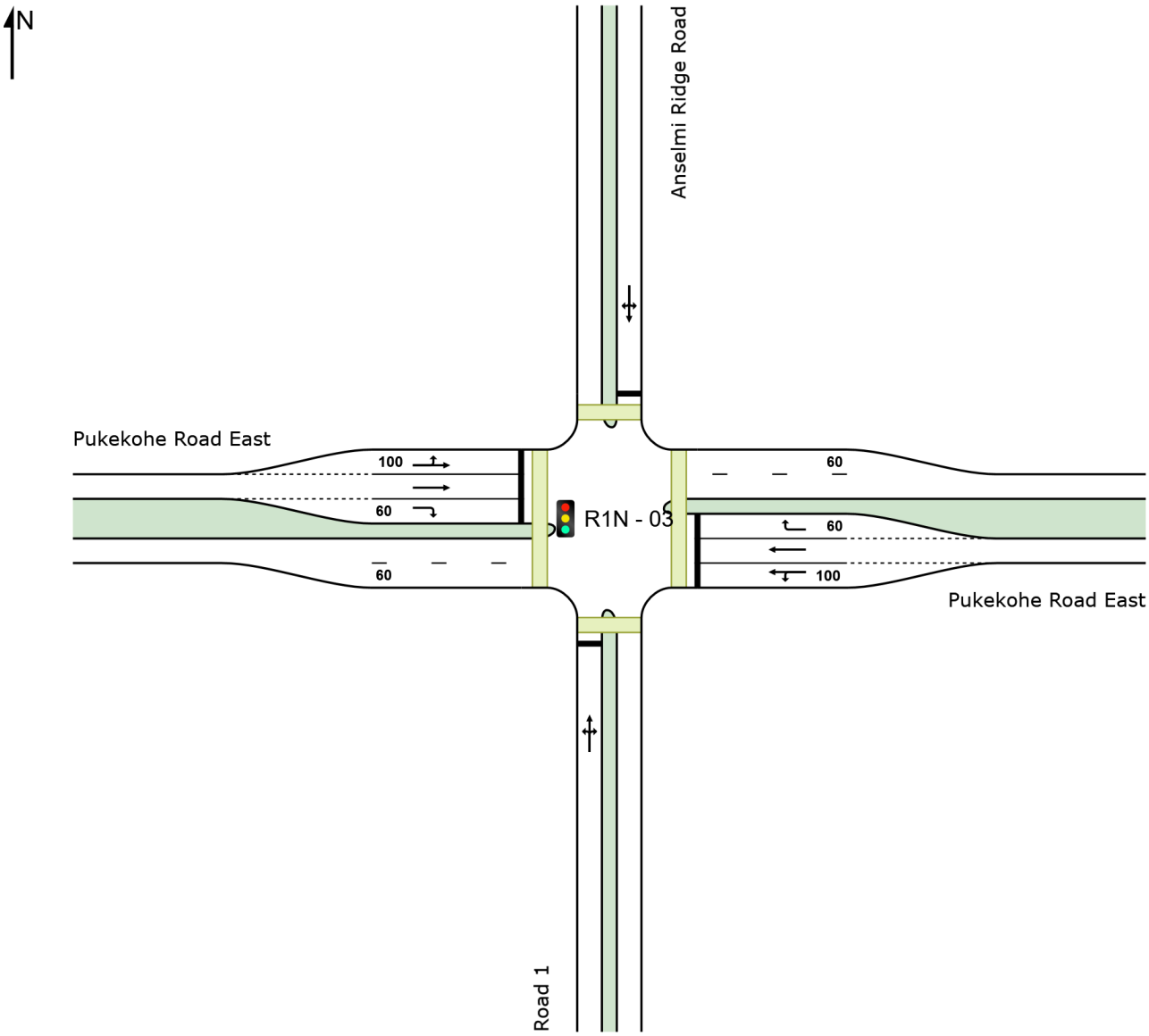
SITE LAYOUT

Site: R1N - 03 [Road 1 N - Signalised - AM Peak - More Lanes & Full Ped (Site Folder: Pukekohe Road East / Road 1 / Anselmi Ridge Road - Signalised)]

Signalied Intersection of Pukekohe Road East / Road 1 / Anselmi Ridge Road
AM Peak: Existing + Consented + Development
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: R1N - 03 [Road 1 N - Signalised - AM Peak - More Lanes & Full Ped (Site Folder: Pukekohe Road East / Road 1 / Anselmi Ridge Road - Signalised)]

