

MOVEMENT SUMMARY

 **Site: GWH-Hawkesbury Rd_EX AM**

172-184 Great Western Highway, Westmead

Existing AM

GWH-Hawkesbury Rd-Coleman St

Signals - Fixed Time Cycle Time = 140 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	QJ Mov	Demand Flow: Total veh/h	HV %	Req. Satn v/s	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Coleman St (S)											
1	L2	304	5.0	0.625	53.8	LOS D	18.2	133.2	0.94	0.84	31.3
2	T1	408	5.0	0.952	77.0	LOS F	24.8	180.9	0.98	1.00	23.9
3	R2	39	5.0	0.952	94.2	LOS F	24.8	180.9	1.00	1.13	24.1
Approach		752	5.0	0.952	68.5	LOS E	24.8	180.9	0.97	0.94	26.7
East: Great Western Hwy (E)											
4	L2	18	5.0	0.387	17.2	LOS B	7.1	51.8	0.35	0.33	49.6
5	T1	643	5.0	0.387	11.6	LOS A	7.6	55.3	0.36	0.32	50.4
6	R2	59	5.0	0.345	40.7	LOS C	2.2	15.9	0.98	0.74	32.9
Approach		720	5.0	0.387	14.1	LOS A	7.6	55.3	0.41	0.36	48.5
North: Hawkesbury Rd (N)											
7	L2	73	5.0	0.218	36.3	LOS C	2.8	20.4	0.83	0.74	34.3
8	T1	115	5.0	0.898	75.8	LOS F	16.6	121.5	1.00	1.01	23.8
9	R2	336	5.0	0.898	82.7	LOS F	17.8	130.0	1.00	0.99	22.9
Approach		523	5.0	0.898	74.8	LOS F	17.8	130.0	0.98	0.96	24.2
West: Great Western Hwy (W)											
10	L2	231	5.0	0.209	6.3	LOS A	0.4	2.8	0.03	0.58	51.7
11	T1	1597	5.0	1.031	54.9	LOS D	37.0	269.9	0.36	0.59	31.6
12	R2	149	5.0	0.298	22.7	LOS B	5.0	36.7	0.62	0.71	42.9
Approach		1977	5.0	1.031	46.8	LOS D	37.0	269.9	0.34	0.60	33.6
All Vehicles		3972	5.0	1.031	48.7	LOS D	37.0	269.9	0.55	0.67	32.5

Level of Service (LOS) Method: Delay (RTANSW)

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	27.7	LOS C	0.1	0.1	0.63	0.63	
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
P3	North Full Crossing	53	27.7	LOS C	0.1	0.1	0.63	0.63	
All Pedestrians		158	39.9	LOS D			0.74	0.74	

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

MOVEMENT SUMMARY

 **Site: GWH-Hawkesbury Rd_EX PM**

172-184 Great Western Highway, Westmead

Existing PM

GWH-Hawkesbury Rd-Coleman St

Signals - Fixed Time Cycle Time = 135 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	ID Mov	Demand Flow Total veh/h	Flows HV %	Req Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Coleman St (S)											
1	L2	439	5.0	0.661	54.8	LOS D	19.0	138.7	0.95	0.84	31.2
2	T1	226	5.0	0.661	58.6	LOS E	11.7	85.2	0.99	0.82	27.6
3	R2	29	5.0	0.661	65.5	LOS E	11.7	85.2	1.00	0.83	29.7
Approach		695	5.0	0.661	56.5	LOS D	19.0	138.7	0.97	0.83	30.0
East: Great Western Hwy (E)											
4	L2	43	5.0	0.913	38.3	LOS C	50.4	368.0	0.94	0.92	38.6
5	T1	1518	5.0	0.913	31.2	LOS C	50.4	368.0	0.86	0.84	39.7
6	R2	43	5.0	0.125	25.4	LOS B	1.5	10.8	0.66	0.69	39.3
Approach		1604	5.0	0.913	31.2	LOS C	50.4	368.0	0.86	0.84	39.6
North: Hawkesbury Rd (N)											
7	L2	75	5.0	0.161	29.4	LOS C	2.3	17.1	0.73	0.72	37.2
8	T1	156	5.0	0.991	97.2	LOS F	32.4	236.6	1.00	1.16	20.3
9	R2	621	5.0	0.991	104.7	LOS F	36.6	267.3	1.00	1.12	19.7
Approach		852	5.0	0.991	96.7	LOS F	36.6	267.3	0.98	1.09	20.7
West: Great Western Hwy (W)											
10	L2	146	5.0	0.134	6.2	LOS A	0.2	1.6	0.02	0.58	51.8
11	T1	714	5.0	0.733	12.9	LOS A	12.3	89.9	0.42	0.36	49.5
12	R2	184	5.0	1.040	126.7	LOS F	14.4	105.0	1.00	1.17	19.4
Approach		1045	5.0	1.040	32.0	LOS C	14.4	105.0	0.46	0.54	38.8
All Vehicles		4195	5.0	1.040	48.9	LOS D	50.4	368.0	0.80	0.82	32.4

Level of Service (LOS) Method: Delay (RTANSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

The results of iterative calculations indicate a somewhat unstable solution. See the Diagnostics section in the Detailed Output report.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	33.5	LOS D	0.1	0.1	0.71	0.71	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.90	0.90	
P3	North Full Crossing	53	33.5	LOS D	0.1	0.1	0.71	0.71	
All Pedestrians		158	40.4	LOS E			0.77	0.77	

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.

