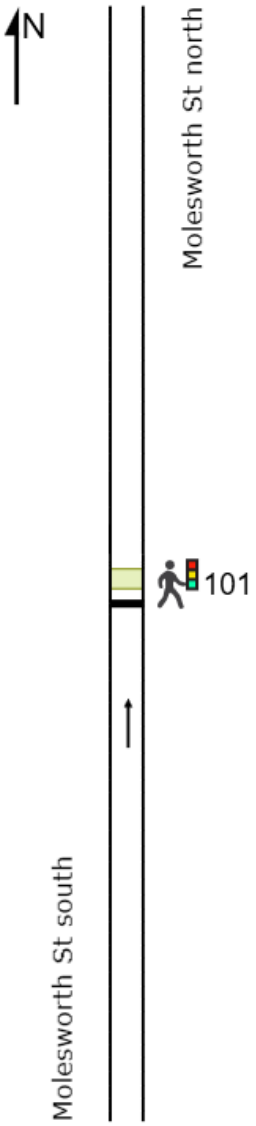
Site: 101 [Molesworth St Ped Xing_one lane_morning peak (Site Folder: Molesworth St Ped Xing Morning Peak)]

New Site
Site Category: (None)
Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated

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



LANE SUMMARY

Site: 101 [Molesworth St Ped Xing_one lane_morning peak (Site Folder: Molesworth St Ped Xing Morning Peak)]

New Site
Site Category: (None)
Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 20 seconds (Site Practical Cycle Time)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	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: Molesworth St south													
Lane 1	661	7.0	1119	0.591	100	2.4	LOS A	4.0	29.4	Full	200	0.0	0.0
Approach	661	7.0		0.591		2.4	LOS A	4.0	29.4				
Intersection	661	7.0		0.591		2.4	LOS A	4.0	29.4				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Molesworth St Ped Xing_one lane_afternoon peak (Site Folder: Molesworth St Ped Xing Morning Peak)]

New Site
Site Category: (None)
Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 20 seconds (Site Practical Cycle Time)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	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: Molesworth St south													
Lane 1	894	7.0	1119	0.799	100	6.8	LOS A	9.4	69.5	Full	200	0.0	0.0
Approach	894	7.0		0.799		6.8	LOS A	9.4	69.5				
Intersection	894	7.0		0.799		6.8	LOS A	9.4	69.5				

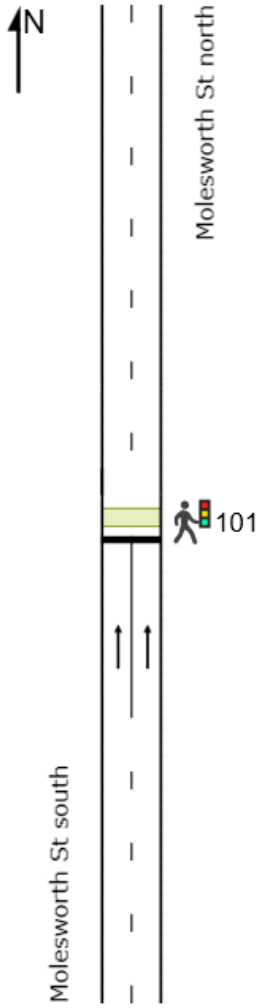
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Molesworth St Ped Xing_two lanes_afternoon peak (Site Folder: Molesworth St Ped Xing Morning Peak)]

New Site
Site Category: (None)
Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated

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



LANE SUMMARY

Site: 101 [Molesworth St Ped Xing_two lanes_morning peak (Site Folder: Molesworth St Ped Xing Morning Peak)]

New Site
Site Category: (None)
Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 20 seconds (Site Practical Cycle Time)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	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: Molesworth St south													
Lane 1	331	7.0	1119	0.295	100	1.7	LOS A	1.5	10.9	Full	200	0.0	0.0
Lane 2	331	7.0	1119	0.295	100	1.7	LOS A	1.5	10.9	Full	200	0.0	0.0
Approach	661	7.0		0.295		1.7	LOS A	1.5	10.9				
Intersection	661	7.0		0.295		1.7	LOS A	1.5	10.9				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Molesworth St Ped Xing_two lanes_afternoon peak (Site Folder: Molesworth St Ped Xing Morning Peak)]

