Vehicles			3056	2.7	3056	2.7	0.915	21.1	LOS C	9.4	67.4	0.92	1.17	1.63	37.2

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

Roundabout LOS Method: SIDRA Roundabout LOS.

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

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

Roundabout Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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