MOVEMENT SUMMARY

 Site: Hawkesbury Rd-Amos St_EX AM

172-184 Great Western Highway, Westmead

Existing AM

Hawkesbury Rd-Amos St

Signals - Fixed Time Cycle Time = 65 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	ID# Mov	Demand Flow Total veh/h	Flows HV %	Cap Satn %	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per Veh	Average Speed km/h
South: Hawkesbury Rd (S)											
2	T1	745	5.0	0.613	4.8	LOS A	9.9	71.8	0.51	0.45	54.2
3	R2	79	0.0	0.613	11.0	LOS A	9.9	71.8	0.58	0.52	51.8
Approach		824	4.5	0.613	5.4	LOS A	9.9	71.8	0.52	0.46	54.0
East: Amos St (E)											
4	L2	59	0.0	0.115	24.7	LOS B	1.4	9.9	0.78	0.72	39.5
6	R2	45	0.0	0.264	37.3	LOS C	1.4	10.0	0.97	0.73	36.5
Approach		104	0.0	0.264	30.2	LOS C	1.4	10.0	0.86	0.73	38.0
North: Hawkesbury Rd (N)											
7	L2	57	0.0	0.082	13.3	LOS A	1.3	8.9	0.51	0.60	49.2
8	T1	431	5.0	0.398	9.4	LOS A	7.6	55.2	0.62	0.55	50.4
Approach		487	4.4	0.398	9.9	LOS A	7.6	55.2	0.61	0.56	50.3
All Vehicles		1416	4.2	0.613	8.7	LOS A	9.9	71.8	0.57	0.51	51.0

Level of Service (LOS) Method: Delay (RTANSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians							
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian	Back of Queue Distance m	Prop. Queued
P2	East Full Crossing	53	13.0	LOS B	0.1	0.1	0.63
All Pedestrians		53	13.0	LOS B			0.63

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.

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**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY

 **Site: Hawkesbury Rd-Amos St EX PM**

172-184 Great Western Highway, Westmead

Existing PM

Hawkesbury Rd-Amos St

Signals - Fixed Time Cycle Time = 65 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deq Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop Queued	Effective Stop Rate per veh	Average Speed km/h
South: Hawkesbury Rd (S)											
2	T1	495	5.0	0.444	6.1	LOS A	6.5	47.6	0.50	0.45	53.2
3	R2	38	0.0	0.444	12.5	LOS A	6.5	47.6	0.55	0.51	50.8
Approach		533	4.6	0.444	6.6	LOS A	6.5	47.6	0.50	0.46	53.0
East: Amos St (E)											
4	L2	73	0.0	0.282	34.0	LOS C	2.2	15.2	0.93	0.75	35.3
6	R2	69	0.0	0.270	33.9	LOS C	2.1	14.5	0.93	0.75	37.7
Approach		142	0.0	0.282	34.0	LOS C	2.2	15.2	0.93	0.75	36.5
North: Hawkesbury Rd (N)											
7	L2	68	0.0	0.124	9.5	LOS A	1.7	12.4	0.37	0.47	52.9
8	T1	853	5.0	0.598	5.9	LOS A	13.1	96.0	0.56	0.53	53.5
Approach		921	4.6	0.598	6.2	LOS A	13.1	96.0	0.55	0.52	53.5
All Vehicles		1596	4.2	0.598	8.8	LOS A	13.1	96.0	0.57	0.52	51.0

Level of Service (LOS) Method: Delay (RTANSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop Queued	Effective Stop Rate per ped
P2	East Full Crossing	53	7.9	LOS A	0.0	0.0	0.49	0.49
All Pedestrians		53	7.9	LOS A			0.49	0.49

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.

MOVEMENT SUMMARY

 **Site: GWH-Whitworth St_EX AM**

172-184 Great Western Highway, Westmead

Existing AM

GWH-Whitworth St

Signals - Fixed Time Cycle Time = 120 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	LOS Mov	Demand Flow Total veh/h	Flow HV %	Cap Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Great Western Hwy (E)											
5	T1	720	5.0	0.212	0.4	LOSA	1.4	10.5	0.13	0.09	59.4
Approach		720	5.0	0.212	0.4	LOSA	1.4	10.5	0.13	0.09	59.4
North: Whitworth St (N)											
7	L2	13	0.0	0.136	67.6	LOSE	0.7	5.2	0.98	0.68	28.1
Approach		13	0.0	0.136	67.6	LOSE	0.7	5.2	0.98	0.68	28.1
West: Great Western Hwy (W)											
10	L2	11	0.0	0.558	8.2	LOSA	14.6	106.7	0.31	0.29	55.9
11	T1	1782	5.0	0.558	2.7	LOSA	14.6	106.8	0.31	0.29	57.4
Approach		1793	5.0	0.558	2.7	LOSA	14.6	106.8	0.31	0.29	57.4
All Vehicles		2525	5.0	0.558	2.4	LOSA	14.6	106.8	0.26	0.24	57.7

Level of Service (LOS) Method: Delay (RTANSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow per/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian per	Distance m	Prop. Queued	Effective Stop Rate per per
P3	North Full Crossing	53	3.5	LOS A	0.0	0.0	0.24	0.24
All Pedestrians		53	3.5	LOS A			0.24	0.24

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.

