USER REPORT FOR SITE

All Movement Classes

Project: GWH - Flushcombe Road 240507

Template: Movement Summaries

Site: 101 [AM Base - Great Western Highway - Flushcombe Road (Site Folder: Base)]

October 2022 Traffic Flows
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B1*, B2*, C, F
Output Phase Sequence: A, B2*, C, F
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	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: Flushcombe Road														
1	L2	10	5	11	50.0	0.074	32.0	LOS C	1.3	12.8	0.62	0.62	0.62	38.6
2	T1	10	5	11	50.0	0.074	25.9	LOS B	1.3	12.8	0.62	0.62	0.62	40.5
3	R2	10	5	11	50.0	0.074	32.0	LOS C	1.3	12.8	0.62	0.62	0.62	38.8
Approach		30	15	32	50.0	0.074	29.9	LOS C	1.3	12.8	0.62	0.62	0.62	39.3
East: Great Western Highway														
4	L2	10	5	11	50.0	0.546	40.4	LOS C	20.8	154.9	0.82	0.73	0.82	36.6
5	T1	1145	75	1205	6.6	0.546	34.3	LOS C	21.1	156.3	0.82	0.72	0.82	38.4
6	R2	200	5	211	2.5	* 0.872	80.6	LOS F	15.8	113.0	1.00	0.94	1.27	25.6
Approach		1355	85	1426	6.3	0.872	41.2	LOS C	21.1	156.3	0.85	0.76	0.89	35.7
North: Flushcombe Road														
7	L2	280	5	295	1.8	0.266	18.6	LOS B	9.1	64.4	0.49	0.72	0.49	44.9
8	T1	5	1	5	20.0	0.782	40.6	LOS C	31.1	221.8	0.94	0.88	0.96	34.3
9	R2	485	10	511	2.1	* 0.782	46.3	LOS D	31.1	221.8	0.94	0.88	0.96	34.0
Approach		770	16	811	2.1	0.782	36.2	LOS C	31.1	221.8	0.78	0.82	0.79	37.3
West: Great Western Highway														
10	L2	265	5	279	1.9	0.219	8.2	LOS A	3.6	25.4	0.26	0.63	0.26	52.3
11	T1	1305	90	1374	6.9	* 0.893	42.1	LOS C	33.2	245.9	0.92	0.89	1.03	35.5
12	R2	20	5	21	25.0	0.528	87.3	LOS F	1.6	13.6	1.00	0.73	1.08	24.3
Approach		1590	100	1674	6.3	0.893	37.0	LOS C	33.2	245.9	0.81	0.85	0.90	37.3
All Vehicles		3745	216	3942	5.8	0.893	38.3	LOS C	33.2	245.9	0.82	0.81	0.87	36.7

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

Site: 101 [PM Base - Great Western Highway - Flushcombe Road (Site Folder: Base)]

2019 pre Covid Flows
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B1*, B2*, C, F
Output Phase Sequence: A, B2*, C, F
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	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: Flushcombe Road														
1	L2	25	5	26	20.0	0.108	36.5	LOS C	2.3	20.5	0.69	0.67	0.69	37.2
2	T1	15	5	16	33.3	0.108	30.7	LOS C	2.3	20.5	0.69	0.67	0.69	38.3
3	R2	10	5	11	50.0	0.108	36.9	LOS C	2.3	20.5	0.69	0.67	0.69	36.8
Approach		50	15	53	30.0	0.108	34.9	LOS C	2.3	20.5	0.69	0.67	0.69	37.4
East: Great Western Highway														
4	L2	10	5	11	50.0	0.758	37.2	LOS C	38.5	280.5	0.88	0.80	0.88	37.9
5	T1	1900	75	2000	3.9	0.758	30.2	LOS C	39.0	282.1	0.86	0.78	0.86	40.1
6	R2	425	15	447	3.5	* 0.919	73.4	LOS F	34.2	246.6	0.98	0.99	1.24	27.0
Approach		2335	95	2458	4.1	0.919	38.1	LOS C	39.0	282.1	0.88	0.82	0.93	36.8
North: Flushcombe Road														
7	L2	170	5	179	2.9	0.140	11.9	LOS A	3.7	26.4	0.33	0.67	0.33	49.0
8	T1	15	0	16	0.0	0.821	51.7	LOS D	29.2	208.7	0.99	0.92	1.07	31.1
9	R2	400	10	421	2.5	* 0.821	57.3	LOS E	29.2	208.7	0.99	0.92	1.07	30.9
Approach		585	15	616	2.6	0.821	44.0	LOS D	29.2	208.7	0.80	0.84	0.85	34.6
West: Great Western Highway														
10	L2	350	10	368	2.9	0.350	12.9	LOS A	8.8	63.0	0.44	0.69	0.44	49.0
11	T1	915	50	963	5.5	* 0.941	63.7	LOS E	26.1	191.0	0.99	1.00	1.22	29.3
12	R2	10	5	11	50.0	0.678	97.9	LOS F	0.9	8.9	1.00	0.75	1.38	22.5
Approach		1275	65	1342	5.1	0.941	50.0	LOS D	26.1	191.0	0.84	0.92	1.01	32.9
All Vehicles		4245	190	4468	4.5	0.941	42.5	LOS C	39.0	282.1	0.85	0.85	0.94	35.2

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

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: GWH - Flushcombe Road 240507

Template: Movement Summaries

Site: 101 [AM 2026 - Great Western Highway - Flushcombe Road (Site Folder: AM 2026)]

Network: 1 [AM 2026 (Network Folder: 2026)]

October 2022 Traffic Flows
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B1*, B2*, C, F
Output Phase Sequence: A, B2*, C, F
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Flushcombe Road														
1	L2	12	45.5	12	45.5	0.081	28.8	LOS C	0.8	7.3	0.63	0.63	0.63	40.0
2	T1	12	45.5	12	45.5	0.081	22.7	LOS B	0.8	7.3	0.63	0.63	0.63	41.9
3	R2	12	45.5	12	45.5	0.081	28.8	LOS C	0.8	7.3	0.63	0.63	0.63	32.5
Approach		35	45.5	35	45.5	0.081	26.8	LOS B	0.8	7.3	0.63	0.63	0.63	38.9
East: Great Western Highway														
4	L2	12	45.5	12	45.5	0.582	40.5	LOS C	12.9	96.5	0.93	0.82	0.93	40.4
5	T1	1259	6.5	1259	6.5	0.582	33.2	LOS C	13.2	97.3	0.90	0.79	0.90	42.4
6	R2	221	2.4	221	2.4	* 0.940	78.9	LOS F	9.4	67.5	1.00	1.01	1.41	30.0
Approach		1492	6.2	1492	6.2	0.940	40.0	LOS C	13.2	97.3	0.92	0.82	0.98	39.9
North: Flushcombe Road														
7	L2	308	1.7	308	1.7	0.280	17.3	LOS B	5.1	36.4	0.51	0.72	0.51	38.5
8	T1	5	20.0	5	20.0	0.855	44.9	LOS D	19.9	141.8	0.99	0.95	1.11	33.0
9	R2	534	2.0	534	2.0	* 0.855	50.5	LOS D	19.9	141.8	0.99	0.95	1.11	32.7
Approach		847	2.0	847	2.0	0.855	38.4	LOS C	19.9	141.8	0.81	0.87	0.89	33.9
West: Great Western Highway														
10	L2	293	1.8	293	1.8	0.233	8.1	LOS A	2.1	15.1	0.28	0.64	0.28	52.3
11	T1	1441	6.9	1441	6.9	* 0.953	49.0	LOS D	21.3	157.6	0.96	1.04	1.21	23.2
12	R2	22	23.8	22	23.8	0.625	78.4	LOS F	0.9	7.7	1.00	0.76	1.21	25.8
Approach		1756	6.2	1756	6.2	0.953	42.6	LOS D	21.3	157.6	0.85	0.97	1.06	27.6
All Vehicles		4129	5.7	4129	5.7	0.953	40.7	LOS C	21.3	157.6	0.86	0.89	0.99	34.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

Site: 101 [AM 2026 - Great Western Highway - Connection to PH (Site Folder: AM 2026)]

Network: 1 [AM 2026 (Network Folder: 2026)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Great Western Highway														
5	T1	1331	5.0	1331	5.0	0.330	5.6	LOS A	5.3	38.8	0.37	0.33	0.37	50.9
6	R2	221	5.0	221	5.0	* 0.617	52.8	LOS D	7.3	53.5	0.96	0.83	0.96	31.7
Approach		1552	5.0	1552	5.0	0.617	12.3	LOS A	7.3	53.5	0.45	0.40	0.45	44.3
North: Connection to PH														
7	L2	221	5.0	221	5.0	0.308	30.6	LOS C	5.3	38.4	0.71	0.76	0.71	39.6
9	R2	165	5.0	165	5.0	* 0.607	57.6	LOS E	5.7	41.4	0.98	0.81	0.98	21.1
Approach		386	5.0	386	5.0	0.607	42.2	LOS C	5.7	41.4	0.83	0.78	0.83	31.9
West: Great Western Highway														
10	L2	165	5.0	165	5.0	0.139	16.1	LOS B	3.2	23.6	0.59	0.71	0.59	49.9
11	T1	1589	5.0	1589	5.0	* 0.632	31.9	LOS C	17.5	127.9	0.94	0.84	0.94	42.9
Approach		1755	5.0	1755	5.0	0.632	30.4	LOS C	17.5	127.9	0.91	0.83	0.91	43.5
All Vehicles		3693	5.0	3693	5.0	0.632	24.0	LOS B	17.5	127.9	0.71	0.64	0.71	42.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: GWH - Flushcombe Road 240507