Signalied Intersection of Pukekohe Road East / Road 1 / Anselmi Ridge Road
AM Peak: Existing + Consented + Development
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Road 1														
1	L2	84	1.0	88	1.0	0.569	35.3	LOS D	8.1	57.1	0.94	0.81	0.94	33.0
2	T1	1	1.0	1	1.0	0.569	30.6	LOS C	8.1	57.1	0.94	0.81	0.94	36.7
3	R2	130	1.0	137	1.0	0.569	35.3	LOS D	8.1	57.1	0.94	0.81	0.94	41.9
Approach		215	1.0	226	1.0	0.569	35.3	LOS D	8.1	57.1	0.94	0.81	0.94	39.8
East: Pukekohe Road East														
4	L2	33	1.0	35	1.0	*0.712	36.8	LOS D	13.7	98.0	0.96	0.89	1.00	42.3
5	T1	763	3.0	803	3.0	*0.882	37.3	LOS D	21.0	150.8	0.98	1.01	1.18	41.4
6	R2	8	2.0	8	2.0	0.061	43.6	LOS D	0.3	2.3	0.95	0.66	0.95	41.2
Approach		804	2.9	846	2.9	0.882	37.3	LOS D	21.0	150.8	0.98	1.00	1.17	41.5
North: Anselmi Ridge Road														
7	L2	34	1.0	36	1.0	*0.296	25.5	LOS C	2.1	14.6	0.92	0.76	0.92	44.5
8	T1	4	1.0	4	1.0	*0.296	20.8	LOS C	2.1	14.6	0.92	0.76	0.92	39.7
9	R2	48	1.0	51	1.0	0.296	25.5	LOS C	2.1	14.6	0.92	0.76	0.92	39.2
Approach		86	1.0	91	1.0	0.296	25.3	LOS C	2.1	14.6	0.92	0.76	0.92	42.2
West: Pukekohe Road East														
10	L2	12	2.0	13	2.0	0.719	33.9	LOS C	13.9	100.4	0.96	0.86	1.01	37.7
11	T1	755	4.0	795	4.0	0.837	33.1	LOS C	18.1	131.3	0.98	0.95	1.12	42.3
12	R2	21	1.0	22	1.0	0.160	44.3	LOS D	0.9	6.1	0.97	0.70	0.97	30.2
Approach		788	3.9	829	3.9	0.837	33.4	LOS C	18.1	131.3	0.98	0.94	1.11	42.1
All Vehicles		1893	3.0	1993	3.0	0.882	34.9	LOS C	21.0	150.8	0.97	0.94	1.11	41.6

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Road 1												
P1	Full	50	53	34.3	LOS D	0.1	0.1	0.93	0.93	196.3	210.6	1.07
East: Pukekohe Road East												

P2	Full	50	53	34.3	LOS D	0.1	0.1	0.93	0.93	203.9	220.5	1.08
North: Anselmi Ridge Road												
P3	Full	50	53	34.3	LOS D	0.1	0.1	0.93	0.93	196.3	210.6	1.07
West: Pukekohe Road East												
P4	Full	50	53	34.3	LOS D	0.1	0.1	0.93	0.93	203.9	220.5	1.08
All Pedestrians		200	211	34.3	LOS D	0.1	0.1	0.93	0.93	200.1	215.6	1.08

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: R1N - 03 [Road 1 N - Signalised - AM Peak - More Lanes & Full Ped (Site Folder: Pukekohe Road East / Road 1 / Anselmi Ridge Road - Signalised)]

Signalied Intersection of Pukekohe Road East / Road 1 / Anselmi Ridge Road
AM Peak: Existing + Consented + Development
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Diamond + Split
Reference Phase: Phase B
Input Phase Sequence: A, B, C, D
Output Phase Sequence: A, B, C, D

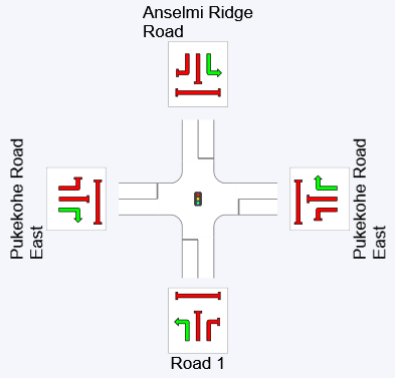
Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	68	0	28	46
Green Time (sec)	6	22	12	16
Phase Time (sec)	12	28	18	22
Phase Split	15%	35%	23%	28%

