

Traffic and Accessibility Impact Assessment

Bathurst Hospital Redevelopment

**Prepared for Bathurst Hospital Redevelopment / Health Infrastructure / 14 January
2025**

221946 TAAD

Executive Summary

TTW was commissioned by Health Infrastructure to undertake a Transport Accessibility and Impact Assessment (TAIA) of the proposed Bathurst Hospital Redevelopment (BHR) project. This document aims to assess the internal transport operations, and surrounding road network and associated infrastructure to identify the potential impacts and mitigation measures posed by the redevelopment.

The NSW Government announced a total of \$200M toward the redevelopment of the Bathurst Health Service (BHS) in June 2022. BHS provides a range of inpatient, outpatient and community clinical services to Bathurst and surrounding communities and works as part of a network of health services and hospitals within the region.

BHR is proposed as alterations and additions to the existing hospital buildings on the existing site. The Project will provide for a range of new clinical and non-clinical facilities to support capacity issues and existing infrastructure deficiencies on the campus. The project aims to increase the number of beds and the number of staff is also projected to increase up to the planning horizon in 2031. The BHS Clinical Services Plan (2022-2031) priorities will be used as a guiding document throughout the project planning phases.

Project Schematic Design has been developed in consultation with the WNSWLHD and BHS key stakeholders, external groups including Bathurst Council, First Nations groups, NSW Government Architect, Downer (as incumbent PPP Contractor for hard and soft facilities management services), and the Bathurst community.

This TAIA accompanies documentation for a State Significant Development Application (SSDA). A Main Works construction and refurbishment package is proposed for the redevelopment project with the existing Front of House carpark retained (Zone 3, Figure 3.2).

Within the Project Scope of the proposed redevelopment, the location of the new Main Entry on Mitre Street will drive changes to the traffic flows on site and the reconfiguration of parking zones (See Figure 3.2). The redevelopment will increase the availability of public parking on-site for patients and visitors of the Bathurst Hospital Service (See Table 3.1). An additional 71 parking spaces will be delivered between the campus and in the surrounding streets, within the Relevant Parking Zone (RPZ) as shown in Table 1 below.

Table 1: Total Car Parking Supply

| | Existing Parking Spaces | Project Scope Parking Spaces |
|---------------------------------------|-------------------------|------------------------------|
| On-Site supply (Public / Staff) | 266 | 312 |
| On-Site supply (Fleet / BHS Vehicles) | 40 | 40 |
| On-Site supply (Total) | 306 | 352 |
| On-Street supply (RPZ) | 526 | 551 |
| Total Parking Supply | 832 | 903 |

Under the future Masterplan for the campus, future stages of expansion have been tested through the planning phases of the design to ensure the project scope enables potential further investment and growth in site infrastructure. This includes a Community Green offering additional public spaces. The Community Green is unfunded and any future works would be subject to a separate planning approval and consultation process. Parking demand and availability would be considered in conjunction with any planned works.

An evaluation of the expected parking demand of the hospital was conducted by TTW, considering the Hospital's characteristics and travel mode surveys of staff, outpatients and visitors of the Hospital. The demand and supply at peak times are outlined in Table 2 below. These numbers are further detailed in Section 6 of this document.

Table 2: Post-redevelopment Car Parking Demand at Peak Times

| | Redevelopment Project Scope |
|---|-----------------------------|
| Post-redevelopment projected parking demand | 702 |
| On-Site supply | 352 |
| Demand accounted for on-street | 350 spaces |
| Available On-street Parking | 551 spaces |
| Surplus on-street parking | 201 spaces |

The overall transport strategy for the proposed Hospital is as follows:

- **Pedestrians**
 - A new pedestrian crossing across Mitre Street, linking the new Hospital Main Entry with Victoria Park.
 - An onsite crossing is proposed across the entry road to the under croft car park to connect with the new Main Entry facing Mitre Street
 - Traffic calming measures on Mitre Street.
- **Cyclists**
 - Growing demand is expected due to the implementation of a Green Travel Plan; the proposal aims to provide 14 on-site bicycle parking spaces in the under-croft parking.
 - The Hospital's existing end-of-trip facilities on Level 1 are intended to be retained.
- **Public transport**
 - The existing bus stops on Howick Street will be retained, and new bus stops are proposed along Mitre Street on both sides, adjacent to the new Hospital Main Entry.
 - Bathurst Buslines was consulted 23rd July 2024 and expressed support for the proposed Mitre Street bus stops as well as the retention of the Howick Street bus stops.
- **Car parking on site**
 - The proposed redevelopment will provide an additional 46 parking spaces on-site, complementing the additional 25 parking spaces to be delivered on surrounding streets (Mitre, Durham and Howick Streets). It is expected that congestion on-campus will ease, through refinement of the flows of traffic across the site, improved parking access on-campus, and better utilisation of on-street parking,
 - A turnover study completed in 2023-24 concluded that the introduction of on-site time-limited parking improves availability of parking for the public throughout the day and at peak times. In late 2023, updated timed parking restrictions were implemented across the hospital campus to improve parking turnover in key areas, prioritising on-site parking for patients and visitors. This initiative is proposed to be implemented permanently as part of Project Scope.
 - There is potential for a longer-term mode share shift in transport to the campus, as noted within the Green Travel Plan.
- **Car parking on street**
 - Adjustment of existing and introduction of new line marking of on-street car parking on Mitre Street, Durham and Howick Streets has been proposed to provide 25 additional car parking spaces close to the campus.
- **Site access**
 - The proposed design includes modification to existing driveways impacted by the works along Mitre Street and Howick Street. The existing Emergency Department/Main Entry car park exit through Mitre Street will be removed to accommodate pedestrian access to the new Main

Entry, a pedestrian crossing on Mitre Street and the two-way vehicle entry / exit to the Main Entry drop-off and under-croft car park. No change is proposed to the existing ambulance access and loading arrangements.