New Site
Site Category: (None)
Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 20 seconds (Site Practical Cycle Time)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	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: Molesworth St south													
Lane 1	447	7.0	1119	0.399	100	1.9	LOS A	2.2	16.2	Full	200	0.0	0.0
Lane 2	447	7.0	1119	0.399	100	1.9	LOS A	2.2	16.2	Full	200	0.0	0.0
Approach	894	7.0		0.399		1.9	LOS A	2.2	16.2				
Intersection	894	7.0		0.399		1.9	LOS A	2.2	16.2				

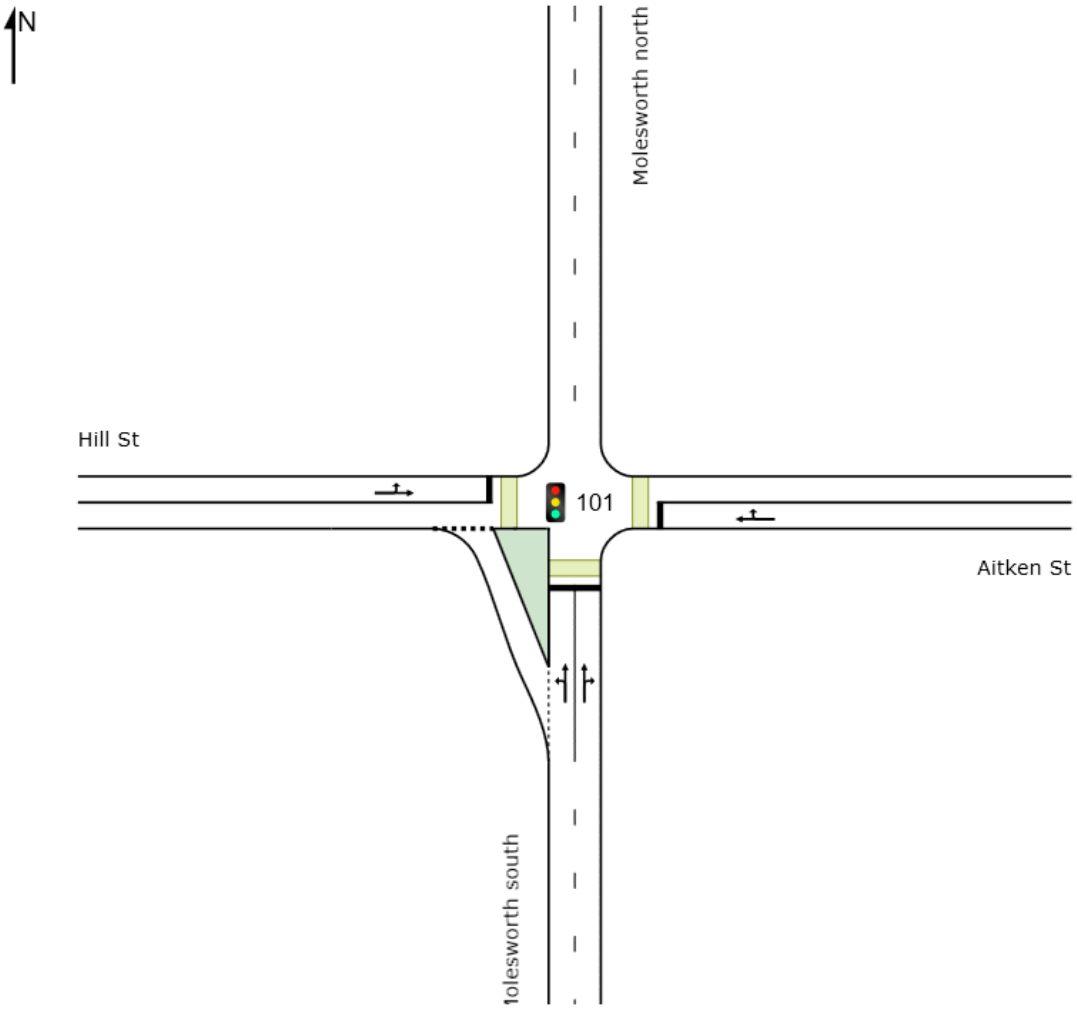
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