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**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY

 **Site: GWH-Whitworth St_EX PM**

172-184 Great Western Highway, Westmead

Existing PM

GWH-Whitworth St

Signals - Fixed Time Cycle Time = 120 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	CD Mov	Demand Flow Total veh/h	Flow HV %	Req. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Great Western Hwy (E)											
5	T1	1604	5.0	0.472	0.6	LOSA	4.2	31.0	0.19	0.13	59.2
Approach		1604	5.0	0.472	0.6	LOSA	4.2	31.0	0.19	0.13	59.2
North: Whitworth St (N)											
7	L2	8	0.0	0.030	52.4	LOSD	0.4	2.9	0.88	0.67	31.8
Approach		8	0.0	0.030	52.4	LOSD	0.4	2.9	0.88	0.67	31.8
West: Great Western Hwy (W)											
10	L2	15	0.0	0.302	10.6	LOSA	7.9	57.6	0.35	0.32	53.8
11	T1	841	5.0	0.302	5.1	LOSA	7.9	57.7	0.35	0.32	55.3
Approach		856	4.9	0.302	5.2	LOSA	7.9	57.7	0.35	0.32	55.2
All Vehicles		2468	5.0	0.472	2.3	LOSA	7.9	57.7	0.25	0.19	57.6

Level of Service (LOS) Method: Delay (RTANSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow per/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P3	North Full Crossing	53	7.0	LOS A	0.1	0.1	0.34	0.34	
All Pedestrians		53	7.0	LOS A			0.34	0.34	

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.

MOVEMENT SUMMARY

▽ Site: **GWH-Good St_EX AM**

172-184 Great Western Highway, Westmead

Existing AM

GWH-Good St

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	EBI Mov	Demand Flows Total Veh	HV %	Cap Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Great Western Hwy (E)											
5	T1	834	5.0	0.221	0.0	LOSA	0.0	0.0	0.00	0.00	60.0
6	R2	71	0.0	0.870	111.1	LOSF	3.5	24.7	0.99	1.22	21.1
Approach		904	4.6	0.870	8.7	NA	3.5	24.7	0.08	0.10	52.4
North: Good St (N)											
7	L2	113	0.0	0.373	55.2	LOSD	4.6	32.4	1.00	1.03	31.0
Approach		113	0.0	0.373	55.2	LOSD	4.6	32.4	1.00	1.03	31.0
West: Great Western Hwy (W)											
10	L2	17	0.0	0.009	5.5	LOSA	0.0	0.0	0.00	0.58	53.6
11	T1	1797	5.0	0.476	0.1	LOSA	0.0	0.0	0.00	0.00	59.8
Approach		1814	5.0	0.476	0.1	NA	0.0	0.0	0.00	0.01	59.8
All Vehicles		2831	4.6	0.870	5.1	NA	4.6	32.4	0.06	0.07	55.2

Level of Service (LOS) Method: Delay (RTANSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Processed: Saturday, 8 November 2014 7:54:26 PM
 SIDRA INTERSECTION 6.0.24.4877
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**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY

▽ Site: GWH-Good St_EX PM

172-184 Great Western Highway, Westmead

Existing PM

GWH-Good St

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OC Mov	Demand Flows Total veh/h	HV %	Del Satn V/s	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop Queued	Effective Stop Rate per veh	Average Speed km/h
East: Great Western Hwy (E)											
5	T1	1863	5.0	0.493	0.1	LOS A	0.0	0.0	0.00	0.00	59.8
6	R2	148	0.0	0.423	17.3	LOS B	1.6	11.5	0.77	0.97	45.8
Approach		2012	4.6	0.493	1.4	NA	1.6	11.5	0.06	0.07	58.5
North: Good St (N)											
7	L2	93	0.0	0.155	30.8	LOS C	1.9	13.5	0.96	0.62	39.1
Approach		93	0.0	0.155	30.8	LOS C	1.9	13.5	0.96	0.62	39.1
West: Great Western Hwy (W)											
10	L2	41	0.0	0.022	5.5	LOS A	0.0	0.0	0.00	0.58	53.6
11	T1	916	5.0	0.242	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		957	4.8	0.242	0.3	NA	0.0	0.0	0.00	0.02	59.6
All Vehicles		3061	4.5	0.493	1.9	NA	1.9	13.5	0.07	0.07	58.0