Template: Movement Summaries

Site: 101 [PM 2026 - Great Western Highway - Flushcombe Road (Site Folder: PM 2026)]

Network: 2 [PM 2026 (Network Folder: 2026)]

October 2022 Traffic Flows
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 121 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B1*, B2*, C, F
Output Phase Sequence: A, B2*, C, F
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Flushcombe Road														
1	L2	27	19.2	27	19.2	0.112	31.8	LOS C	1.3	11.3	0.68	0.66	0.68	39.1
2	T1	17	31.3	17	31.3	0.112	26.0	LOS B	1.3	11.3	0.68	0.66	0.68	40.3
3	R2	12	45.5	12	45.5	0.112	32.1	LOS C	1.3	11.3	0.68	0.66	0.68	30.6
Approach		56	28.3	56	28.3	0.112	30.1	LOS C	1.3	11.3	0.68	0.66	0.68	38.2
East: Great Western Highway														
4	L2	12	45.5	12	45.5	0.834	40.6	LOS C	25.1	180.2	0.97	0.92	1.01	40.4
5	T1	2089	2.4	2089	2.4	0.834	34.6	LOS C	25.3	180.9	0.96	0.90	1.00	41.9
6	R2	467	3.4	467	3.4	* 0.936	74.2	LOS F	20.9	150.3	1.00	1.03	1.34	30.9
Approach		2568	2.8	2568	2.8	0.936	41.9	LOS C	25.3	180.9	0.96	0.93	1.07	39.3
North: Flushcombe Road														
7	L2	187	2.8	187	2.8	0.150	11.9	LOS A	2.2	15.8	0.35	0.67	0.35	43.4
8	T1	17	0.0	17	0.0	0.851	49.1	LOS D	17.2	123.1	1.00	0.95	1.14	31.8
9	R2	440	2.4	440	2.4	* 0.851	54.8	LOS D	17.2	123.1	1.00	0.95	1.14	31.6
Approach		644	2.5	644	2.5	0.851	42.1	LOS C	17.2	123.1	0.81	0.87	0.91	33.1
West: Great Western Highway														
10	L2	385	2.7	385	2.7	0.372	13.6	LOS A	5.5	39.3	0.49	0.71	0.49	48.5
11	T1	1006	5.5	1006	5.5	* 0.941	56.2	LOS D	14.4	105.8	0.99	1.02	1.25	21.3
12	R2	12	45.5	12	45.5	0.619	84.6	LOS F	0.5	5.0	1.00	0.74	1.29	24.6
Approach		1403	5.1	1403	5.1	0.941	44.7	LOS D	14.4	105.8	0.85	0.93	1.04	28.1
All Vehicles		4672	3.7	4672	3.7	0.941	42.6	LOS D	25.3	180.9	0.91	0.92	1.03	35.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

Site: 101 [PM 2026 - Great Western Highway - Connection to PH (Site Folder: PM 2026)]

Network: 2 [PM 2026 (Network Folder: 2026)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 121 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Great Western Highway														
5	T1	2326	5.0	2326	5.0	* 0.648	9.0	LOS A	15.8	115.2	0.54	0.50	0.54	46.5
6	R2	264	5.0	264	5.0	0.516	43.7	LOS D	8.0	58.1	0.88	0.82	0.88	34.4
Approach		2591	5.0	2591	5.0	0.648	12.5	LOS A	15.8	115.2	0.58	0.53	0.58	43.7
North: Connection to PH														
7	L2	264	5.0	264	5.0	0.290	22.5	LOS B	5.2	38.2	0.59	0.73	0.59	43.4
9	R2	198	5.0	198	5.0	* 0.633	56.0	LOS D	6.8	49.4	0.98	0.82	0.98	21.5
Approach		462	5.0	462	5.0	0.633	36.8	LOS C	6.8	49.4	0.76	0.77	0.76	33.9
West: Great Western Highway														
10	L2	198	5.0	198	5.0	0.191	27.9	LOS B	5.7	41.5	0.86	0.80	0.86	44.5
11	T1	1006	5.0	1006	5.0	0.514	47.2	LOS D	12.4	90.3	0.99	0.86	0.99	37.8
Approach		1204	5.0	1204	5.0	0.514	44.0	LOS D	12.4	90.3	0.97	0.85	0.97	38.8
All Vehicles		4257	5.0	4257	5.0	0.648	24.1	LOS B	15.8	115.2	0.71	0.65	0.71	40.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: GWH - Flushcombe Road 240507

Template: Movement Summaries

Site: 101 [AM 2026 + Dev - Great Western Highway - Flushcombe Road (Site Folder: AM 2026)]

Network: 3 [AM 2026 + Development (Network Folder: 2026 + Development)]

October 2022 Traffic Flows
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 137 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B1*, B2*, C, F
Output Phase Sequence: A, B2*, C, F
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Flushcombe Road														
1	L2	24	30.4	24	30.4	0.149	33.9	LOS C	1.7	15.4	0.67	0.68	0.67	38.0
2	T1	18	35.3	18	35.3	0.149	28.0	LOS B	1.7	15.4	0.67	0.68	0.67	39.3
3	R2	24	30.4	24	30.4	0.149	33.9	LOS C	1.7	15.4	0.67	0.68	0.67	29.6
Approach		66	31.7	66	31.7	0.149	32.3	LOS C	1.7	15.4	0.67	0.68	0.67	36.1
East: Great Western Highway														
4	L2	62	20.3	62	20.3	0.679	50.6	LOS D	16.3	122.2	0.98	0.87	0.98	37.4
5	T1	1272	6.6	1272	6.6	0.679	44.4	LOS D	17.1	126.4	0.98	0.86	0.98	38.5
6	R2	227	2.8	227	2.8	* 0.980	100.1	LOS F	11.8	84.4	1.00	1.04	1.49	26.5
Approach		1561	6.6	1561	6.6	0.980	52.8	LOS D	17.1	126.4	0.98	0.89	1.05	36.1
North: Flushcombe Road														
7	L2	332	2.5	332	2.5	0.307	19.3	LOS B	6.4	46.0	0.52	0.73	0.52	37.0
8	T1	31	13.8	31	13.8	0.879	52.5	LOS D	24.3	174.0	1.00	0.97	1.13	30.9
9	R2	534	2.0	534	2.0	* 0.879	58.1	LOS E	24.3	174.0	1.00	0.97	1.13	30.7
Approach		896	2.6	896	2.6	0.879	43.5	LOS D	24.3	174.0	0.82	0.88	0.91	32.0
West: Great Western Highway														
10	L2	293	1.8	293	1.8	0.232	8.4	LOS A	2.4	17.3	0.28	0.64	0.28	52.1
11	T1	1487	7.1	1487	7.1	* 0.968	56.9	LOS E	26.4	195.8	0.95	1.04	1.21	21.1
12	R2	73	17.4	73	17.4	0.651	77.2	LOS F	3.1	25.0	1.00	0.81	1.09	26.1
Approach		1853	6.7	1853	6.7	0.968	50.0	LOS D	26.4	195.8	0.85	0.97	1.06	25.4
All Vehicles		4376	6.2	4376	6.2	0.980	49.4	LOS D	26.4	195.8	0.89	0.92	1.02	31.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

Site: 101 [AM 2026 + Dev - GWH - Connection to PH - 4 way 1 LT lane (Site Folder: AM 2026)]

Network: 3 [AM 2026 + Development (Network Folder: 2026 + Development)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 137 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: B, B1, B2*, A, C
Output Phase Sequence: B, B1, A, C
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lot 5 Access														
1	L2	19	15.0	19	15.0	0.115	66.4	LOS E	0.7	5.7	0.93	0.71	0.93	19.1
3	R2	13	15.0	13	15.0	0.048	56.5	LOS D	0.4	3.4	0.86	0.68	0.86	30.9
Approach		32	15.0	32	15.0	0.115	62.4	LOS E	0.7	5.7	0.90	0.70	0.90	24.4
East: Great Western Highway														
4	L2	46	15.0	46	15.0	0.038	8.6	LOS A	0.4	2.9	0.21	0.60	0.21	51.6
5	T1	1359	5.0	1359	5.0	0.428	16.7	LOS B	10.1	73.6	0.60	0.53	0.60	39.0
6	R2	221	5.0	221	5.0	* 0.607	58.8	LOS E	8.3	60.4	0.96	0.83	0.96	30.2
Approach		1626	5.3	1626	5.3	0.607	22.2	LOS B	10.1	73.6	0.64	0.57	0.64	37.0
North: Connection to PH														
7	L2	221	5.0	221	5.0	0.607	58.8	LOS E	8.3	60.4	0.96	0.83	0.96	30.4
9	R2	187	5.0	187	5.0	* 0.622	62.9	LOS E	7.2	52.7	0.98	0.82	0.98	20.0
Approach		408	5.0	408	5.0	0.622	60.7	LOS E	8.3	60.4	0.97	0.82	0.97	26.3
West: Great Western Highway														
10	L2	171	5.0	171	5.0	0.141	12.8	LOS A	2.3	16.5	0.35	0.64	0.35	51.7
11	T1	1597	5.0	1597	5.0	* 0.629	22.0	LOS B	13.3	97.3	0.63	0.57	0.63	47.1
12	R2	69	15.0	69	15.0	0.423	74.8	LOS F	2.9	22.9	1.00	0.78	1.00	30.7
Approach		1837	5.4	1837	5.4	0.629	23.1	LOS B	13.3	97.3	0.62	0.58	0.62	46.5
All Vehicles		3903	5.4	3903	5.4	0.629	27.0	LOS B	13.3	97.3	0.67	0.61	0.67	40.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: GWH - Flushcombe Road 240507