- **Traffic impact**

- Intersections adjacent to the site have been modelled with existing and future vehicle demands. Results of this modelling indicate these intersections will continue to operate at a high level of service post redevelopment and no further upgrades to the intersections adjacent to the Hospital will be required.

Following approval of the Project Scope, a Final Construction Traffic Management Plan will be prepared prior to the commencement of construction and a Final Green Travel Plan will be fully developed prior to commencement of operation. Preliminary versions of these documents have been provided to supplement this Transport and Accessibility Impact Assessment.

The proposed redevelopment is deemed suitable on consideration of the traffic and transport elements of the site and its surrounds, and the transport strategy proposed for its management and no mitigation measures required.

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Revision Register

| Rev | Date | Prepared By | Reviewed By | Authorised By | Remarks |
|-----|------------|-------------|-------------|---------------|----------------------|
| 0 | 22/07/2024 | AA | GC | PY | Draft for comment |
| 1 | 30/07/2024 | AA | GC | PY | Following comment |
| 2 | 10/09/2024 | AA | GC | PY | Following comment |
| 3 | 17/09/2024 | AA | GC | PY | Following comment |
| 4 | 23/09/2024 | AA | GC | PY | Following comment |
| 5 | 25/10/2024 | AA | GC | PY | Following comment |
| 6 | 28/10/2024 | AA | GC | PY | Following comment |
| 7 | 12/12/2024 | AA | GC | PY | Following comment |
| 8 | 16/12/2024 | AA | GC | PY | Final |
| 9 | 14/01/2025 | AA | GC | PY | Final post HI review |

1.0 Introduction

1.1 Background

The site is located at 361-365 Howick Street, Bathurst, in the Bathurst Local Government Area. It is occupied by Bathurst Health Service, a Level C referral facility in the Western NSW Local Health District.

This report accompanies documentation for a State Significant Development Application that seeks approval for the construction and operation of a new-build expansion, refurbishment and repurposing works to the existing Bathurst Health Service main hospital building. Proposed works will include:

- A new-build, multi-storey health services building expansion toward Mitre St (including 1 plant level) to include overnight inpatient accommodation and non-admitted care services and a new hospital front-of house and entrance
- A new-build, two-storey expansion to the Emergency department and Operating Theatres (plus 1 plant level)
- A new-build, single-storey expansion to the existing Cancer Service building – Daffodil Cottage
- Refurbishment and repurposing to areas of the existing hospital
- Site establishment, demolition of some existing structure, cut and fill and remediation works
- Vehicular circulation and car parking improvements
- Tree removal
- Landscape works
- Alteration and amplification of existing hospital plant and services infrastructure
- For a detailed project description, refer to the Environmental Impact Statement prepared by Ethos Urban.

1.2 Response to SEARs

Under application number SSD-64733959 we have been provided with SEARs. These requirements were issued on 21 November 2023 following consultation with local stakeholders. The key issues relevant to a TAIA include those shown in Table 1.2 and have been addressed in various sections of this report as referenced.

Table 1.1: Response to SEARs

| | Key items | Comments and references |
|-----------|---|--|
| 10 | Traffic, Transport and Accessibility Provide a transport and accessibility impact assessment, which includes: | |
| | <ul style="list-style-type: none"> an analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections. | <i>Refer to Section 2.0: Existing Conditions</i> |
| | <ul style="list-style-type: none"> details of the proposed development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading. | <i>Refer to Section 3.0: Proposed Works</i> |
| | <ul style="list-style-type: none"> analysis of the impacts of the proposed development during construction and operation (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict) and any cumulative impact from surrounding approved developments. | <i>Refer to Section 4 Traffic Assessment and Section 5.5. 1</i> |
| | <ul style="list-style-type: none"> measures to promote sustainable travel choices for employees and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan | <i>Refer to the Preliminary Green Travel Plan</i> |
| | <ul style="list-style-type: none"> Provide a Construction Traffic Management Plan detailing construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated. | <i>Refer to the Preliminary Construction Traffic Management Plan</i> |

CONSULTANT DECLARATION

| PROJECT DETAILS | |
|---|--|
| Project name | Bathurst Hospital Redevelopment project |
| Application number | SSD-64733959 |
| Address of subject land | 361-365 Howick Street, Bathurst |
| Lot / DP | Lot 100 in DP 1126063 |
| APPLICANT DETAILS | |
| Applicant name | Health Administration Corporation |
| Applicant address | 1 Reserve Road, St Leonards, NSW 2065 |
| REPORT DETAILS | |
| Name of report this declaration relates | Traffic and Accessibility Impact Assessment (TAIA), Preliminary Construction Management Plan (PCTMP) and Preliminary Green Travel Plan (PGTP) |
| Report reference no. | 221946 TAAD |
| Report date | Refer to Revision Register in each report. |
| Company name (inc. ABN / ACN) | TTW (NSW) PTY LTD ABN: 649 974 112 / ACN 74 649 974 112 |
| Author name | Grace Carpp |
| Author qualifications | BEng (Hons) |
| Author address | Level 6, 73 Miller Street, North Sydney |
| DECLARATION BY CONSULTANT | |
| Name | Grace Carpp |
| Registration no. | - |
| Organisation registered with | - |
| Declaration | <p>The undersigned declares that the TAIA, PCTMP & PGTP</p> <ul style="list-style-type: none"> • has been prepared in accordance with the following policy, guidelines, or legislative requirements: <ul style="list-style-type: none"> - Bathurst Regional Council Development Control Plan 2014 - Bathurst Regional Local Environmental Plan 2014 - RMS Guide to Traffic Generating Developments 2002 - Clinical Services Framework 2020-2025 - The Bathurst Health Service Site Investigation & Master Plan Report (2021) - Health Infrastructure NSW Hospital Car Park Design Guidelines V1.2 2019 - Health Infrastructure NSW Electrical Vehicle Charge Points in Hospital Carparks 2018 - Future Transport Strategy 2056 - TfNSW Movement and Place Framework - Australian Standards, including but not limited to: <ul style="list-style-type: none"> - Australian Standard AS2890.1: Off-street car parking - Australian Standard AS2890.2: Off-street commercial vehicle facilities - Australian Standard AS2890.6: Off-street parking for people with disabilities |

- contains all available information relevant to the environmental assessment of the redevelopment, activity or infrastructure to which the TAIA, PCTMP and PGTP relates;
- does not contain information that is false or misleading;
- identifies and addresses the relevant Planning Secretary's environmental assessment requirements (SEARs) for the project;
- identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments to which the [consultant report] relates;
- contains a consolidated summary of the proposed or necessary mitigation measures

Signature



Date

25/10/2024

1.3 Scope

Bathurst Health Service (BHS), also known as Bathurst Hospital, is within the Western NSW Local Health District and provides several services including ambulatory care, coronary care, emergency medicine, intensive care, general medicine, mental health drug & alcohol, obstetrics & gynaecology, oncology, paediatrics, pathology, radiology, rehabilitation and surgery services.