Level of Service (LOS) Method: Delay (RTANSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Processed: Saturday, 8 November 2014 8:21:02 PM
 SIDRA INTERSECTION 6.0.24.4877
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**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY
 **Site: Amos St-Good St_EX AM**

172-184 Great Western Highway, Westmead
Existing AM
Amos St-Good St
Roundabout

Movement Performance - Vehicles											
Mov ID	DD Mov	Demand Flows Total veh/h	HV %	Delg Satn w/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per Veh	Average Speed km/h
South: Good St (S)											
1	L2	54	0.0	0.116	4.9	LOSA	0.6	4.1	0.15	0.49	53.6
2	T1	97	0.0	0.116	4.8	LOSA	0.6	4.1	0.15	0.49	54.4
3	R2	4	0.0	0.116	8.0	LOSA	0.6	4.1	0.15	0.49	54.1
Approach		155	0.0	0.116	4.9	LOSA	0.6	4.1	0.15	0.49	54.1
East: Amos St (E)											
4	L2	9	0.0	0.025	5.6	LOSA	0.1	0.8	0.34	0.56	52.4
5	T1	8	0.0	0.025	5.6	LOSA	0.1	0.8	0.34	0.56	53.2
6	R2	8	0.0	0.025	8.8	LOSA	0.1	0.8	0.34	0.56	52.8
Approach		26	0.0	0.025	6.6	LOSA	0.1	0.8	0.34	0.56	52.8
North: Good St (N)											
7	L2	7	0.0	0.115	5.1	LOSA	0.6	4.2	0.22	0.51	53.1
8	T1	115	0.0	0.115	5.0	LOSA	0.6	4.2	0.22	0.51	53.9
9	R2	20	0.0	0.115	8.2	LOSA	0.6	4.2	0.22	0.51	53.6
Approach		142	0.0	0.115	5.4	LOSA	0.6	4.2	0.22	0.51	53.8
West: Amos St (W)											
10	L2	24	0.0	0.078	5.3	LOSA	0.4	2.6	0.27	0.59	52.0
11	T1	12	0.0	0.078	5.2	LOSA	0.4	2.6	0.27	0.59	52.8
12	R2	54	0.0	0.078	8.4	LOSA	0.4	2.6	0.27	0.59	52.4
Approach		89	0.0	0.078	7.2	LOSA	0.4	2.6	0.27	0.59	52.4
All Vehicles		413	0.0	0.116	5.7	LOSA	0.6	4.2	0.21	0.52	53.5

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

MOVEMENT SUMMARY**Site: Amos St-Good St_EX PM**

172-184 Great Western Highway, Westmead

Existing PM

Amos St-Good St

Roundabout

Movement Performance - Vehicles											
Mov ID	DD Mov	Demand Flow: Total veh/h	HV %	Opp. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Good St (S)											
1	L2	40	0.0	0.072	4.8	LOS A	0.3	2.4	0.08	0.50	53.8
2	T1	59	0.0	0.072	4.7	LOS A	0.3	2.4	0.08	0.50	54.7
3	R2	2	0.0	0.072	7.9	LOS A	0.3	2.4	0.08	0.50	54.3
Approach		101	0.0	0.072	4.8	LOS A	0.3	2.4	0.08	0.50	54.3
East: Amos St (E)											
4	L2	6	0.0	0.010	5.2	LOS A	0.0	0.3	0.26	0.52	52.9
5	T1	3	0.0	0.010	5.2	LOS A	0.0	0.3	0.26	0.52	53.7
6	R2	2	0.0	0.010	8.4	LOS A	0.0	0.3	0.26	0.52	53.4
Approach		12	0.0	0.010	5.8	LOS A	0.0	0.3	0.26	0.52	53.2
North: Good St (N)											
7	L2	2	0.0	0.066	4.8	LOS A	0.3	2.3	0.13	0.49	53.4
8	T1	74	0.0	0.066	4.8	LOS A	0.3	2.3	0.13	0.49	54.3
9	R2	11	0.0	0.066	8.0	LOS A	0.3	2.3	0.13	0.49	53.9
Approach		86	0.0	0.066	5.2	LOS A	0.3	2.3	0.13	0.49	54.2
West: Amos St (W)											
10	L2	11	0.0	0.034	5.0	LOS A	0.2	1.1	0.19	0.60	51.9
11	T1	1	0.0	0.034	4.9	LOS A	0.2	1.1	0.19	0.60	52.7
12	R2	29	0.0	0.034	8.2	LOS A	0.2	1.1	0.19	0.60	52.4
Approach		41	0.0	0.034	7.3	LOS A	0.2	1.1	0.19	0.60	52.3
All Vehicles		240	0.0	0.072	5.4	LOS A	0.3	2.4	0.13	0.52	53.9

Level of Service (LOS) Method: Delay (RTANSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Processed: Saturday, 8 November 2014 8:19:06 PM
 SIDRA INTERSECTION 6.0 24.4877
 Project: D:\John Coady\172-184 Great Western Highway, Westmead\SIDRA\Westmead SIDRA_Existing.sip6
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SIDRA
INTERSECTION 6