Template: Movement Summaries

Site: 101 [PM 2026 + Dev - Great Western Highway - Flushcombe Road (Site Folder: PM 2026)]

Network: 4 [PM 2026 + Development (Network Folder: 2026 + Development)]

October 2022 Traffic Flows
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 127 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B1*, B2*, C, F
Output Phase Sequence: A, B2*, C, F
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Flushcombe Road														
1	L2	78	16.2	78	16.2	0.403	40.5	LOS C	5.3	43.4	0.81	0.77	0.81	35.7
2	T1	42	22.5	42	22.5	0.403	34.8	LOS C	5.3	43.4	0.81	0.77	0.81	36.6
3	R2	62	20.3	62	20.3	0.403	40.6	LOS C	5.3	43.4	0.81	0.77	0.81	26.6
Approach		182	19.1	182	19.1	0.403	39.2	LOS C	5.3	43.4	0.81	0.77	0.81	33.5
East: Great Western Highway														
4	L2	35	24.2	35	24.2	0.833	47.7	LOS D	28.1	202.9	1.00	0.93	1.02	38.4
5	T1	2136	2.7	2136	2.7	0.833	42.0	LOS C	28.9	207.2	0.97	0.91	1.00	39.3
6	R2	491	3.9	491	3.9	* 0.995	100.3	LOS F	26.3	189.9	1.00	1.12	1.54	26.5
Approach		2661	3.2	2661	3.2	0.995	52.9	LOS D	28.9	207.2	0.98	0.95	1.10	36.1
North: Flushcombe Road														
7	L2	194	3.3	194	3.3	0.155	11.9	LOS A	2.3	16.9	0.35	0.67	0.35	43.3
8	T1	23	4.5	23	4.5	0.964	82.3	LOS F	23.6	168.4	1.00	1.09	1.43	24.7
9	R2	440	2.4	440	2.4	* 0.964	87.9	LOS F	23.6	168.4	1.00	1.09	1.43	24.6
Approach		657	2.7	657	2.7	0.964	65.3	LOS E	23.6	168.4	0.81	0.97	1.11	26.6
West: Great Western Highway														
10	L2	385	2.7	385	2.7	0.385	15.0	LOS B	6.1	43.9	0.52	0.72	0.52	47.7
11	T1	1019	5.7	1019	5.7	* 0.977	68.8	LOS E	16.8	123.5	0.99	1.08	1.34	18.6
12	R2	24	30.4	24	30.4	0.780	85.5	LOS F	1.1	9.6	1.00	0.83	1.46	24.5
Approach		1428	5.3	1428	5.3	0.977	54.6	LOS D	16.8	123.5	0.86	0.98	1.12	25.2
All Vehicles		4928	4.3	4928	4.3	0.995	54.5	LOS D	28.9	207.2	0.92	0.95	1.10	32.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

Site: 101 [PM 2026 + Dev - GWH - Connection to PH - 4 way 1 LT lane (Site Folder: PM 2026)]

Network: 4 [PM 2026 + Development (Network Folder: 2026 + Development)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 127 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: B, B1, B2*, A, C
Output Phase Sequence: B, B1, A, C
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lot 5 Access														
1	L2	69	15.0	69	15.0	* 0.736	75.6	LOS F	2.9	22.6	1.00	0.85	1.22	17.4
3	R2	46	15.0	46	15.0	0.178	54.7	LOS D	1.5	12.0	0.89	0.74	0.89	31.3
Approach		116	15.0	116	15.0	0.736	67.3	LOS E	2.9	22.6	0.96	0.81	1.09	23.3
East: Great Western Highway														
4	L2	13	15.0	13	15.0	0.010	7.4	LOS A	0.1	0.6	0.17	0.57	0.17	52.4
5	T1	2344	5.0	2344	5.0	* 0.693	16.9	LOS B	19.4	141.4	0.72	0.66	0.72	38.9
6	R2	264	5.0	264	5.0	0.500	44.4	LOS D	8.2	60.0	0.87	0.82	0.87	34.2
Approach		2621	5.0	2621	5.0	0.693	19.6	LOS B	19.4	141.4	0.73	0.68	0.73	38.0
North: Connection to PH														
7	L2	264	5.0	264	5.0	0.500	44.4	LOS D	8.2	60.0	0.87	0.81	0.87	34.5
9	R2	203	5.0	203	5.0	* 0.682	60.4	LOS E	7.5	54.4	0.99	0.84	1.02	20.6
Approach		467	5.0	467	5.0	0.682	51.4	LOS D	8.2	60.0	0.92	0.83	0.94	28.9
West: Great Western Highway														
10	L2	220	5.0	220	5.0	0.214	16.9	LOS B	3.0	22.2	0.40	0.66	0.40	49.5
11	T1	1035	5.0	1035	5.0	0.503	29.7	LOS C	8.6	63.1	0.71	0.62	0.71	43.8
12	R2	19	15.0	19	15.0	0.201	70.2	LOS E	0.7	5.8	0.99	0.71	0.99	31.6
Approach		1274	5.1	1274	5.1	0.503	28.1	LOS B	8.6	63.1	0.66	0.63	0.66	44.4
All Vehicles		4478	5.3	4478	5.3	0.736	26.6	LOS B	19.4	141.4	0.74	0.68	0.74	38.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: GWH - Flushcombe Road 240507

Template: Movement Summaries

Site: 101 [AM 2026 + Dev - Great Western Highway - Flushcombe Road + V1 Upgrades (Site Folder: AM 2026)]

Network: 6 [AM 2026 + Development + V1 Upgrade (Network Folder: 2026 + Development)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B1*, B2*, C, F
Output Phase Sequence: A, B2*, C, F
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Flushcombe Road														
1	L2	24	30.4	24	30.4	0.078	27.2	LOS B	0.9	7.9	0.61	0.61	0.61	41.2
2	T1	18	35.3	18	35.3	0.078	21.3	LOS B	0.9	7.9	0.61	0.61	0.61	42.8
3	R2	24	30.4	24	30.4	0.098	41.5	LOS C	0.7	5.8	0.78	0.71	0.78	26.0
Approach		66	31.7	66	31.7	0.098	30.8	LOS C	0.9	7.9	0.67	0.64	0.67	36.8
East: Great Western Highway														
4	L2	62	20.3	62	20.3	0.112	44.1	LOS D	2.0	16.8	0.97	0.78	0.97	38.3
5	T1	1272	6.6	1272	6.6	0.606	29.9	LOS C	10.9	80.3	0.77	0.67	0.77	43.7
6	R2	227	2.8	227	2.8	* 0.912	73.4	LOS F	9.3	66.9	1.00	0.97	1.33	31.1
Approach		1561	6.6	1561	6.6	0.912	36.8	LOS C	10.9	80.3	0.81	0.72	0.86	41.0
North: Flushcombe Road														
7	L2	332	2.5	332	2.5	0.398	24.3	LOS B	7.8	56.2	0.65	0.76	0.65	33.9
8	T1	31	13.8	31	13.8	0.398	18.7	LOS B	7.8	56.2	0.65	0.76	0.65	43.1
9	R2	534	2.0	534	2.0	* 0.938	68.6	LOS E	23.2	164.9	0.97	1.04	1.31	28.2
Approach		896	2.6	896	2.6	0.938	50.5	LOS D	23.2	164.9	0.84	0.92	1.04	29.8
West: Great Western Highway														
10	L2	293	1.8	293	1.8	0.239	8.4	LOS A	2.2	16.0	0.30	0.64	0.30	52.1
11	T1	1487	7.1	1487	7.1	* 0.919	39.0	LOS C	20.1	149.3	0.93	0.94	1.09	26.6
12	R2	73	17.4	73	17.4	0.634	68.5	LOS E	2.7	22.0	1.00	0.81	1.09	27.9
Approach		1853	6.7	1853	6.7	0.919	35.3	LOS C	20.1	149.3	0.83	0.89	0.96	30.6
All Vehicles		4376	6.2	4376	6.2	0.938	38.9	LOS C	23.2	164.9	0.82	0.83	0.94	35.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

Site: 101 [AM 2026 + Dev - GWH - Connection to PH - 4 way 1 LT lane (Site Folder: AM 2026)]