The project includes redevelopment to increase capacity beds, including an increase in acute inpatient services, ED expansion, improved non-admitted care and ambulatory care, new Rehabilitation, Paediatric, Mental Health and Maternity Units, and expanded diagnostic capacity. Staff numbers are projected to increase 45% by 2031 as a result of the proposed works. The site occupation change is summarised in Table 1.2.

Table 1.2: Current and Proposed Staff Numbers

| | Current | Proposed by 2031 | Difference | Change by 2031 |
|--------------|---------|------------------|------------|----------------|
| Staff | 620 | 901 | +281 | 45% |

This TAIA has been developed to assess and address the traffic and transport impacts of the proposed redevelopment. This report covers the following areas:

- Site access
- Car parking
- Traffic generation
- Public and active transport
- Service vehicles and loading

Preparation of this report has included the preparation and administering of a BHS staff travel survey, BHS campus turnover studies, external on-street survey and collection of traffic volumes, which are further detailed later in this report.

A preliminary Construction Traffic Management Plan (CTMP) and preliminary Green Travel Plan (GTP) have also been prepared for the redevelopment and should be read in conjunction with this report.

1.4 Authority consultation

This report has been prepared following consultation between the design team and relevant stakeholders, including Bathurst Regional Council. Consultation events and outcomes occurred as follows:

26 July 2023:

- Representatives from TTW, Bathurst Regional Council, TSA, and HI attended.
- Project Status and Master planning updates
- Proposed Onsite Car Parking Upgrades for the BHS Campus
- On-street Car Parking Opportunities

12 December 2023:

- Representatives from TTW, Bathurst Regional Council, TSA, and HI attended.
- Access to the site was discussed, it was requested that access from Commonwealth Street should be limited to largely staff and fleet vehicles
- Discussion was had on overall on street parking including review of angled parking on Howick Street, reverse parking on the Hospital side of Mitre St, and traffic calming. It was requested that review of potential angled parking on Howick Street adjacent to Victoria Park be undertaken.
- The traffic modelling scope was presented.

26 June 2024:

- Representatives from TTW, TSA, HI, LHD, and Bathurst Regional Council attended.
- Council supports the bus stop relocation, emphasising the need for easy front door access.
- Council requested park and ride from a council car park and stressed the importance of good public transport options.
- Council suggested relocating the taxi rank to Mitre Street from Howick Street.
- Council suggested seeking consultation from the Bathurst Regional Access Committee and TfNSW.
- Council noted further review is required for the clearances of the eastern-most parking spaces on Howick Street near the centerline and suggested a pedestrian refuge at the Hope Street/Howick Street intersection.
- Council proposed considering a 40km/h speed limit around the Hospital precinct and timed parking on Howick Street near the Hospital.

22 July 2024:

- Representatives from TTW, TSA, HI, LHD, and TfNSW attended
- The need for the Taxi Zone to be close to the Hospital access was supported by TfNSW
- 40km/hr speed zones require consultation with the local traffic committee
- TfNSW pointed out that on-street parking arrangements should meet Australian Standards, with rear-to-kerb parking
- TfNSW suggested the provision of the new bus stops requires a consideration of disability provisions at the bus stop design and swept path analysis should be conducted
- The bus stop is to be set back to maximise visibility for approaching pedestrians and assess any vegetation on pedestrian crossings
- Review buses can still use the roundabout to circulate and turn around in the opposite direction.
- Review the impact on the traffic flows off Durham St due to the pedestrian crossing on Mitre St
- TfNSW suggested if proposed to retain the Howick St and Mitre St bus stop- accessibility between the bus stop and site should be considered

23 July 2024:

Representatives from TSA and Bathurst Buslines attended the meeting, Bathurst Buslines expressed support for:

- The addition of the proposed Mitre Street bus stops.
- The retention of the Howick Street bus stops.
- A minimum 35-metre bus zone for Mitre Street stops, including 10 metres for lead-in, 15 metres for the maximum bus length, and 10 metres for lead-out.

1.5 References and Guidelines

This report has been prepared in the context of and with knowledge of relevant documents as follows:

- Bathurst Regional Council Development Control Plan 2014
- Bathurst Regional Local Environmental Plan 2014
- RMS Guide to Traffic Generating Developments 2002
- Clinical Services Framework 2020-2025
- The Bathurst Health Service Site Investigation & Master Plan Report (2021)
- Health Infrastructure NSW Hospital Car Park Design Guidelines V1.2 2019
- Health Infrastructure NSW Electrical Vehicle Charge Points in Hospital Carparks 2018
- Future Transport Strategy 2056
- TfNSW Movement and Place Framework
- Australian Standards, including but not limited to:
 - Australian Standard AS2890.1: Off-street car parking
 - Australian Standard AS2890.2: Off-street commercial vehicle facilities
 - Australian Standard AS2890.6: Off-street parking for people with disabilities

1.6 Planning Context

1.6.1 Bathurst Regional Local Environmental Plan 2014

The site is subject to the provisions of the Bathurst Regional Local Environmental Plan 2014 (the LEP). Compliance with LEP controls is a legislative requirement, subject to approval from Bathurst Regional Council and the Department of Planning.