MOVEMENT SUMMARY

 Site: GWH-Hawkesbury Rd_FU AM

172-184 Great Western Highway, Westmead

Post Development AM

GWH-Hawkesbury Rd-Coleman St

Signals - Fixed Time Cycle Time = 140 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	ID Mov	Demand Flows Total veh/h	Flows HV %	Seg Satn w/o	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Coleman St (S)											
1	L2	304	5.0	0.625	53.8	LOS D	18.2	133.2	0.94	0.84	31.3
2	T1	408	5.0	0.954	77.5	LOS F	25.0	182.2	0.98	1.00	23.8
3	R2	40	5.0	0.954	95.0	LOS F	25.0	182.2	1.00	1.14	24.0
Approach		753	5.0	0.954	68.9	LOS E	25.0	182.2	0.97	0.94	26.7
East: Great Western Hwy (E)											
4	L2	18	5.0	0.387	17.2	LOS B	7.1	51.8	0.35	0.33	49.5
5	T1	643	5.0	0.387	11.6	LOS A	7.6	55.3	0.36	0.32	50.3
6	R2	59	5.0	0.345	40.7	LOS C	2.2	15.9	0.98	0.74	32.9
Approach		720	5.0	0.387	14.1	LOS A	7.6	55.3	0.41	0.36	48.5
North: Hawkesbury Rd (N)											
7	L2	73	5.0	0.218	36.3	LOS C	2.8	20.4	0.83	0.74	34.3
8	T1	121	5.0	0.939	84.0	LOS F	18.4	134.1	1.00	1.07	22.4
9	R2	348	5.0	0.939	91.4	LOS F	19.9	145.0	1.00	1.04	21.5
Approach		542	5.0	0.939	82.4	LOS F	19.9	145.0	0.98	1.01	22.9
West: Great Western Hwy (W)											
10	L2	231	5.0	0.209	6.3	LOS A	0.4	2.8	0.03	0.58	51.7
11	T1	1600	5.0	1.033	56.2	LOS D	37.5	273.8	0.36	0.60	31.3
12	R2	149	5.0	0.298	22.7	LOS B	5.0	36.7	0.62	0.71	42.9
Approach		1980	5.0	1.033	47.9	LOS D	37.5	273.8	0.34	0.60	33.3
All Vehicles		3995	5.0	1.033	50.4	LOS D	37.5	273.8	0.55	0.68	32.0

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow per/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	27.7	LOS C	0.1	0.1	0.63	0.63	
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
P3	North Full Crossing	53	27.7	LOS C	0.1	0.1	0.63	0.63	
All Pedestrians		158	39.9	LOS D			0.74	0.74	

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.

MOVEMENT SUMMARY

 **Site: GWH-Hawkesbury Rd_FU PM**

172-184 Great Western Highway, Westmead

Post Development PM

GWH-Hawkesbury Rd-Coleman St

Signals - Fixed Time Cycle Time = 135 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	CD Mov	Demand Flows Total veh/h	HV %	Deq. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Coleman St (S)											
1	L2	439	5.0	0.669	55.0	LOS D	19.3	140.8	0.96	0.84	31.2
2	T1	226	5.0	0.669	58.9	LOS E	11.8	86.4	0.99	0.83	27.5
3	R2	36	5.0	0.669	65.7	LOS E	11.8	86.4	1.00	0.83	29.6
Approach		701	5.0	0.669	56.8	LOS E	19.3	140.8	0.97	0.83	29.9
East: Great Western Hwy (E)											
4	L2	43	5.0	0.914	38.5	LOS C	50.6	369.5	0.94	0.92	38.5
5	T1	1518	5.0	0.914	31.3	LOS C	50.6	369.5	0.86	0.85	39.6
6	R2	43	5.0	0.126	25.4	LOS B	1.5	10.8	0.66	0.69	39.3
Approach		1604	5.0	0.914	31.4	LOS C	50.6	369.5	0.86	0.84	39.6
North: Hawkesbury Rd (N)											
7	L2	75	5.0	0.161	29.4	LOS C	2.3	17.1	0.73	0.72	37.2
8	T1	157	5.0	0.996	99.9	LOS F	33.1	241.3	1.00	1.17	20.0
9	R2	624	5.0	0.996	107.4	LOS F	37.3	272.4	1.00	1.13	19.4
Approach		856	5.0	0.996	99.2	LOS F	37.3	272.4	0.98	1.10	20.3
West: Great Western Hwy (W)											
10	L2	146	5.0	0.134	6.2	LOS A	0.2	1.6	0.02	0.58	51.8
11	T1	726	5.0	0.745	13.0	LOS A	12.6	92.1	0.42	0.37	49.5
12	R2	184	5.0	1.041	127.6	LOS F	14.4	105.4	1.00	1.17	19.3
Approach		1057	5.0	1.041	32.1	LOS C	14.4	105.4	0.47	0.54	38.8
All Vehicles		4218	5.0	1.041	49.5	LOS D	50.6	369.5	0.80	0.82	32.2

Level of Service (LOS) Method: Delay (RTANSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

The results of iterative calculations indicate a somewhat unstable solution. See the Diagnostics section in the Detailed Output report.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	33.5	LOS D	0.1	0.1	0.71	0.71	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.90	0.90	
P3	North Full Crossing	53	33.5	LOS D	0.1	0.1	0.71	0.71	
All Pedestrians		158	40.4	LOS E			0.77	0.77	

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.