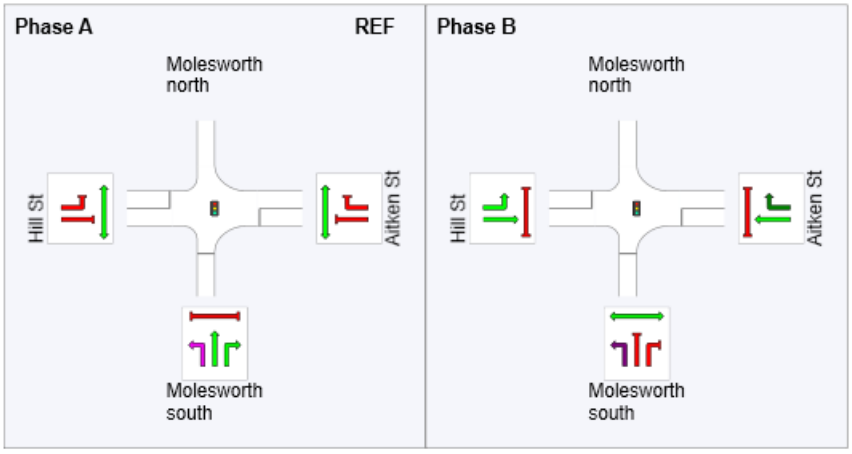
Site: 101 [Molesworth Aitken Hill_base_morning peak (Site Folder: Hill St Morning peak)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



Output Phase Sequence



LANE SUMMARY

Site: 101 [Molesworth Aitken Hill_base_morning peak (Site Folder: Hill St Morning peak)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site User-Given Cycle Time)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	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: Molesworth south													
Lane 1	254	7.0	598	0.426	100	13.4	LOS B	4.4	32.9	Full	200	0.0	0.0
Lane 2	242	7.0	569	0.426	100	15.9	LOS B	4.7	35.1	Full	200	0.0	0.0
Approach	497	7.0		0.426		14.6	LOS B	4.7	35.1				
East: Aitken St													
Lane 1	213	7.0	464	0.459	100	17.5	LOS B	4.3	31.6	Full	150	0.0	0.0
Approach	213	7.0		0.459		17.5	LOS B	4.3	31.6				
West: Hill St													
Lane 1	314	7.0	704	0.446	100	14.3	LOS B	5.6	41.7	Full	500	0.0	0.0
Approach	314	7.0		0.446		14.3	LOS B	5.6	41.7				
Intersection	1023	7.0		0.459		15.1	LOS B	5.6	41.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