1.6.2 Bathurst Regional Council Development Control Plan

The site is subject to the provisions of the Bathurst Regional Development Control Plan 2014 (the DCP). Compliance with DCP controls is generally required, subject to approval from Bathurst Regional Council and the Department of Planning.

Section 14 of the DCP refers to Car and Bicycle Parking and has been considered in the development of this TAIA.

1.6.3 Future Transport Strategy 2056

Future Transport Strategy 2056 indicates that travel behaviours are currently changing and will continue to change into the future, away from private vehicle use. This is because people have greater flexibility in where and what hours they work, car ownership will reduce and an increase in the number of alternative travel options will arise.

The Strategy states that future investment in regional and outer metropolitan NSW will deliver a 'hub-and-spoke' network to improve connections and access to regional centres.

The transport strategy at Bathurst Hospital aligns with the principles of the Future Transport Strategy 2056 as it encourages a shift away from private vehicle usage through the provision of sustainable travel infrastructure and the implementation of a Green Travel Plan to promote alternative travel options.

1.6.4 TfNSW Movement and Place Framework

The TfNSW Movement and Place Framework focuses on providing improved transport networks for the community, including safer and healthier travel options such as walking and cycling.

The Framework aims to produce roads and transport networks which best serve community needs and the people and places within. Transport networks that have been designed in this way attract users, and can encourage travel by walking, cycling, public transport and rideshare for all ages and abilities.

The transport strategy for the proposed Hospital redevelopment focuses on safe and healthy travel options in accordance with the TfNSW Movement and Place Framework.

2.0 Existing Conditions

2.1 The Site

The existing Bathurst Hospital is located at 361 Howick Street, West Bathurst NSW. The site is situated within the local government area of Bathurst Regional Council, in the Central West region of New South Wales.

The site is bounded by Commonwealth Street to the north-west, Howick Street to the south-west, Mitre Street to the south-east and Durham Street to the north-east.

The hospital is surrounded predominantly by general residential land use, as well as areas of public recreation to the east and the local town centre to the south. Bathurst Hospital is located 1.5 km north-east of the town centre, approximately 20-minutes' walk whereas NSW Ambulance is located one block away to the south-east. Bathurst Private Hospital and St Vincent's Private Hospital are located 4.1 km to the south-east.

The site location and surrounding environs are shown in Figure 2.1.



Figure 2.1: Site Location within Local Context

2.2 Site Access

The Hospital site has multiple access points from Howick Street, Mitre Street and Commonwealth Street as shown in Figure 2.2.

From Howick Street, the site has an emergency entrance / exit for ambulance to access the Emergency Department. There is also a vehicle access to the one-way internal road spanning the southern-west end of the site. Vehicles entering from Howick Street can either loop in front of the Heritage Building and exit back to Howick Street or continue through the site to the existing front entry of the Hospital and exit into Mitre Street. Mitre Street also provides entry and exit for the car park to the north of the site and that under the existing Hospital. Commonwealth Street provides access and egress for the loading dock for service vehicles and separate access to the fleet car park.