Network: 6 [AM 2026 + Development + V1 Upgrade (Network Folder: 2026 + Development)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: B, B1, B2*, A, C
Output Phase Sequence: B, B1, A, C
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lot 5 Access														
1	L2	19	15.0	19	15.0	0.117	59.4	LOS E	0.6	5.0	0.93	0.71	0.93	20.6
3	R2	13	15.0	13	15.0	0.048	50.4	LOS D	0.4	3.0	0.86	0.68	0.86	32.5
Approach		32	15.0	32	15.0	0.117	55.8	LOS D	0.6	5.0	0.90	0.70	0.90	26.0
East: Great Western Highway														
4	L2	46	15.0	46	15.0	0.039	8.6	LOS A	0.3	2.7	0.23	0.60	0.23	51.6
5	T1	1359	5.0	1359	5.0	0.441	15.9	LOS B	9.2	67.4	0.62	0.55	0.62	39.6
6	R2	221	5.0	221	5.0	* 0.643	53.9	LOS D	7.4	54.1	0.97	0.83	0.97	31.4
Approach		1626	5.3	1626	5.3	0.643	20.9	LOS B	9.2	67.4	0.66	0.59	0.66	37.8
North: Connection to PH														
7	L2	221	5.0	221	5.0	0.643	54.0	LOS D	7.4	54.1	0.97	0.83	0.97	31.7
9	R2	187	5.0	187	5.0	* 0.623	56.1	LOS D	6.4	46.5	0.98	0.82	0.98	21.6
Approach		408	5.0	408	5.0	0.643	55.0	LOS D	7.4	54.1	0.98	0.82	0.98	27.7
West: Great Western Highway														
10	L2	171	5.0	171	5.0	0.142	13.3	LOS A	2.5	18.6	0.45	0.67	0.45	51.4
11	T1	1597	5.0	1597	5.0	* 0.632	20.1	LOS B	11.8	86.4	0.65	0.58	0.65	48.0
12	R2	69	15.0	69	15.0	0.428	67.7	LOS E	2.6	20.4	1.00	0.77	1.00	32.1
Approach		1837	5.4	1837	5.4	0.632	21.2	LOS B	11.8	86.4	0.64	0.60	0.64	47.4
All Vehicles		3903	5.4	3903	5.4	0.643	24.9	LOS B	11.8	86.4	0.69	0.62	0.69	41.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: GWH - Flushcombe Road 240507

Template: Movement Summaries

Site: 101 [PM 2026 + Dev - Great Western Highway - Flushcombe Road + V1 Upgrades (Site Folder: PM 2026)]

Network: 5 [PM 2026 + Development + V1 Upgrade (Network Folder: 2026 + Development)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 121 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B1*, B2*, C, F
Output Phase Sequence: A, B2*, C, F
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Flushcombe Road														
1	L2	78	16.2	78	16.2	0.222	33.6	LOS C	3.0	24.0	0.72	0.70	0.72	38.5
2	T1	42	22.5	42	22.5	0.222	27.9	LOS B	3.0	24.0	0.72	0.70	0.72	39.6
3	R2	62	20.3	62	20.3	0.211	43.8	LOS D	1.8	14.6	0.82	0.75	0.82	25.2
Approach		182	19.1	182	19.1	0.222	35.8	LOS C	3.0	24.0	0.76	0.71	0.76	34.9
East: Great Western Highway														
4	L2	35	24.2	35	24.2	0.051	29.0	LOS C	0.9	7.8	0.78	0.72	0.78	43.4
5	T1	2136	2.7	2136	2.7	0.748	20.8	LOS B	17.5	125.5	0.73	0.66	0.73	47.6
6	R2	491	3.9	491	3.9	* 0.967	83.1	LOS F	23.4	169.3	1.00	1.08	1.45	29.2
Approach		2661	3.2	2661	3.2	0.967	32.4	LOS C	23.4	169.3	0.78	0.74	0.86	42.6
North: Flushcombe Road														
7	L2	194	3.3	194	3.3	0.262	26.1	LOS B	4.7	33.6	0.64	0.73	0.64	33.0
8	T1	23	4.5	23	4.5	0.262	20.5	LOS B	4.7	33.6	0.64	0.73	0.64	42.3
9	R2	440	2.4	440	2.4	* 0.984	95.4	LOS F	22.7	162.0	1.00	1.13	1.54	23.4
Approach		657	2.7	657	2.7	0.984	72.3	LOS F	22.7	162.0	0.88	1.00	1.24	25.1
West: Great Western Highway														
10	L2	385	2.7	385	2.7	0.395	14.7	LOS B	5.9	42.4	0.52	0.72	0.52	47.9
11	T1	1019	5.7	1019	5.7	* 0.957	60.1	LOS E	15.2	111.5	0.99	1.05	1.30	20.4
12	R2	24	30.4	24	30.4	0.743	81.1	LOS F	1.0	9.1	1.00	0.81	1.40	25.4
Approach		1428	5.3	1428	5.3	0.957	48.2	LOS D	15.2	111.5	0.87	0.96	1.09	27.0
All Vehicles		4928	4.3	4928	4.3	0.984	42.4	LOS C	23.4	169.3	0.82	0.84	0.98	35.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

Site: 101 [PM 2026 + Dev - GWH - Connection to PH - 4 way 1 LT lane (Site Folder: PM 2026)]

Network: 5 [PM 2026 + Development + V1 Upgrade (Network Folder: 2026 + Development)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 121 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: B, B1, B2*, A, C
Output Phase Sequence: B, B1, A, C
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lot 5 Access														
1	L2	69	15.0	69	15.0	* 0.701	71.4	LOS F	2.7	21.4	1.00	0.84	1.17	18.2
3	R2	46	15.0	46	15.0	0.178	52.5	LOS D	1.5	11.5	0.89	0.74	0.89	31.9
Approach		116	15.0	116	15.0	0.701	63.8	LOS E	2.7	21.4	0.96	0.80	1.06	24.1
East: Great Western Highway														
4	L2	13	15.0	13	15.0	0.010	7.5	LOS A	0.1	0.6	0.17	0.58	0.17	52.4
5	T1	2344	5.0	2344	5.0	* 0.704	17.0	LOS B	19.0	138.7	0.74	0.68	0.74	38.7
6	R2	264	5.0	264	5.0	0.502	42.8	LOS D	7.9	57.4	0.87	0.82	0.87	34.7
Approach		2621	5.0	2621	5.0	0.704	19.6	LOS B	19.0	138.7	0.75	0.69	0.75	38.0
North: Connection to PH														
7	L2	264	5.0	264	5.0	0.502	42.8	LOS D	7.9	57.4	0.87	0.81	0.87	35.0
9	R2	203	5.0	203	5.0	* 0.681	57.9	LOS E	7.1	52.0	0.99	0.84	1.02	21.1
Approach		467	5.0	467	5.0	0.681	49.4	LOS D	7.9	57.4	0.92	0.83	0.94	29.5
West: Great Western Highway														
10	L2	220	5.0	220	5.0	0.215	17.7	LOS B	3.6	26.5	0.50	0.69	0.50	49.1
11	T1	1035	5.0	1035	5.0	0.511	29.1	LOS C	8.4	61.2	0.72	0.63	0.72	44.0
12	R2	19	15.0	19	15.0	0.191	69.8	LOS E	0.7	5.7	1.00	0.71	1.00	31.7
Approach		1274	5.1	1274	5.1	0.511	27.8	LOS B	8.4	61.2	0.69	0.64	0.69	44.6
All Vehicles		4478	5.3	4478	5.3	0.704	26.2	LOS B	19.0	138.7	0.76	0.69	0.76	39.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: GWH - Flushcombe Road 240507

Template: Movement Summaries

Site: 101 [AM 2036 - Great Western Highway - Flushcombe Road (Site Folder: AM 2036)]

Network: 7 [AM 2036 (Network Folder: 2036)]

October 2022 Traffic Flows
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 137 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B1*, B2*, C, F
Output Phase Sequence: A, B2*, C, F
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Flushcombe Road														
1	L2	13	50.0	13	50.0	0.094	32.9	LOS C	1.0	9.5	0.64	0.64	0.64	38.2
2	T1	13	50.0	13	50.0	0.094	26.7	LOS B	1.0	9.5	0.64	0.64	0.64	40.1
3	R2	13	50.0	13	50.0	0.094	32.9	LOS C	1.0	9.5	0.64	0.64	0.64	30.4
Approach		38	50.0	38	50.0	0.094	30.8	LOS C	1.0	9.5	0.64	0.64	0.64	37.0
East: Great Western Highway														
4	L2	13	50.0	13	50.0	0.575	46.8	LOS D	15.0	113.0	0.95	0.84	0.95	38.3
5	T1	1259	7.3	1259	7.3	0.575	38.1	LOS C	15.3	114.1	0.91	0.80	0.91	40.6
6	R2	245	2.6	245	2.6	* 1.054	140.7	LOS F	15.4	110.3	1.00	1.16	1.76	21.4
Approach		1517	6.9	1517	6.9	1.054	54.8	LOS D	15.4	114.1	0.92	0.86	1.05	35.4
North: Flushcombe Road														
7	L2	343	1.8	343	1.8	0.314	19.4	LOS B	6.7	47.6	0.52	0.73	0.52	36.9
8	T1	5	20.0	5	20.0	0.929	64.8	LOS E	29.0	207.2	1.00	1.01	1.24	28.0
9	R2	594	2.1	594	2.1	* 0.929	70.4	LOS E	29.0	207.2	1.00	1.01	1.24	27.8
Approach		942	2.1	942	2.1	0.929	51.8	LOS D	29.0	207.2	0.83	0.91	0.98	29.4
West: Great Western Highway														
10	L2	324	1.9	324	1.9	0.258	8.5	LOS A	2.8	19.7	0.28	0.64	0.28	52.0
11	T1	1598	6.9	1598	6.9	* 1.037	94.3	LOS F	34.9	258.6	0.98	1.26	1.49	14.7
12	R2	24	26.1	24	26.1	0.601	86.2	LOS F	1.1	9.5	1.00	0.76	1.15	24.4
Approach		1946	6.3	1946	6.3	1.037	79.9	LOS F	34.9	258.6	0.87	1.15	1.28	18.6
All Vehicles		4443	6.0	4443	6.0	1.054	64.9	LOS E	34.9	258.6	0.88	1.00	1.13	27.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