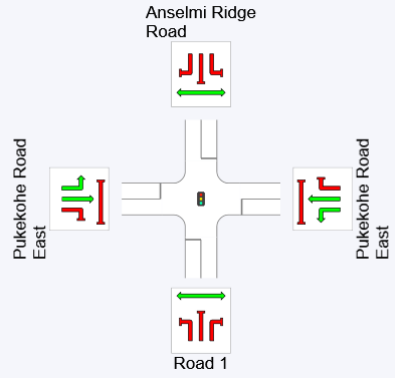
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence

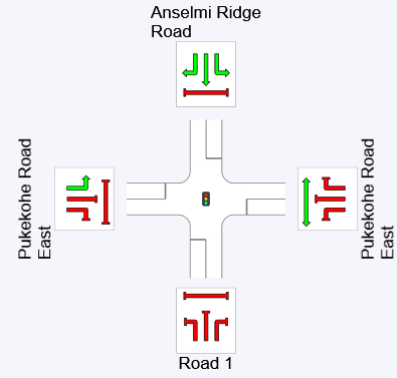
Phase A



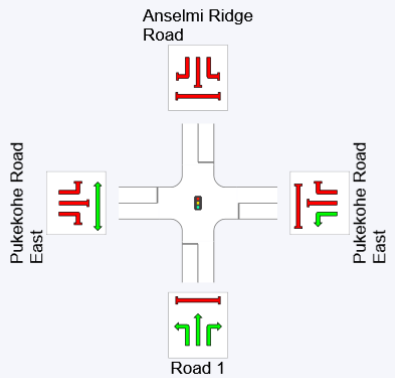
Phase B **REF**



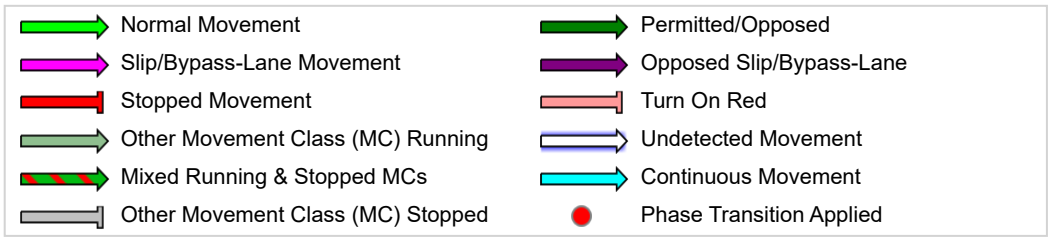
Phase C



Phase D



REF: Reference Phase
VAR: Variable Phase



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MOVEMENT SUMMARY

Site: R1N - 03 [Road 1 N - Signalised - PM Peak - More Lanes & Full Ped (Site Folder: Pukekohe Road East / Road 1 / Anselmi Ridge Road - Signalised)]

Signalied Intersection of Pukekohe Road East / Road 1 / Anselmi Ridge Road
AM Peak: Existing + Consented + Development
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Road 1														
1	L2	18	1.0	19	1.0	0.205	39.5	LOS D	2.5	17.9	0.89	0.74	0.89	31.8
2	T1	4	1.0	4	1.0	0.205	34.8	LOS C	2.5	17.9	0.89	0.74	0.89	35.6
3	R2	41	1.0	43	1.0	0.205	39.5	LOS D	2.5	17.9	0.89	0.74	0.89	41.2
Approach		63	1.0	66	1.0	0.205	39.2	LOS D	2.5	17.9	0.89	0.74	0.89	39.3
East: Pukekohe Road East														
4	L2	162	1.0	171	1.0	*0.773	35.0	LOS D	20.4	146.6	0.95	0.93	1.01	42.5
5	T1	903	4.0	951	4.0	*0.957	49.2	LOS D	36.8	266.4	0.98	1.15	1.32	39.2
6	R2	42	1.0	44	1.0	0.360	51.1	LOS D	2.0	14.1	0.99	0.73	0.99	40.0
Approach		1107	3.4	1165	3.4	0.957	47.2	LOS D	36.8	266.4	0.98	1.10	1.26	39.7
North: Anselmi Ridge Road														
7	L2	11	1.0	12	1.0	0.071	23.6	LOS C	0.5	3.9	0.86	0.68	0.86	44.8
8	T1	1	1.0	1	1.0	*0.071	18.9	LOS B	0.5	3.9	0.86	0.68	0.86	40.3
9	R2	10	1.0	11	1.0	0.071	23.5	LOS C	0.5	3.9	0.86	0.68	0.86	39.8
Approach		22	1.0	23	1.0	0.071	23.4	LOS C	0.5	3.9	0.86	0.68	0.86	43.2
West: Pukekohe Road East														
10	L2	41	1.0	43	1.0	0.687	31.4	LOS C	17.0	123.1	0.91	0.80	0.91	38.4
11	T1	883	4.0	929	4.0	0.851	32.4	LOS C	23.9	173.4	0.94	0.91	1.05	42.4
12	R2	72	1.0	76	1.0	*0.617	52.7	LOS D	3.5	25.0	1.00	0.80	1.10	28.2
Approach		996	3.7	1048	3.7	0.851	33.8	LOS C	23.9	173.4	0.95	0.90	1.04	41.7
All Vehicles		2188	3.4	2303	3.4	0.957	40.7	LOS D	36.8	266.4	0.96	1.00	1.15	40.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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Delay Model: SIDRA Standard (Geometric Delay is included).
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Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Road 1												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	201.3	210.6	1.05
East: Pukekohe Road East												