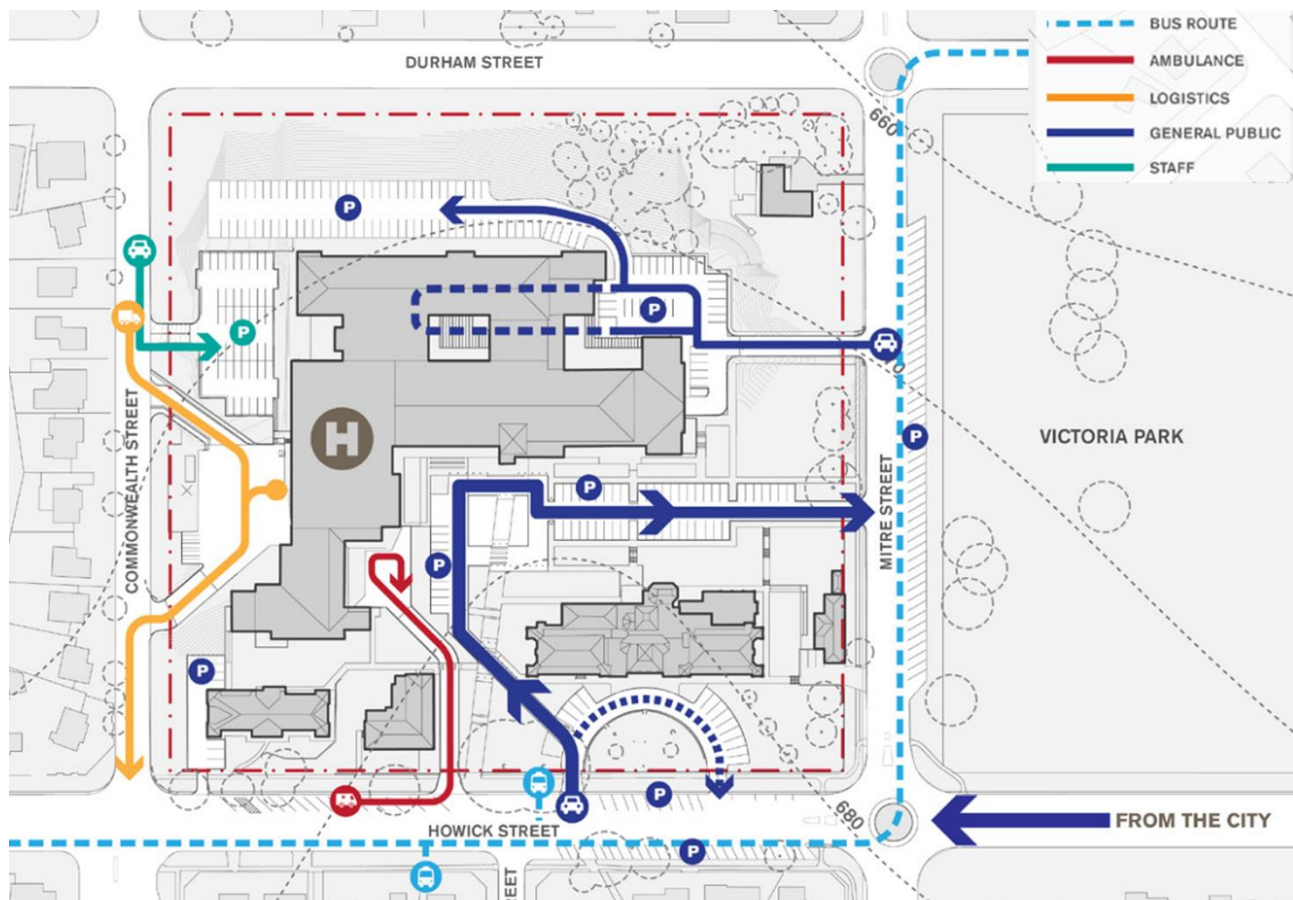


Figure 2.2: Existing Site Access Points

2.3 Road Network

2.3.1 State and Regional Roads

The Great Western Highway serves as a state highway connecting Sydney to Bathurst. Additionally, Vale Road is another state route providing access to South Bathurst, while the Mitchell Highway connects to Orange, and the Mid Western Highway connects to Blayney.

The state and Local Road network within the vicinity of the Hospital site can be seen in Figure 2.3.

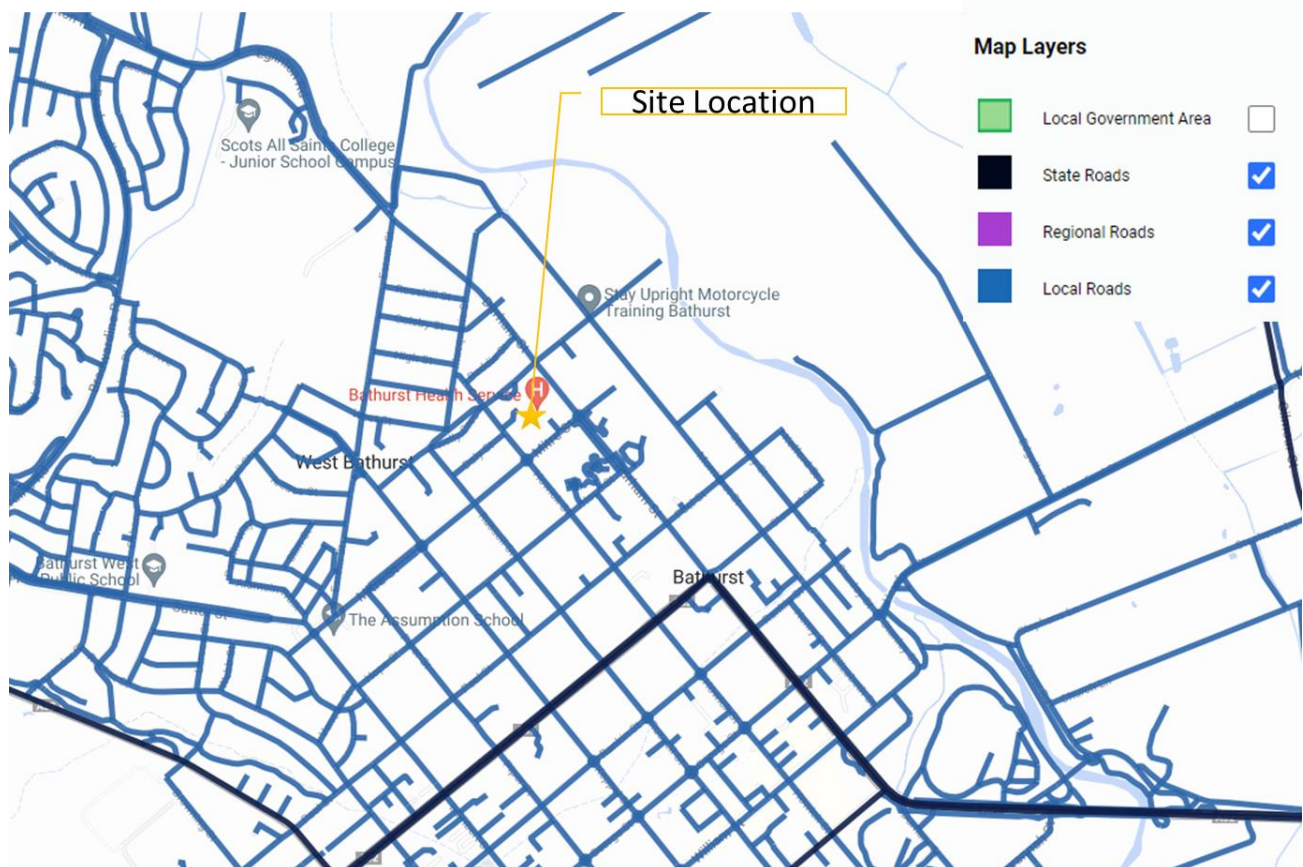


Figure 2.3: State and Regional Road Network

Source: NSW Road Network Classifications (TfNSW)

2.3.2 Local Roads

Howick Street

Bathurst Hospital is bordered by Howick Street. It is a two-way road with one lane in each direction and a 50 km/h speed limit. The road contains 45° angle on-street parking on either side of the road.

Mitre Street

Mitre Street runs along the western border of the site in the south-west direction. It contains two travel lanes, one in each direction. The road is signposted with a 50 km/h speed limit. A roundabout is located at the intersection between Howick Street and Mitre Street at the southwest corner of the Hospital site. To the west of the roundabout, 45° angle on-street parking is generally permitted along one side of the road. However, parallel on-street parking is generally permitted to the east of the roundabout and adjacent to the site.

Durham Street

Durham Street is a local road bordering the site to the east and connecting to state road, running in the north-south direction. It is a two-way road with one travel lane in each direction, with parallel on-street parking. The roadway is considerably wide, with about 15m between kerbs near the site.