MOVEMENT SUMMARY

 **Site: Hawkesbury Rd-Amos St_FU AM**

172-184 Great Western Highway, Westmead

Post Development AM

Hawkesbury Rd-Amos St

Signals - Fixed Time Cycle Time = 65 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	CD Mov	Demand Flows Total veh/h	HV %	Cap Satn veh/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Hawkesbury Rd (S)											
2	T1	745	5.0	0.614	4.8	LOSA	9.9	71.8	0.51	0.45	54.2
3	R2	79	0.0	0.614	11.0	LOSA	9.9	71.8	0.58	0.52	51.8
Approach		824	4.5	0.614	5.4	LOSA	9.9	71.8	0.52	0.46	54.0
East: Amos St (E)											
4	L2	78	0.0	0.151	25.0	LOS B	1.9	13.3	0.79	0.74	39.4
6	R2	52	0.0	0.301	37.4	LOS C	1.6	11.5	0.97	0.74	36.4
Approach		129	0.0	0.301	29.9	LOS C	1.9	13.3	0.86	0.74	38.0
North: Hawkesbury Rd (N)											
7	L2	59	0.0	0.083	13.3	LOSA	1.3	9.0	0.51	0.61	49.2
8	T1	431	5.0	0.400	9.4	LOSA	7.6	55.5	0.62	0.55	50.4
Approach		489	4.4	0.400	9.9	LOSA	7.6	55.5	0.61	0.56	50.3
All Vehicles		1443	4.1	0.614	9.1	LOSA	9.9	71.8	0.58	0.52	50.7

Level of Service (LOS) Method: Delay (RTANSW)

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Cap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P2	East Full Crossing	53	13.0	LOS B	0.1	0.1	0.63	0.63
All Pedestrians		53	13.0	LOS B			0.63	0.63

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.

Processed: Saturday, 8 November 2014 8:47:56 PM
 SIDRA INTERSECTION 6.0.24.4877
 Project: D:\John Coady\172-184 Great Western Highway, Westmead\SIDRA\Westmead SIDRA_Post
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**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY

 **Site: Hawkesbury Rd-Amos St_FU PM**

172-184 Great Western Highway, Westmead

Post Development PM

Hawkesbury Rd-Amos St

Signals - Fixed Time Cycle Time = 65 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	QC Mov	Demand Flows Total veh/h	Flows HV %	Deq Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Hawkesbury Rd (S)											
2	T1	495	5.0	0.445	6.1	LOS A	6.5	47.6	0.50	0.45	53.2
3	R2	38	0.0	0.445	12.5	LOS A	6.5	47.6	0.55	0.51	50.8
Approach		533	4.6	0.445	6.6	LOS A	6.5	47.6	0.51	0.46	53.0
East: Amos St (E)											
4	L2	77	0.0	0.299	34.1	LOS C	2.3	16.2	0.94	0.75	35.3
6	R2	72	0.0	0.278	34.0	LOS C	2.1	15.0	0.93	0.75	37.7
Approach		148	0.0	0.299	34.0	LOS C	2.3	16.2	0.94	0.75	36.5
North: Hawkesbury Rd (N)											
7	L2	75	0.0	0.124	9.5	LOS A	1.7	12.5	0.37	0.48	52.8
8	T1	853	5.0	0.602	5.9	LOS A	13.3	97.1	0.57	0.53	53.5
Approach		927	4.6	0.602	6.2	LOS A	13.3	97.1	0.55	0.53	53.4
All Vehicles		1608	4.2	0.602	8.9	LOS A	13.3	97.1	0.57	0.52	50.9

Level of Service (LOS) Method: Delay (RTANSW)

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P2	East Full Crossing	53	7.9	LOS A	0.0	0.0	0.49	0.49
All Pedestrians		53	7.9	LOS A			0.49	0.49

Level of Service (LOS) Method: SIDRAPedestrian 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.