Site: 101 [AM 2036 - Great Western Highway - Connection to PH (Site Folder: AM 2036)]

Network: 7 [AM 2036 (Network Folder: 2036)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 137 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Great Western Highway														
5	T1	1476	5.0	1476	5.0	0.357	5.7	LOS A	6.5	47.4	0.36	0.32	0.36	50.7
6	R2	245	5.0	245	5.0	* 0.863	68.0	LOS E	10.3	75.3	0.94	0.93	1.19	28.1
Approach		1721	5.0	1721	5.0	0.863	14.6	LOS B	10.3	75.3	0.44	0.41	0.48	42.3
North: Connection to PH														
7	L2	245	5.0	245	5.0	0.326	32.4	LOS C	6.5	47.4	0.70	0.76	0.70	38.8
9	R2	183	5.0	183	5.0	* 0.695	67.0	LOS E	7.4	53.8	1.00	0.84	1.04	19.1
Approach		428	5.0	428	5.0	0.695	47.2	LOS D	7.4	53.8	0.83	0.80	0.85	30.2
West: Great Western Highway														
10	L2	183	5.0	178	5.0	0.154	19.2	LOS B	4.2	30.7	0.63	0.73	0.63	48.4
11	T1	1769	5.0	1719	5.0	* 0.704	35.5	LOS C	21.5	156.9	0.93	0.84	0.93	41.6
Approach		1953	5.0	1897 N1	5.0	0.704	33.9	LOS C	21.5	156.9	0.91	0.83	0.91	42.2
All Vehicles		4102	5.0	4047 N1	5.1	0.863	27.1	LOS B	21.5	156.9	0.70	0.65	0.72	40.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: GWH - Flushcombe Road 240507

Template: Movement Summaries

Site: 101 [PM 2036 - Great Western Highway - Flushcombe Road (Site Folder: PM 2036)]

Network: 8 [PM 2036 (Network Folder: 2036)]

October 2022 Traffic Flows
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 127 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B1*, B2*, C, F
Output Phase Sequence: A, B2*, C, F
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Flushcombe Road														
1	L2	31	20.7	31	20.7	0.127	33.4	LOS C	1.5	13.4	0.69	0.67	0.69	38.4
2	T1	18	35.3	18	35.3	0.127	27.7	LOS B	1.5	13.4	0.69	0.67	0.69	39.5
3	R2	13	50.0	13	50.0	0.127	33.8	LOS C	1.5	13.4	0.69	0.67	0.69	29.8
Approach		61	31.0	61	31.0	0.127	31.8	LOS C	1.5	13.4	0.69	0.67	0.69	37.5
East: Great Western Highway														
4	L2	13	50.0	13	50.0	0.927	57.7	LOS E	36.7	263.5	1.00	1.06	1.18	35.3
5	T1	2326	2.4	2326	2.4	0.927	52.0	LOS D	37.0	264.4	0.97	1.04	1.17	36.4
6	R2	520	3.4	520	3.4	* 1.094	167.5	LOS F	36.9	266.0	1.00	1.31	1.98	19.0
Approach		2859	2.8	2859	2.8	1.094	73.0	LOS F	37.0	266.0	0.98	1.09	1.32	31.2
North: Flushcombe Road														
7	L2	208	2.5	208	2.5	0.165	12.0	LOS A	2.5	18.2	0.35	0.67	0.35	43.3
8	T1	18	0.0	18	0.0	0.957	77.2	LOS F	25.2	180.5	1.00	1.08	1.39	25.6
9	R2	489	2.6	489	2.6	* 0.957	82.9	LOS F	25.2	180.5	1.00	1.08	1.39	25.4
Approach		716	2.5	716	2.5	0.957	62.1	LOS E	25.2	180.5	0.81	0.96	1.08	27.4
West: Great Western Highway														
10	L2	428	2.9	428	2.9	0.431	16.7	LOS B	7.5	53.7	0.56	0.74	0.56	46.7
11	T1	1108	5.7	1108	5.7	* 1.076	129.3	LOS F	24.9	182.8	1.00	1.38	1.77	11.3
12	R2	13	50.0	13	50.0	0.739	90.2	LOS F	0.6	6.0	1.00	0.79	1.49	23.6
Approach		1549	5.3	1549	5.3	1.076	97.9	LOS F	24.9	182.8	0.88	1.19	1.43	17.0
All Vehicles		5185	3.8	5185	3.8	1.094	78.4	LOS F	37.0	266.0	0.92	1.10	1.31	26.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

Site: 101 [PM 2036 - Great Western Highway - Connection to PH (Site Folder: PM 2036)]

Network: 8 [PM 2036 (Network Folder: 2036)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 127 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Great Western Highway														
5	T1	2639	5.0	2639	5.0	* 0.729	10.1	LOS A	20.9	152.2	0.60	0.56	0.60	45.2
6	R2	294	5.0	294	5.0	0.493	40.7	LOS C	8.8	64.0	0.84	0.81	0.84	35.4
Approach		2933	5.0	2933	5.0	0.729	13.2	LOS A	20.9	152.2	0.62	0.58	0.62	43.1
North: Connection to PH														
7	L2	294	5.0	294	5.0	0.297	20.3	LOS B	5.6	41.0	0.55	0.72	0.55	44.5
9	R2	220	5.0	220	5.0	* 0.706	60.3	LOS E	8.1	59.3	0.99	0.85	1.04	20.5
Approach		514	5.0	514	5.0	0.706	37.4	LOS C	8.1	59.3	0.74	0.78	0.76	33.7
West: Great Western Highway														
10	L2	220	5.0	207	5.0	0.215	31.6	LOS C	6.3	45.7	0.86	0.81	0.86	43.1
11	T1	1120	5.0	1055	5.0	0.615	53.6	LOS D	13.9	101.2	1.00	0.86	1.00	36.0
Approach		1340	5.0	1262 N1	5.0	0.615	50.0	LOS D	13.9	101.2	0.98	0.86	0.98	37.0
All Vehicles		4786	5.0	4708 N1	5.1	0.729	25.7	LOS B	20.9	152.2	0.73	0.68	0.73	39.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: GWH - Flushcombe Road 240507

Template: Movement Summaries

Site: 101 [AM 2036 - Great Western Highway - Flushcombe Road + V2 Upgrade (Site Folder: AM 2036)]

Network: 13 [AM 2036 + V2 Upgrade (Network Folder: 2036)]

October 2022 Traffic Flows
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 123 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D, D1*, D2*
Output Phase Sequence: A, B, C, D, D1*
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Flushcombe Road														
1	L2	13	50.0	13	50.0	0.538	72.4	LOS F	1.5	14.9	1.00	0.77	1.05	27.1
2	T1	13	50.0	13	50.0	* 0.538	66.2	LOS E	1.5	14.9	1.00	0.77	1.05	28.0
3	R2	13	50.0	13	50.0	0.538	72.4	LOS F	1.5	14.9	1.00	0.77	1.05	18.5
Approach		38	50.0	38	50.0	0.538	70.3	LOS E	1.5	14.9	1.00	0.77	1.05	25.1
East: Great Western Highway														
4	L2	13	50.0	13	50.0	0.481	35.4	LOS C	12.5	94.3	0.89	0.78	0.89	42.2
5	T1	1259	7.3	1259	7.3	0.481	27.1	LOS B	12.8	95.2	0.83	0.74	0.83	44.8
6	R2	245	2.6	245	2.6	* 0.847	66.5	LOS E	9.6	68.9	1.00	0.91	1.17	32.6
Approach		1517	6.9	1517	6.9	0.847	33.6	LOS C	12.8	95.2	0.86	0.76	0.89	42.2
North: Flushcombe Road														
7	L2	343	1.8	343	1.8	0.400	14.5	LOS B	5.2	37.2	0.51	0.71	0.51	41.0
8	T1	5	20.0	5	20.0	* 0.853	55.3	LOS D	8.4	60.0	0.92	0.94	1.19	30.2
9	R2	594	2.1	594	2.1	0.853	61.3	LOS E	14.6	104.1	0.97	0.94	1.18	29.9
Approach		942	2.1	942	2.1	0.853	44.2	LOS D	14.6	104.1	0.80	0.86	0.93	31.8
West: Great Western Highway														
10	L2	324	1.9	324	1.9	0.221	8.9	LOS A	2.8	20.2	0.30	0.64	0.30	51.8
11	T1	1598	6.9	1598	6.9	* 0.867	28.8	LOS C	18.9	140.2	0.84	0.81	0.92	31.2
12	R2	24	26.1	24	26.1	0.540	77.3	LOS F	1.0	8.5	1.00	0.74	1.09	26.0
Approach		1946	6.3	1946	6.3	0.867	26.1	LOS B	18.9	140.2	0.76	0.78	0.82	34.9
All Vehicles		4443	6.0	4443	6.0	0.867	32.9	LOS C	18.9	140.2	0.80	0.79	0.87	37.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