Commonwealth Street

Commonwealth Street is a collector road aligned parallel to Mitre Street at the north corner of the site. The road has two travel lanes, one in each direction, with parallel on-street parking.

2.4 Car Parking

2.4.1 On-Campus Parking

The Hospital contains several car parking spaces across the site, with a total number of 306 parking spaces on-site. Figure 2.4 outlines the locations of these car parks and Table 2.1 summarises the capacity and use of each of these carparking locations.



Figure 2.4: Locations of On-Campus Parking

Table 2.1: On-Campus parking capacity

| Location | Capacity (spaces) | Uses | Time Restrictions |
|----------------------------------|-------------------|---|--|
| 1 | 13 (2 accessible) | Public | Three-hour time limit excluding the accessible space |
| 2 | 11 (1 accessible) | Public | Three-hour time limit excluding the accessible space |
| 3 | 34 (4 accessible) | Public | Unrestricted |
| 4 | 2 | Staff | Unrestricted |
| 5 | 73 (3 accessible) | Public | Unrestricted |
| 6 | 40 | Fleet vehicles | Unrestricted |
| 7 | 6 (1 accessible) | Public | Unrestricted |
| 8 (undercroft) | 88 | 53 spaces for Staff 35 spaces for Public | Three-hour time limit for public parking |
| 9 | 33 | Public | Unrestricted |
| 10 (Loading dock Parking) | 6 | Staff | Unrestricted |
| Total | 306 | | |

Dedicated, secure staff parking within the under croft car park is separated from public parking through the use of a secure access gate that requires a swipe card. Other reserved parking such as staff and fleet vehicle parking have no physical separation and are dedicated via pavement markings.

Within Car Park 3 there is a dedicated drop off zone that prohibits parking, this is in the form of 6 spaces for short term drop off.

A three-hour time limit restriction is imposed on some of the public car parking as noted in Table 2.1.

2.4.2 On-Street Parking

On-street parking is widely available on Howick Street. To the north of Daly Street Howick Street provides 45-degree angle parking available on both sides of the road, and to the south of Daly street provides 45 degree and parallel parking

Mitre Street has available parallel on-street parking along one side of the road adjacent to the site, as well as 45° angle parking to the other side of the site.

Durham Street also has parallel on-street parking on both sides of the street. Refer to Figure 2.8.

2.4.3 Relevant Parking Zone

To understand the quantum of parking supply that is currently associated with the Hospital, a Relevant Parking Zone (RPZ) of 250m radius was established. This zone was based on-site inspection, benchmarking with other hospitals and review of the topography near to the site and agreed with the Western NSW Local Health District early in project planning in March 2023.

Site inspection indicated that existing behaviour was such that parking occurred on streets located closer to the higher areas of the site near the main entry of the Hospital on Howick Street and limited use of parking

was observed to the east of the site where pedestrians would be required to navigate steeper gradients to reach the main Hospital entry. On-street parking was observed to be largely vacant outside of a 250m radius of the main Hospital entry on Howick Street.

As noted above, benchmarking of RPZs associated with both regional hospitals and other hospitals with significantly varying topography was conducted to determine whether a 250m radius was reasonable. This benchmarking is summarised in Table 2.2. It should however be noted that NSW Planning Guidelines for Walking and Cycling consider a 400m radius to be a reasonable walking distance.

Table 2.2: Relevant Parking Zone Benchmarking

| Hospital | Topography | Regional | Extent of Relevant Parking Zone |
|-------------|-----------------|----------|--|
| Cowra | Steeply sloping | Yes | 200m radius |
| Ryde | Steeply sloping | No | Ranges from 270m to 320m from the Hospital |
| Wagga Wagga | Flat | Yes | 400m radius |
| Griffith | Flat | Yes | 400m radius |

Following the site inspection and benchmarking process, the RPZ shown in Figure 2.5 is considered to be reasonable.