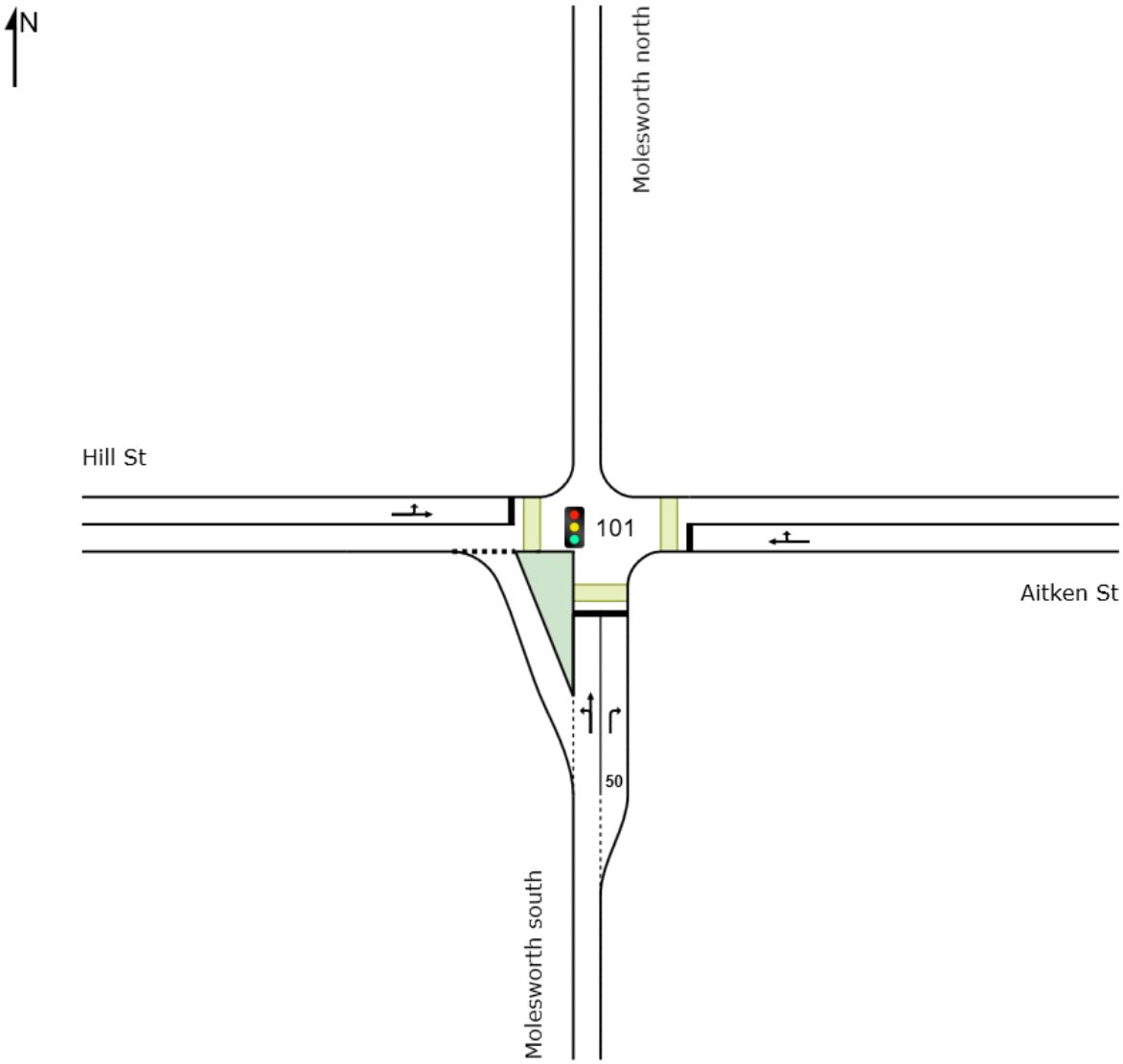
Site: 101 [Molesworth Aitken Hill_base_morning peak (Site Folder: Hill St Morning peak)]