Site: 101 [AM 2036 - Great Western Highway - Connection to PH (Site Folder: AM 2036)]

Network: 13 [AM 2036 + V2 Upgrade (Network Folder: 2036)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 123 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Great Western Highway														
5	T1	1476	5.0	1476	5.0	0.363	5.6	LOS A	6.1	44.6	0.37	0.34	0.37	50.8
6	R2	245	5.0	245	5.0	* 0.702	56.3	LOS D	8.6	63.1	0.99	0.85	1.02	30.8
Approach		1721	5.0	1721	5.0	0.702	12.9	LOS A	8.6	63.1	0.46	0.41	0.47	43.8
North: Connection to PH														
7	L2	245	5.0	245	5.0	0.351	32.6	LOS C	6.2	45.2	0.74	0.77	0.74	38.8
9	R2	183	5.0	183	5.0	* 0.689	61.0	LOS E	6.6	48.5	1.00	0.84	1.05	20.4
Approach		428	5.0	428	5.0	0.689	44.7	LOS D	6.6	48.5	0.85	0.80	0.87	31.0
West: Great Western Highway														
10	L2	183	5.0	183	5.0	0.152	17.4	LOS B	4.1	29.7	0.66	0.74	0.66	49.3
11	T1	1769	5.0	1769	5.0	* 0.690	31.4	LOS C	19.9	145.4	0.93	0.84	0.93	43.1
Approach		1953	5.0	1953	5.0	0.690	30.1	LOS C	19.9	145.4	0.91	0.83	0.91	43.6
All Vehicles		4102	5.0	4102	5.0	0.702	24.4	LOS B	19.9	145.4	0.71	0.65	0.72	42.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: GWH - Flushcombe Road 240507

Template: Movement Summaries

Site: 101 [PM 2036 - Great Western Highway - Flushcombe Road + V2 Upgrade (Site Folder: PM 2036)]

Network: 14 [PM 2036 + V2 Upgrade (Network Folder: 2036)]

October 2022 Traffic Flows
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D, D1*, D2*
Output Phase Sequence: A, B, C, D, D1*
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Flushcombe Road														
1	L2	31	20.7	31	20.7	0.635	69.4	LOS E	2.3	20.6	1.00	0.81	1.11	27.9
2	T1	18	35.3	18	35.3	* 0.635	63.6	LOS E	2.3	20.6	1.00	0.81	1.11	28.5
3	R2	13	50.0	13	50.0	0.635	69.8	LOS E	2.3	20.6	1.00	0.81	1.11	18.9
Approach		61	31.0	61	31.0	0.635	67.8	LOS E	2.3	20.6	1.00	0.81	1.11	26.6
East: Great Western Highway														
4	L2	13	50.0	13	50.0	0.764	28.4	LOS B	22.6	162.2	0.84	0.77	0.84	45.0
5	T1	2326	2.4	2326	2.4	0.764	21.6	LOS B	22.8	163.2	0.83	0.75	0.83	47.3
6	R2	520	3.4	520	3.4	* 0.928	66.3	LOS E	21.6	155.8	0.97	1.01	1.27	32.6
Approach		2859	2.8	2859	2.8	0.928	29.8	LOS C	22.8	163.2	0.85	0.80	0.91	43.7
North: Flushcombe Road														
7	L2	208	2.5	208	2.5	0.171	10.6	LOS A	2.2	15.4	0.37	0.66	0.37	44.8
8	T1	18	0.0	18	0.0	* 0.899	66.0	LOS E	8.6	61.5	0.98	1.02	1.38	27.8
9	R2	489	2.6	489	2.6	0.899	71.6	LOS F	12.2	87.3	0.99	1.01	1.35	27.6
Approach		716	2.5	716	2.5	0.899	53.7	LOS D	12.2	87.3	0.81	0.91	1.07	29.6
West: Great Western Highway														
10	L2	428	2.9	428	2.9	0.375	15.5	LOS B	7.1	51.3	0.55	0.72	0.55	47.3
11	T1	1108	5.7	1108	5.7	* 0.937	52.1	LOS D	15.9	116.9	0.98	1.01	1.22	22.4
12	R2	13	50.0	13	50.0	0.698	85.2	LOS F	0.6	5.6	1.00	0.77	1.42	24.4
Approach		1549	5.3	1549	5.3	0.937	42.3	LOS C	15.9	116.9	0.86	0.93	1.03	29.0
All Vehicles		5185	3.8	5185	3.8	0.937	37.3	LOS C	22.8	163.2	0.85	0.85	0.97	37.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

Site: 101 [PM 2036 - Great Western Highway - Connection to PH (Site Folder: PM 2036)]

Network: 14 [PM 2036 + V2 Upgrade (Network Folder: 2036)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Great Western Highway														
5	T1	2639	5.0	2639	5.0	* 0.728	9.6	LOS A	19.6	143.3	0.60	0.55	0.60	45.9
6	R2	294	5.0	294	5.0	0.500	39.4	LOS C	8.4	61.0	0.85	0.81	0.85	35.9
Approach		2933	5.0	2933	5.0	0.728	12.5	LOS A	19.6	143.3	0.62	0.58	0.62	43.7
North: Connection to PH														
7	L2	294	5.0	294	5.0	0.301	20.0	LOS B	5.4	39.5	0.56	0.73	0.56	44.7
9	R2	220	5.0	220	5.0	* 0.731	59.0	LOS E	7.8	57.3	1.00	0.87	1.08	20.8
Approach		514	5.0	514	5.0	0.731	36.7	LOS C	7.8	57.3	0.75	0.79	0.78	33.9
West: Great Western Highway														
10	L2	220	5.0	220	5.0	0.229	30.9	LOS C	6.4	46.8	0.88	0.81	0.88	43.3
11	T1	1120	5.0	1120	5.0	0.647	49.9	LOS D	13.9	101.7	0.99	0.86	0.99	37.0
Approach		1340	5.0	1340	5.0	0.647	46.8	LOS D	13.9	101.7	0.98	0.86	0.98	37.9
All Vehicles		4786	5.0	4786	5.0	0.731	24.7	LOS B	19.6	143.3	0.73	0.68	0.74	39.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: GWH - Flushcombe Road 240507

Template: Movement Summaries

Site: 101 [AM 2036 + Dev - Great Western Highway - Flushcombe Road + V1 Upgrades (Site Folder: AM 2036)]

Network: 11 [AM 2036 + Development + V1 Upgrades (Network Folder: 2036 + Development)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 121 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B1*, B2*, C, F
Output Phase Sequence: A, B2*, C, F
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Flushcombe Road														
1	L2	25	33.3	25	33.3	0.083	27.1	LOS B	0.9	8.5	0.61	0.61	0.61	41.2
2	T1	19	38.9	19	38.9	0.083	21.2	LOS B	0.9	8.5	0.61	0.61	0.61	42.9
3	R2	25	33.3	25	33.3	0.112	42.3	LOS C	0.7	6.3	0.78	0.71	0.78	25.7
Approach		69	34.8	69	34.8	0.112	31.0	LOS C	0.9	8.5	0.67	0.64	0.67	36.7
East: Great Western Highway														
4	L2	63	21.7	63	21.7	0.117	42.1	LOS C	2.0	16.4	0.91	0.77	0.91	38.9
5	T1	1415	6.6	1415	6.6	0.680	31.6	LOS C	12.9	95.6	0.82	0.72	0.82	43.0
6	R2	252	2.9	252	2.9	* 1.020	111.2	LOS F	13.2	94.5	1.00	1.14	1.69	24.8
Approach		1729	6.6	1729	6.6	1.020	43.6	LOS D	13.2	95.6	0.85	0.78	0.95	38.7
North: Flushcombe Road														
7	L2	366	2.6	366	2.6	0.432	24.6	LOS B	8.8	63.3	0.66	0.76	0.66	33.7
8	T1	32	13.3	32	13.3	0.432	19.0	LOS B	8.8	63.3	0.66	0.76	0.66	43.0
9	R2	594	2.1	594	2.1	* 1.059	138.7	LOS F	38.6	275.3	1.00	1.29	1.84	18.1
Approach		992	2.7	992	2.7	1.059	92.8	LOS F	38.6	275.3	0.87	1.08	1.37	20.8
West: Great Western Highway														
10	L2	324	1.9	324	1.9	0.268	8.9	LOS A	2.8	19.8	0.32	0.65	0.32	51.7
11	T1	1644	7.1	1644	7.1	* 1.043	93.2	LOS F	33.5	248.9	0.98	1.33	1.58	14.8
12	R2	75	18.3	75	18.3	0.665	69.6	LOS E	2.9	23.1	1.00	0.82	1.12	27.7
Approach		2043	6.7	2043	6.7	1.043	79.0	LOS F	33.5	248.9	0.88	1.20	1.36	18.9
All Vehicles		4834	6.2	4834	6.2	1.059	68.5	LOS E	38.6	275.3	0.86	1.02	1.20	26.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

Site: 101 [AM 2036 + Dev - GWH - Connection to PH - 4 way 1 LT lane (Site Folder: AM 2036)]