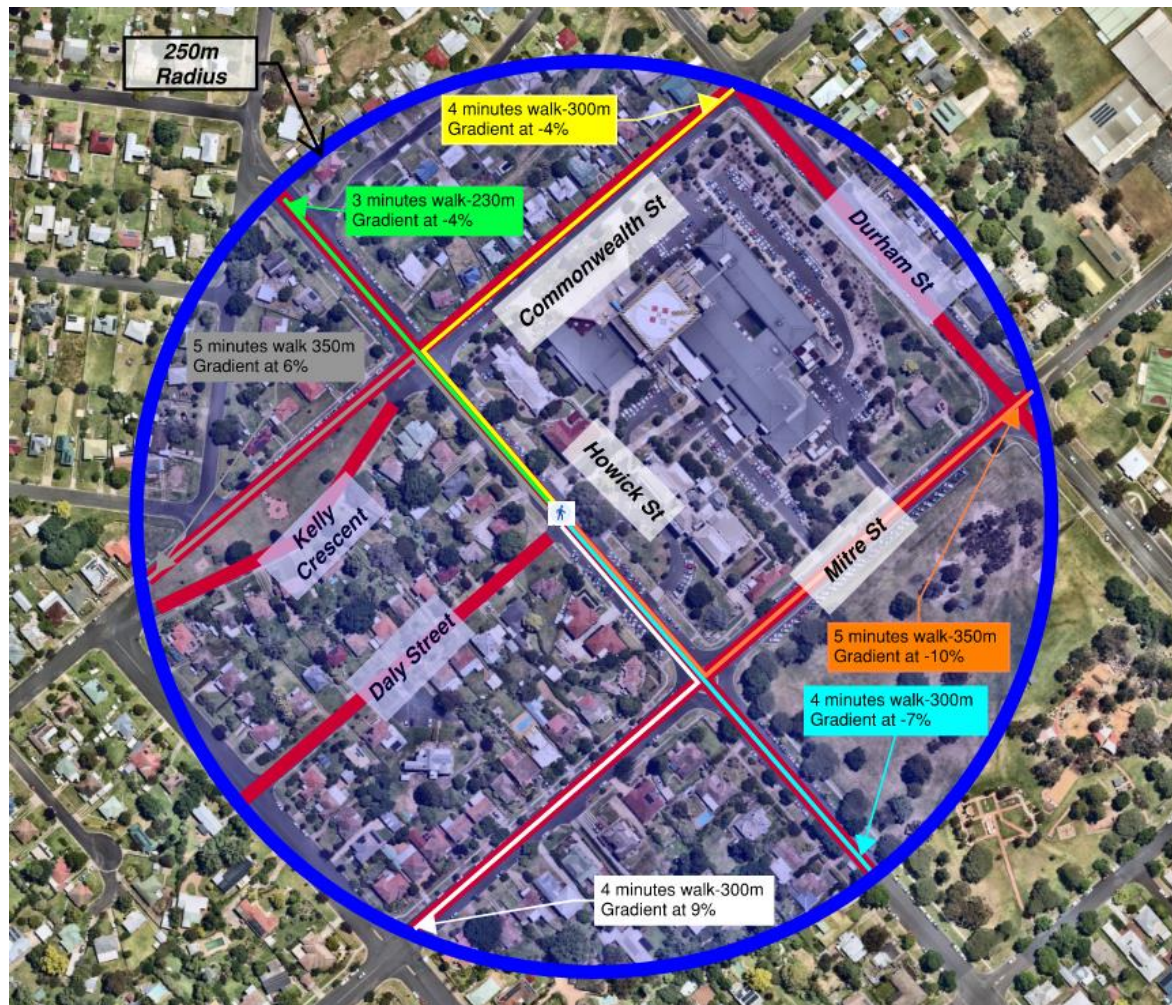


Figure 2.5: Relevant Parking Zone

2.5 Parking Occupancy

2.5.1 On Campus

Through the use of Nearmap aerial imagery, a review of historical parking occupancy has been completed. Imagery from 2019 to the present day has been compared to review parking occupancy trends.

It is noted that aerial imagery data is available between 11:40am and 12:40pm which does not represent the peak shift changeover period that occurs between 1pm and 3pm. This historical analysis has been utilised to inform the accuracy of the detailed parking occupancy survey.

The car parking demand summary calculated in Table 2.3 shows a summary of existing parking demand provided through aerial imagery. It should be noted that loading dock and under croft car parking spaces have not been accounted for as they are not visible on aerial imagery.

This study reflects the average on campus car parking occupancy for the study area in Figure 2.4. The minimum car parking usage recorded is 112 and the maximum is 191. On average, parking spaces for the visible areas are at 75% capacity.

Table 2.3: On-Campus Car Parking Occupancy
Source: Nearmap Survey

| Day | Time | # of Vacant Spaces | Occupancy Rate |
|--------------------------|---------|--------------------|----------------|
| Thursday 8th Dec 2022 | 11:49am | 36 | 83% |
| Tuesday 4th October 2022 | 11:41am | 40 | 81% |
| Tuesday 28th June 2022 | 12:06pm | 39 | 82% |
| Thursday 17th March 2022 | 11:49am | 29 | 86% |
| Tuesday 14th Dec 2021 | 12:42pm | 30 | 86% |
| Saturday 28th Aug 2021 | 12:02pm | 31 | 85% |
| Saturday 29th May 2021 | 11:55am | 68 | 68% |
| Wednesday 10th Feb 2021 | 9:39am | 20 | 91% |
| Monday 5th Oct 2020 | 1:37pm | 67 | 68% |
| Saturday 30th May 2020 | 1:28pm | 99 | 53% |
| Sunday 20th Oct 2019 | 12:03pm | 77 | 64% |
| Friday April 2019 | 12:23pm | 92 | 56% |
| Average | | 52 | 75% |

On campus parking was also surveyed on Tuesday, 14th of February 2023, noting Tuesdays are considered the busiest day of BHS activity during a regular working week. Results from this survey have been divided into two categories, staff parking and public parking (with car parks for both as detailed in Table 2.1). The occupancy study for public use within the site can be found in Figure 2.6, as can the occupancy rates for staff usage in Figure 2.7.

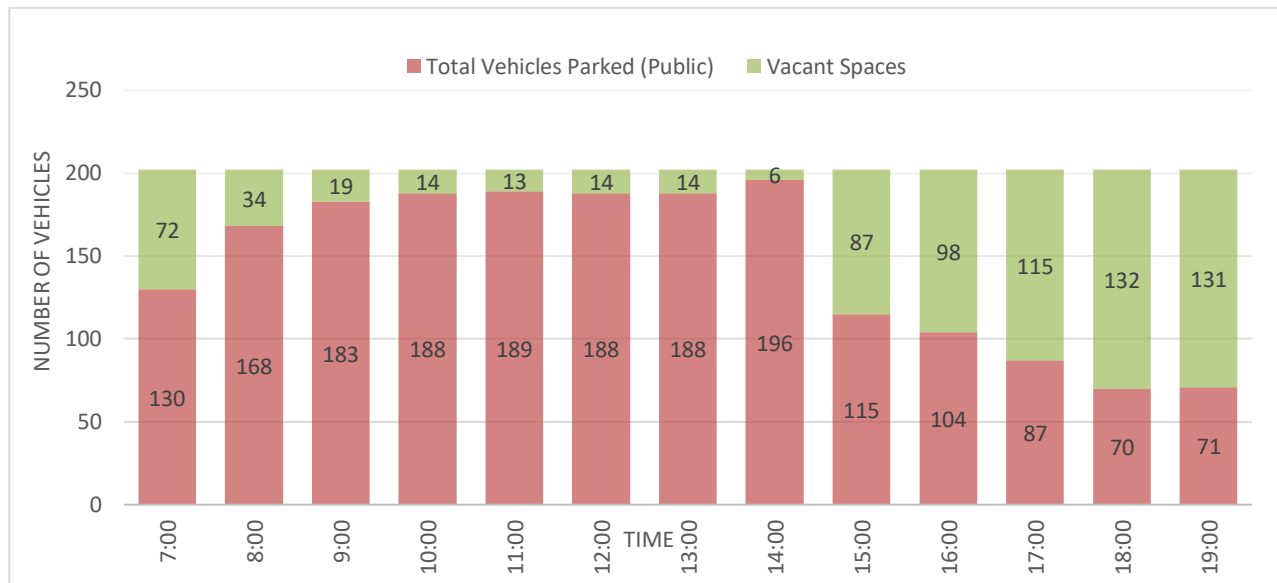


Figure 2.6: On-Site Parking Occupancy Study (Public)

It was found that on campus public usage peaks around 2pm at time of shift changeover, with a total of 196 vehicles parked on-site, representing 97% of the capacity available for public use on site.