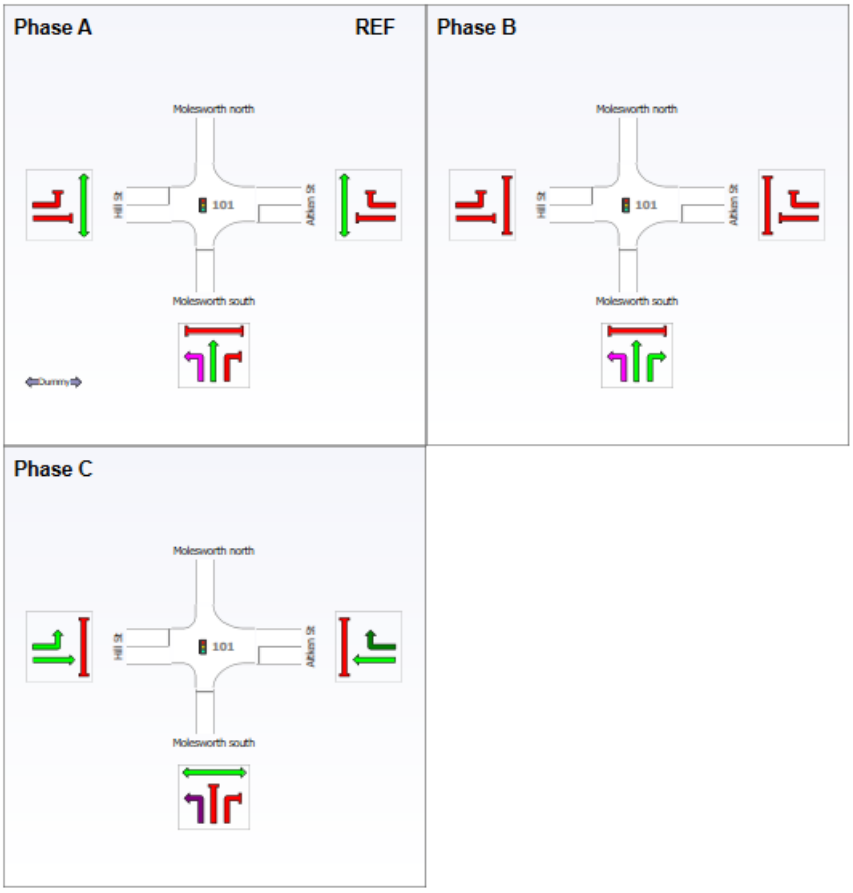
New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site User-Given Cycle Time)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	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: Molesworth south													
Lane 1	254	7.0	598	0.426	100	13.4	LOS B	4.4	32.9	Full	200	0.0	0.0
Lane 2	242	7.0	569	0.426	100	15.9	LOS B	4.7	35.1	Full	200	0.0	0.0
Approach	497	7.0		0.426		14.6	LOS B	4.7	35.1				
East: Aitken St													
Lane 1	213	7.0	464	0.459	100	17.5	LOS B	4.3	31.6	Full	150	0.0	0.0
Approach	213	7.0		0.459		17.5	LOS B	4.3	31.6				
West: Hill St													
Lane 1	314	7.0	704	0.446	100	14.3	LOS B	5.6	41.7	Full	500	0.0	0.0
Approach	314	7.0		0.446		14.3	LOS B	5.6	41.7				
Intersection	1023	7.0		0.459		15.1	LOS B	5.6	41.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.


N
Molesworth north
Hill St
101
Aitken St
50
Molesworth south



LANE SUMMARY

Site: 101 [Molesworth Aitken Hill_seperate right turn lane (Site Folder: Hill St Morning peak)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	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: Molesworth south													
Lane 1	428	7.0	694	0.617	100	13.9	LOS B	8.3	61.7	Full	200	0.0	0.0
Lane 2	68	7.0	229	0.299	100	28.3	LOS C	1.6	12.0	Short	50	0.0	NA
Approach	497	7.0		0.617		15.8	LOS B	8.3	61.7				
East: Aitken St													
Lane 1	213	7.0	372	0.572	100	21.4	LOS C	4.8	35.8	Full	150	0.0	0.0
Approach	213	7.0		0.572		21.4	LOS C	4.8	35.8				
West: Hill St													
Lane 1	314	7.0	603	0.520	100	16.9	LOS B	6.3	46.4	Full	500	0.0	0.0
Approach	314	7.0		0.520		16.9	LOS B	6.3	46.4				
Intersection	1023	7.0		0.617		17.3	LOS B	8.3	61.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Molesworth Aitken Hill_seperate right turn_afternoon peak (Site Folder: Hill St Afternoon peak)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	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: Molesworth south													
Lane 1	718	7.0	822	0.874	100	21.6	LOS C	18.0	133.7	Full	200	0.0	0.0
Lane 2	103	7.0	245	0.421	100	24.1	LOS C	2.0	14.9	Short	50	0.0	NA
Approach	821	7.0		0.874		21.9	LOS C	18.0	133.7				
East: Aitken St													
Lane 1	179	7.0	261	0.685	100	22.5	LOS C	3.8	28.1	Full	150	0.0	0.0
Approach	179	7.0		0.685		22.5	LOS C	3.8	28.1				
West: Hill St													
Lane 1	217	7.0	377	0.575	100	19.0	LOS B	4.1	30.4	Full	500	0.0	0.0
Approach	217	7.0		0.575		19.0	LOS B	4.1	30.4				
Intersection	1217	7.0		0.874		21.5	LOS C	18.0	133.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.