Network: 11 [AM 2036 + Development + V1 Upgrades (Network Folder: 2036 + Development)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 121 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: B, B1, B2*, A, C
Output Phase Sequence: B, B1, A, C
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lot 5 Access														
1	L2	19	15.0	19	15.0	0.139	62.5	LOS E	0.7	5.2	0.95	0.71	0.95	19.9
3	R2	13	15.0	13	15.0	0.049	50.9	LOS D	0.4	3.0	0.86	0.68	0.86	32.4
Approach		32	15.0	32	15.0	0.139	57.9	LOS E	0.7	5.2	0.92	0.70	0.92	25.5
East: Great Western Highway														
4	L2	46	15.0	46	15.0	0.038	8.1	LOS A	0.3	2.5	0.21	0.59	0.21	51.9
5	T1	1504	5.0	1504	5.0	0.471	15.1	LOS B	10.2	74.4	0.62	0.55	0.62	40.3
6	R2	245	5.0	245	5.0	* 0.690	54.8	LOS D	8.4	61.6	0.98	0.85	1.00	31.2
Approach		1796	5.3	1796	5.3	0.690	20.4	LOS B	10.2	74.4	0.65	0.59	0.66	38.1
North: Connection to PH														
7	L2	245	5.0	245	5.0	0.690	54.9	LOS D	8.4	61.6	0.98	0.85	1.00	31.4
9	R2	205	5.0	205	5.0	* 0.688	58.1	LOS E	7.2	52.7	0.99	0.85	1.03	21.1
Approach		451	5.0	451	5.0	0.690	56.3	LOS D	8.4	61.6	0.99	0.85	1.02	27.4
West: Great Western Highway														
10	L2	188	5.0	182	5.0	0.153	14.9	LOS B	3.2	23.5	0.53	0.70	0.53	50.5
11	T1	1777	5.0	1719	5.0	* 0.692	21.4	LOS B	14.0	101.9	0.69	0.62	0.69	47.4
12	R2	69	15.0	67	15.0	0.493	65.3	LOS E	2.4	19.0	0.98	0.77	0.98	32.6
Approach		2035	5.3	1968 N1	5.3	0.692	22.3	LOS B	14.0	101.9	0.69	0.64	0.69	46.9
All Vehicles		4313	5.3	4246 N1	5.4	0.692	25.3	LOS B	14.0	101.9	0.71	0.64	0.71	41.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Organisation: COLSTON BUDD ROGERS & KAFES PTY LTD | Licence: NETWORK / 1PC | Created: Monday, 13 May 2024 10:32:47 AM
Project: C:\Users\mcorban.WSHP800TK9-MC\Colston Budd Rogers & Kafes Pty Ltd\CBRKData - Documents\DATA\GROUPS\Jobs\11900 - 11999\11916\SIDRA\GWH - Flushcombe Road 240507.sip9

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: GWH - Flushcombe Road 240507

Template: Movement Summaries

Site: 101 [PM 2036 + Dev - Great Western Highway - Flushcombe Road + V1 Upgrades (Site Folder: PM 2036)]

Network: 12 [PM 2036 + Development + V1 Upgrades (Network Folder: 2036 + Development)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B1*, B2*, C, F
Output Phase Sequence: A, B2*, C, F
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Flushcombe Road														
1	L2	81	16.9	81	16.9	0.228	33.2	LOS C	3.0	24.7	0.72	0.70	0.72	38.6
2	T1	43	22.0	43	22.0	0.228	27.5	LOS B	3.0	24.7	0.72	0.70	0.72	39.7
3	R2	63	21.7	63	21.7	0.224	43.5	LOS D	1.8	15.0	0.82	0.75	0.82	25.3
Approach		187	19.7	187	19.7	0.228	35.4	LOS C	3.0	24.7	0.75	0.72	0.75	35.1
East: Great Western Highway														
4	L2	36	26.5	36	26.5	0.054	29.5	LOS C	1.0	8.3	0.80	0.72	0.80	43.2
5	T1	2373	2.7	2373	2.7	0.858	26.4	LOS B	24.6	176.2	0.83	0.80	0.88	45.1
6	R2	543	3.9	543	3.9	* 1.072	141.1	LOS F	34.4	249.1	1.00	1.25	1.84	21.3
Approach		2952	3.2	2952	3.2	1.072	47.6	LOS D	34.4	249.1	0.86	0.88	1.05	37.4
North: Flushcombe Road														
7	L2	215	2.9	215	2.9	0.282	25.3	LOS B	5.1	36.4	0.64	0.73	0.64	33.4
8	T1	24	4.3	24	4.3	0.282	19.7	LOS B	5.1	36.4	0.64	0.73	0.64	42.7
9	R2	489	2.6	489	2.6	* 1.096	167.5	LOS F	34.0	243.4	1.00	1.38	2.05	15.8
Approach		728	2.7	728	2.7	1.096	120.7	LOS F	34.0	243.4	0.88	1.17	1.59	17.8
West: Great Western Highway														
10	L2	428	2.9	428	2.9	0.464	18.5	LOS B	7.9	56.9	0.62	0.76	0.62	45.6
11	T1	1121	5.8	1121	5.8	* 1.067	119.0	LOS F	23.4	172.3	1.00	1.36	1.76	12.2
12	R2	25	33.3	25	33.3	0.793	81.8	LOS F	1.1	9.7	1.00	0.84	1.50	25.2
Approach		1575	5.5	1575	5.5	1.067	91.1	LOS F	23.4	172.3	0.90	1.19	1.45	17.9
All Vehicles		5442	4.4	5442	4.4	1.096	69.5	LOS E	34.4	249.1	0.87	1.00	1.23	28.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

Site: 101 [PM 2036 + Dev - GWH - Connection to PH - 4 way 1 LT lane (Site Folder: PM 2036)]

Network: 12 [PM 2036 + Development + V1 Upgrades (Network Folder: 2036 + Development)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: B, B1, B2*, A, C
Output Phase Sequence: B, B1, A, C
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lot 5 Access														
1	L2	69	15.0	69	15.0	* 0.695	70.7	LOS F	2.7	21.2	1.00	0.83	1.17	18.3
3	R2	46	15.0	46	15.0	0.185	53.0	LOS D	1.5	11.5	0.90	0.74	0.90	31.8
Approach		116	15.0	116	15.0	0.695	63.6	LOS E	2.7	21.2	0.96	0.80	1.06	24.1
East: Great Western Highway														
4	L2	13	15.0	13	15.0	0.010	7.5	LOS A	0.1	0.6	0.17	0.58	0.17	52.4
5	T1	2657	5.0	2657	5.0	* 0.800	18.3	LOS B	23.9	174.8	0.81	0.75	0.81	37.7
6	R2	294	5.0	294	5.0	0.539	42.1	LOS C	8.7	63.5	0.88	0.82	0.88	35.0
Approach		2963	5.0	2963	5.0	0.800	20.6	LOS B	23.9	174.8	0.82	0.76	0.82	37.3
North: Connection to PH														
7	L2	294	5.0	294	5.0	0.539	42.1	LOS C	8.7	63.5	0.88	0.82	0.88	35.2
9	R2	225	5.0	225	5.0	* 0.786	62.2	LOS E	8.4	61.0	1.00	0.90	1.14	20.2
Approach		519	5.0	519	5.0	0.786	50.8	LOS D	8.7	63.5	0.93	0.85	0.99	29.1
West: Great Western Highway														
10	L2	242	5.0	230	5.0	0.229	19.6	LOS B	4.5	32.9	0.59	0.72	0.59	48.2
11	T1	1148	5.0	1092	5.0	0.550	30.0	LOS C	9.1	66.7	0.75	0.65	0.75	43.7
12	R2	19	15.0	18	15.0	0.180	66.1	LOS E	0.6	5.0	0.96	0.70	0.96	32.5
Approach		1409	5.1	1340 N1	5.1	0.550	28.7	LOS C	9.1	66.7	0.72	0.66	0.72	44.2
All Vehicles		5007	5.3	4938 N1	5.4	0.800	27.0	LOS B	23.9	174.8	0.81	0.74	0.82	38.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: GWH - Flushcombe Road 240507

Template: Movement Summaries

Site: 101 [AM 2036 + Dev - Great Western Highway - Flushcombe Road + V3 Upgrade (Site Folder: AM 2036)]

Network: 15 [AM 2036 + Development + V3 Upgrades (Network Folder: 2036 + Development)]