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 SIDRA INTERSECTION 6.0.24.4877
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**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY

 Site: GWH-Whitworth St_FU AM

172-184 Great Western Highway, Westmead

Post Development AM

GWH-Whitworth St

Signals - Fixed Time Cycle Time = 120 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	ID Mov	Demand Flows Total veh/h	HV %	Gap Sain s/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per Veh	Average Speed km/h
East: Great Western Hwy (E)											
5	T1	720	5.0	0.212	0.4	LOSA	1.4	10.5	0.13	0.09	59.4
Approach		720	5.0	0.212	0.4	LOSA	1.4	10.5	0.13	0.09	59.4
North: Whitworth St (N)											
7	L2	29	0.0	0.317	68.8	LOSE	1.8	12.5	1.00	0.72	27.8
Approach		29	0.0	0.317	68.8	LOSE	1.8	12.5	1.00	0.72	27.8
West: Great Western Hwy (W)											
10	L2	15	0.0	0.560	8.2	LOSA	14.7	107.2	0.31	0.30	55.9
11	T1	1782	5.0	0.560	2.7	LOSA	14.7	107.3	0.31	0.29	57.4
Approach		1797	5.0	0.560	2.8	LOSA	14.7	107.3	0.31	0.29	57.4
All Vehicles		2546	4.9	0.560	2.9	LOSA	14.7	107.3	0.27	0.24	57.2

Level of Service (LOS) Method: Delay (RTANSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P3	North Full Crossing	53	3.5	LOSA	0.0	0.0	0.24	0.24
All Pedestrians		53	3.5	LOSA			0.24	0.24

Level of Service (LOS) Method: SIDRAPedestrian 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.

MOVEMENT SUMMARY

 Site: GWH-Whitworth St_FU PM

172-184 Great Western Highway, Westmead

Post Development PM

GWH-Whitworth St

Signals - Fixed Time Cycle Time = 120 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	CD Mov	Demand Flows Total Veh/h	Flows HV %	Delay Satn V/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Great Western Hwy (E)											
5	T1	1604	5.0	0.472	0.6	LOS A	4.2	31.0	0.19	0.13	59.2
Approach		1604	5.0	0.472	0.6	LOS A	4.2	31.0	0.19	0.13	59.2
North: Whitworth St (N)											
7	L2	13	0.0	0.045	52.7	LOS D	0.6	4.4	0.88	0.68	31.7
Approach		13	0.0	0.045	52.7	LOS D	0.6	4.4	0.88	0.68	31.7
West: Great Western Hwy (W)											
10	L2	34	0.0	0.309	10.7	LOS A	8.1	59.1	0.35	0.34	53.6
11	T1	841	5.0	0.309	5.1	LOS A	8.1	59.4	0.35	0.33	55.1
Approach		875	4.8	0.309	5.3	LOS A	8.1	59.4	0.35	0.33	55.1
All Vehicles		2492	4.9	0.472	2.5	LOS A	8.1	59.4	0.25	0.20	57.4

Level of Service (LOS) Method: Delay (RTANSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	North Full Crossing	53	7.0	LOS A	0.1	0.1	0.34	0.34
All Pedestrians		53	7.0	LOS A			0.34	0.34

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.

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INTERSECTION 6**

MOVEMENT SUMMARY

Site: GWH-Good St_FU AM

172-184 Great Western Highway, Westmead
Post Development AM
GWH-Good St
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	CD Mov	Demand Flows Total veh/h	HV %	Seg Satn w/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Proportion Queued	Effective Stop Rate per veh	Average Speed km/h
East: Great Western Hwy (E)											
5	T1	834	5.0	0.221	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R2	73	0.0	0.908	123.6	LOS F	4.0	28.1	0.99	1.27	19.7
Approach		906	4.6	0.908	9.9	NA	4.0	28.1	0.08	0.10	51.4
North: Good St (N)											
7	L2	113	0.0	0.373	55.3	LOS D	4.6	32.4	1.00	1.03	31.0
Approach		113	0.0	0.373	55.3	LOS D	4.6	32.4	1.00	1.03	31.0
West: Great Western Hwy (W)											
10	L2	17	0.0	0.009	5.5	LOS A	0.0	0.0	0.00	0.58	53.6
11	T1	1803	5.0	0.477	0.1	LOS A	0.0	0.0	0.00	0.00	59.8
Approach		1820	5.0	0.477	0.1	NA	0.0	0.0	0.00	0.01	59.8
All Vehicles		2839	4.6	0.908	5.4	NA	4.6	32.4	0.07	0.08	54.9

Level of Service (LOS) Method: Delay (RTAN SW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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MOVEMENT SUMMARY

▽ Site: GWH-Good St_FU PM

172-184 Great Western Highway, Westmead

Post Development PM

GWH-Good St

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	UD Mov	Demand Flows Total veh/h	Flows HV %	D4.0 Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Great Western Hwy (E)											
5	T1	1863	5.0	0.493	0.1	LOS A	0.0	0.0	0.00	0.00	59.8
6	R2	155	0.0	0.442	17.6	LOS B	1.8	12.3	0.78	0.98	45.6
Approach		2018	4.6	0.493	1.4	NA	1.8	12.3	0.06	0.08	58.4
North: Good St (N)											
7	L2	93	0.0	0.155	30.8	LOS C	1.9	13.5	0.96	0.62	39.1
Approach		93	0.0	0.155	30.8	LOS C	1.9	13.5	0.96	0.62	39.1
West: Great Western Hwy (W)											
10	L2	43	0.0	0.023	5.5	LOS A	0.0	0.0	0.00	0.58	53.6
11	T1	916	5.0	0.242	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		959	4.8	0.242	0.3	NA	0.0	0.0	0.00	0.03	59.6
All Vehicles		3069	4.5	0.493	2.0	NA	1.9	13.5	0.07	0.08	57.9