P2	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	208.9	220.5	1.06
North: Anselmi Ridge Road												
P3	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	201.3	210.6	1.05
West: Pukekohe Road East												
P4	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	208.9	220.5	1.06
All Pedestrians		200	211	39.3	LOS D	0.1	0.1	0.94	0.94	205.1	215.6	1.05

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
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Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

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Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Diamond + Split
Reference Phase: Phase B
Input Phase Sequence: A, B, C, D
Output Phase Sequence: A, B, C, D

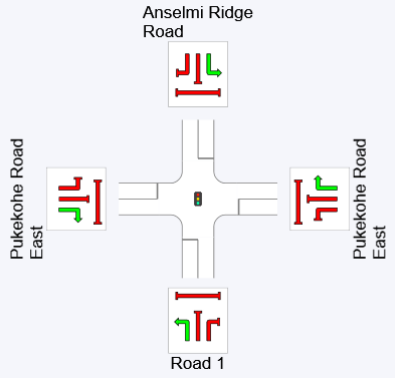
Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	78	0	37	57
Green Time (sec)	6	31	14	15
Phase Time (sec)	12	37	20	21
Phase Split	13%	41%	22%	23%

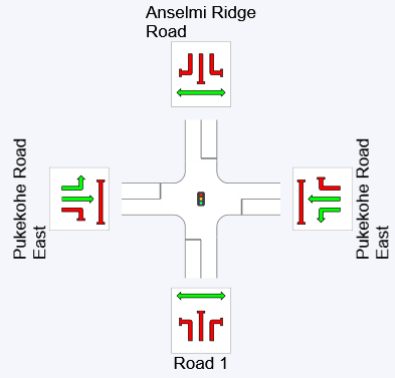
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence

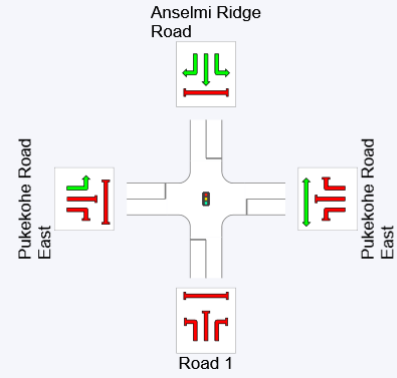
Phase A



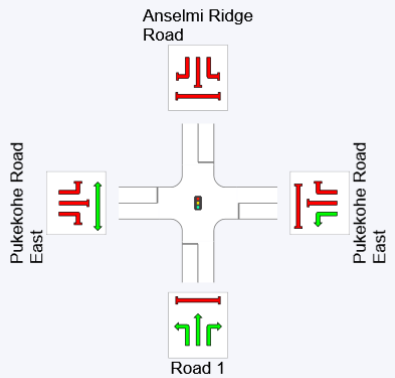
Phase B **REF**



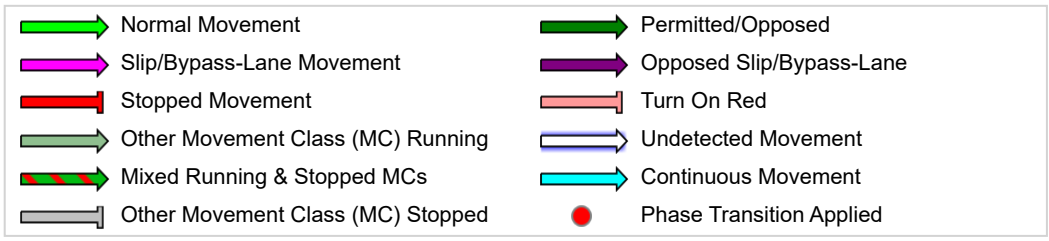
Phase C



Phase D



REF: Reference Phase
VAR: Variable Phase



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