October 2022 Traffic Flows
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 123 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D, D1*, D2*
Output Phase Sequence: A, B, C, D
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Flushcombe Road														
1	L2	25	33.3	25	33.3	0.450	68.3	LOS E	1.7	15.2	0.99	0.75	0.99	28.2
2	T1	19	38.9	19	38.9	0.450	62.3	LOS E	1.7	15.2	0.99	0.75	0.99	29.0
3	R2	25	33.3	25	33.3	0.427	73.7	LOS F	1.0	9.0	1.00	0.72	1.00	18.0
Approach		69	34.8	69	34.8	0.450	68.6	LOS E	1.7	15.2	1.00	0.74	1.00	25.2
East: Great Western Highway														
4	L2	63	21.7	63	21.7	* 0.105	19.9	LOS B	1.1	8.7	0.73	0.71	0.73	47.3
5	T1	1415	6.6	1415	6.6	0.691	38.0	LOS C	15.7	116.4	0.96	0.85	0.96	40.7
6	R2	252	2.9	252	2.9	* 0.922	75.6	LOS F	10.7	76.7	1.00	0.99	1.33	30.7
Approach		1729	6.6	1729	6.6	0.922	42.8	LOS D	15.7	116.4	0.96	0.86	1.01	39.1
North: Flushcombe Road														
7	L2	366	2.6	366	2.6	0.440	16.1	LOS B	6.1	44.0	0.55	0.73	0.55	39.6
8	T1	32	13.3	32	13.3	* 0.907	65.6	LOS E	9.3	67.2	0.92	1.02	1.34	28.0
9	R2	594	2.1	594	2.1	0.907	70.4	LOS E	17.0	121.0	0.97	1.01	1.30	27.8
Approach		992	2.7	992	2.7	0.907	50.2	LOS D	17.0	121.0	0.82	0.90	1.03	29.9
West: Great Western Highway														
10	L2	324	1.9	324	1.9	0.223	9.2	LOS A	3.0	21.2	0.31	0.64	0.31	51.6
11	T1	1644	7.1	1644	7.1	* 0.890	30.0	LOS C	20.6	153.1	0.84	0.83	0.94	30.5
12	R2	75	18.3	75	18.3	0.338	58.0	LOS E	2.5	20.6	0.94	0.77	0.94	30.3
Approach		2043	6.7	2043	6.7	0.890	27.7	LOS B	20.6	153.1	0.76	0.80	0.84	34.2
All Vehicles		4834	6.3	4834	6.3	0.922	38.3	LOS C	20.6	153.1	0.85	0.84	0.94	35.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

Site: 101 [AM 2036 + Dev - GWH - Connection to PH - 4 way 1 LT lane (Site Folder: AM 2036)]

Network: 15 [AM 2036 + Development + V3 Upgrades (Network Folder: 2036 + Development)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 123 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: B, B1, B2*, A, C
Output Phase Sequence: B, B1, A, C
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lot 5 Access														
1	L2	19	15.0	19	15.0	0.130	62.3	LOS E	0.7	5.2	0.95	0.71	0.95	19.9
3	R2	13	15.0	13	15.0	0.049	52.0	LOS D	0.4	3.1	0.86	0.68	0.86	32.1
Approach		32	15.0	32	15.0	0.130	58.2	LOS E	0.7	5.2	0.91	0.70	0.91	25.4
East: Great Western Highway														
4	L2	46	15.0	46	15.0	0.038	8.3	LOS A	0.3	2.6	0.21	0.59	0.21	51.8
5	T1	1504	5.0	1504	5.0	0.472	15.5	LOS B	10.4	75.8	0.62	0.55	0.62	40.0
6	R2	245	5.0	245	5.0	* 0.702	56.3	LOS D	8.6	63.1	0.99	0.85	1.02	30.8
Approach		1796	5.3	1796	5.3	0.702	20.9	LOS B	10.4	75.8	0.66	0.59	0.66	37.8
North: Connection to PH														
7	L2	245	5.0	245	5.0	0.702	56.3	LOS D	8.6	63.1	0.99	0.85	1.02	31.0
9	R2	205	5.0	205	5.0	* 0.699	59.6	LOS E	7.4	53.9	1.00	0.85	1.04	20.8
Approach		451	5.0	451	5.0	0.702	57.8	LOS E	8.6	63.1	0.99	0.85	1.03	27.0
West: Great Western Highway														
10	L2	188	5.0	188	5.0	0.157	11.9	LOS A	1.9	13.8	0.30	0.62	0.30	52.2
11	T1	1777	5.0	1777	5.0	* 0.707	21.0	LOS B	14.8	107.7	0.69	0.62	0.69	47.5
12	R2	69	15.0	69	15.0	0.475	65.2	LOS E	2.6	20.6	1.00	0.77	1.00	32.7
Approach		2035	5.3	2035	5.3	0.707	21.7	LOS B	14.8	107.7	0.67	0.63	0.67	47.2
All Vehicles		4313	5.3	4313	5.3	0.707	25.4	LOS B	14.8	107.7	0.70	0.64	0.70	41.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: GWH - Flushcombe Road 240507

Template: Movement Summaries

Site: 101 [PM 2036 + Dev - Great Western Highway - Flushcombe Road + V3 Upgrade (Site Folder: PM 2036)]

Network: 16 [PM 2036 + Development + V3 Upgrades (Network Folder: 2036 + Development)]

October 2022 Traffic Flows
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D, D1*, D2*
Output Phase Sequence: A, B, C, D, D1*
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Flushcombe Road														
1	L2	81	16.9	81	16.9	0.874	76.0	LOS F	5.1	41.7	1.00	1.00	1.42	26.6
2	T1	43	22.0	43	22.0	* 0.874	70.3	LOS E	5.1	41.7	1.00	1.00	1.42	27.2
3	R2	63	21.7	63	21.7	0.686	71.2	LOS F	2.4	20.3	1.00	0.83	1.17	18.4
Approach		187	19.7	187	19.7	0.874	73.1	LOS F	5.1	41.7	1.00	0.95	1.34	24.5
East: Great Western Highway														
4	L2	36	26.5	36	26.5	0.044	15.1	LOS B	0.6	5.0	0.63	0.67	0.63	49.6
5	T1	2373	2.7	2373	2.7	0.778	34.5	LOS C	26.7	191.3	0.98	0.90	0.98	42.0
6	R2	543	3.9	543	3.9	* 0.933	65.8	LOS E	23.0	166.5	1.00	1.00	1.25	32.8
Approach		2952	3.2	2952	3.2	0.933	40.1	LOS C	26.7	191.3	0.98	0.91	1.03	40.0
North: Flushcombe Road														
7	L2	215	2.9	215	2.9	0.187	12.0	LOS A	2.5	18.2	0.41	0.67	0.41	43.3
8	T1	24	4.3	24	4.3	* 0.917	69.8	LOS E	8.9	63.9	0.98	1.05	1.44	27.1
9	R2	489	2.6	489	2.6	0.917	75.2	LOS F	12.8	91.7	0.99	1.03	1.40	26.9
Approach		728	2.7	728	2.7	0.917	56.4	LOS D	12.8	91.7	0.82	0.93	1.11	28.8
West: Great Western Highway														
10	L2	428	2.9	428	2.9	0.390	18.4	LOS B	7.8	56.3	0.59	0.74	0.59	45.7
11	T1	1121	5.8	1121	5.8	* 0.918	47.9	LOS D	15.5	114.1	0.97	0.97	1.17	23.6
12	R2	25	33.3	25	33.3	0.793	81.8	LOS F	1.1	9.7	1.00	0.84	1.50	25.2
Approach		1575	5.5	1575	5.5	0.918	40.4	LOS C	15.5	114.1	0.87	0.91	1.01	29.7
All Vehicles		5442	4.4	5442	4.4	0.933	43.5	LOS D	26.7	191.3	0.93	0.92	1.05	35.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)

Site: 101 [PM 2036 + Dev - GWH - Connection to PH - 4 way 1 LT lane (Site Folder: PM 2036)]

Network: 16 [PM 2036 + Development + V3 Upgrades (Network Folder: 2036 + Development)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: B, B1, B2*, A, C
Output Phase Sequence: B, B1, A, C
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lot 5 Access														
1	L2	69	15.0	69	15.0	* 0.695	70.7	LOS F	2.7	21.2	1.00	0.83	1.17	18.3
3	R2	46	15.0	46	15.0	0.185	53.0	LOS D	1.5	11.5	0.90	0.74	0.90	31.8
Approach		116	15.0	116	15.0	0.695	63.6	LOS E	2.7	21.2	0.96	0.80	1.06	24.1
East: Great Western Highway														
4	L2	13	15.0	13	15.0	0.010	7.5	LOS A	0.1	0.6	0.17	0.58	0.17	52.4
5	T1	2657	5.0	2657	5.0	* 0.800	18.3	LOS B	23.9	174.8	0.81	0.75	0.81	37.7
6	R2	294	5.0	294	5.0	0.569	43.9	LOS D	8.9	65.2	0.90	0.83	0.90	34.4
Approach		2963	5.0	2963	5.0	0.800	20.8	LOS B	23.9	174.8	0.82	0.76	0.82	37.2
North: Connection to PH														
7	L2	294	5.0	294	5.0	0.569	44.0	LOS D	8.9	65.2	0.90	0.83	0.90	34.6
9	R2	225	5.0	225	5.0	* 0.786	62.2	LOS E	8.4	61.0	1.00	0.90	1.14	20.2
Approach		519	5.0	519	5.0	0.786	51.9	LOS D	8.9	65.2	0.94	0.86	1.00	28.8
West: Great Western Highway														
10	L2	242	5.0	242	5.0	0.235	15.7	LOS B	3.0	22.1	0.38	0.65	0.38	50.1
11	T1	1148	5.0	1148	5.0	0.556	28.3	LOS B	9.4	68.9	0.73	0.64	0.73	44.4
12	R2	19	15.0	19	15.0	0.190	66.2	LOS E	0.7	5.3	0.97	0.70	0.97	32.4
Approach		1409	5.1	1409	5.1	0.556	26.6	LOS B	9.4	68.9	0.67	0.64	0.67	45.0
All Vehicles		5007	5.3	5007	5.3	0.800	26.6	LOS B	23.9	174.8	0.79	0.74	0.80	38.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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)