Level of Service (LOS) Method: Delay (RTANSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY

 **Site: Amos St-Good St_FU AM**

172-184 Great Western Highway, Westmead
Post Development AM
Amos St-Good St
Roundabout

Movement Performance - Vehicles											
Mov ID	DD Mov	Demand Flows Total veh/h	HV %	Deq. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue vehicles veh	Distance m	Prop. Queue	Effective Stop Rate per veh	Average Speed km/h
South: Good St (S)											
1	L2	56	0.0	0.117	4.9	LOSA	0.6	4.2	0.15	0.49	53.6
2	T1	97	0.0	0.117	4.8	LOSA	0.6	4.2	0.15	0.49	54.4
3	R2	4	0.0	0.117	8.0	LOSA	0.6	4.2	0.15	0.49	54.1
Approach		157	0.0	0.117	4.9	LOSA	0.6	4.2	0.15	0.49	54.1
East: Amos St (E)											
4	L2	9	0.0	0.025	5.6	LOSA	0.1	0.8	0.34	0.56	52.4
5	T1	8	0.0	0.025	5.6	LOSA	0.1	0.8	0.34	0.56	53.2
6	R2	8	0.0	0.025	8.8	LOSA	0.1	0.8	0.34	0.56	52.8
Approach		26	0.0	0.025	6.6	LOSA	0.1	0.8	0.34	0.56	52.8
North: Good St (N)											
7	L2	7	0.0	0.115	5.1	LOSA	0.6	4.2	0.22	0.51	53.1
8	T1	115	0.0	0.115	5.0	LOSA	0.6	4.2	0.22	0.51	53.9
9	R2	20	0.0	0.115	8.2	LOSA	0.6	4.2	0.22	0.51	53.6
Approach		142	0.0	0.115	5.4	LOSA	0.6	4.2	0.22	0.51	53.8
West: Amos St (W)											
10	L2	24	0.0	0.078	5.3	LOSA	0.4	2.6	0.27	0.59	52.0
11	T1	12	0.0	0.078	5.2	LOSA	0.4	2.6	0.27	0.59	52.8
12	R2	54	0.0	0.078	8.4	LOSA	0.4	2.6	0.27	0.59	52.4
Approach		89	0.0	0.078	7.2	LOSA	0.4	2.6	0.27	0.59	52.4
All Vehicles		415	0.0	0.117	5.7	LOSA	0.6	4.2	0.21	0.52	53.5

Level of Service (LOS) Method: Delay (RTANSW)

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay

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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MOVEMENT SUMMARY

 Site: Amos St-Good St_FU PM

172-184 Great Western Highway, Westmead
Post Development PM
Amos St-Good St
Roundabout

Movement Performance - Vehicles											
Mov ID	ID Mov	Demand Flows Total veh/h	HV %	Deq Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop Queued	Effective Stop Rate per veh	Average Speed km/h
South: Good St (S)											
1	L2	46	0.0	0.076	4.8	LOS A	0.4	2.6	0.08	0.50	53.8
2	T1	59	0.0	0.076	4.7	LOS A	0.4	2.6	0.08	0.50	54.7
3	R2	2	0.0	0.076	7.9	LOS A	0.4	2.6	0.08	0.50	54.3
Approach		107	0.0	0.076	4.8	LOS A	0.4	2.6	0.08	0.50	54.3
East: Amos St (E)											
4	L2	6	0.0	0.010	5.2	LOS A	0.0	0.3	0.26	0.52	52.9
5	T1	3	0.0	0.010	5.2	LOS A	0.0	0.3	0.26	0.52	53.7
6	R2	2	0.0	0.010	8.4	LOS A	0.0	0.3	0.26	0.52	53.4
Approach		12	0.0	0.010	5.8	LOS A	0.0	0.3	0.26	0.52	53.2
North: Good St (N)											
7	L2	2	0.0	0.066	4.8	LOS A	0.3	2.3	0.13	0.49	53.4
8	T1	74	0.0	0.066	4.8	LOS A	0.3	2.3	0.13	0.49	54.3
9	R2	11	0.0	0.066	8.0	LOS A	0.3	2.3	0.13	0.49	53.9
Approach		86	0.0	0.066	5.2	LOS A	0.3	2.3	0.13	0.49	54.2
West: Amos St (W)											
10	L2	11	0.0	0.034	5.0	LOS A	0.2	1.1	0.19	0.60	51.9
11	T1	1	0.0	0.034	4.9	LOS A	0.2	1.1	0.19	0.60	52.7
12	R2	29	0.0	0.034	8.2	LOS A	0.2	1.1	0.19	0.60	52.4
Approach		41	0.0	0.034	7.3	LOS A	0.2	1.1	0.19	0.60	52.3
All Vehicles		246	0.0	0.076	5.4	LOS A	0.4	2.6	0.13	0.52	53.9

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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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