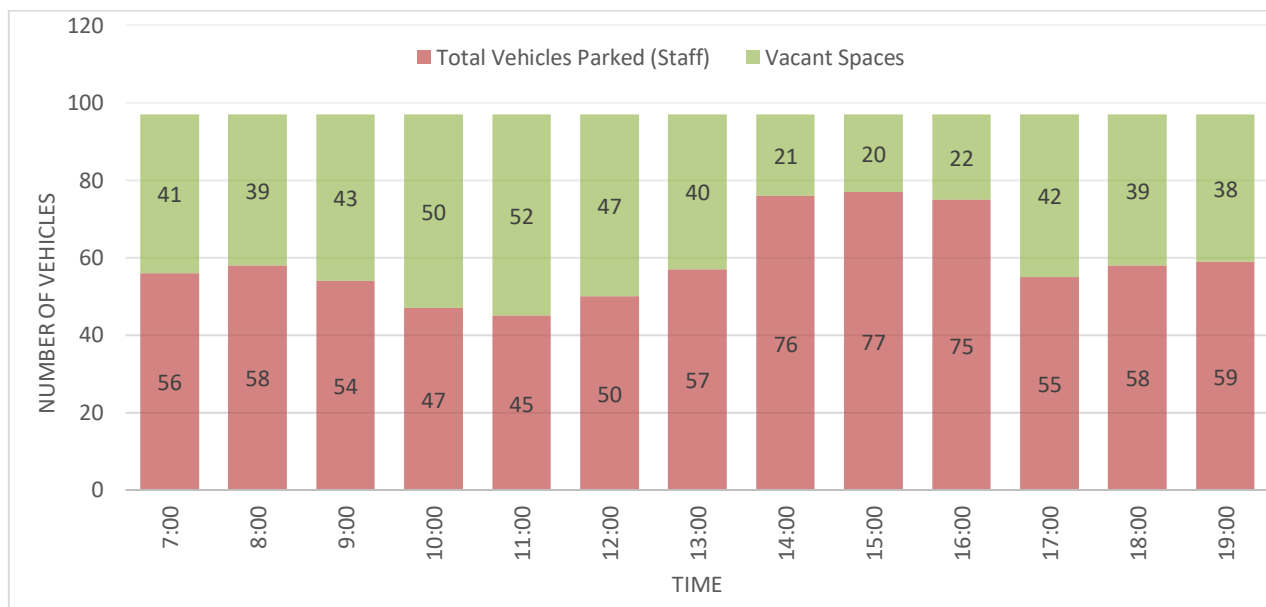


Figure 2.7: On-Site Parking Occupancy Study (Staff)

Within the staff parking areas there were 20-22 vacant spaces noted during the same shift changeover, representing a 77% occupancy rate.

2.5.2 On-Street

Data shown in Table 2.4 is related to the parking occupancy within the streets immediately adjacent to the Hospital (shown in Figure 2.8). The results of the on-street parking review indicate that there are an average of 91 vacant spaces within the adjacent streets of the Hospital site, or an occupancy rate of 54%.



Figure 2.8: On Street Parking Reviewed

Table 2.4: On-Street Parking Occupancy

Source: Nearmap Survey

| Day | Time | # of Vacant Spaces | % of Occupancy Capacity |
|--------------------------|---------|--------------------|-------------------------|
| Thursday 8th Dec 2022 | 11:49am | 48 | 76% |
| Tuesday 4th October 2022 | 11:41am | 31 | 84% |
| Tuesday 28th June 2022 | 12:06pm | 37 | 81% |
| Thursday 17th March 2022 | 11:49am | 53 | 73% |
| Tuesday 14th March 2021 | 12:42pm | 69 | 65% |
| Saturday 28th Aug 2021 | 12:02pm | 60 | 70% |
| Saturday 29th May 2021 | 11:55am | 138 | 30% |
| Wednesday 10th Feb 2021 | 9:39am | 47 | 76% |
| Monday 5th Oct 2020 | 1:37pm | 150 | 24% |
| Saturday 30th May 2020 | 1:28pm | 149 | 25% |
| Sunday 20th Oct 2019 | 12:03pm | 148 | 25% |
| Friday April 2019 | 12:23pm | 165 | 17% |
| Average | | 91 | 54% |

An hourly parking occupancy survey was completed on the 14th of February 2023 of the established relevant parking zone, including the following on street parking areas (refer to Figure 2.5):

- Durham Street between Beddie Street and Hope Street
- Commonwealth Street between Russell Street and halfway between Durham St/ Morrisset St
- Howick Street between Macquarie St and Hope Street
- Kelly Crescent
- Daly Street between Russell Street and Howick Street
- Mitre Street between Russell St and the cul de sac near Bathurst Tennis Centre

A survey of the parking zone RPZ, including the streets depicted in Figure 2.5, indicates a total of 526 available parking spaces on the street and 306 on-site. The distribution of these spaces is as follows:

- Mitre Street - 126 parking spaces,
- Howick Street - 125 spaces
- Durham Street - 119 spaces
- Commonwealth Street - 97 spaces
- Daly Street - 44 spaces
- Kelly Crescent - 15 spaces
- On site – 306 spaces

The results of the on-street survey are summarised in Figure 2.9 (the full survey results are attached in Appendix C). According to the findings of the on-street parking study, there are a total of 195 vacant spaces, or a 63% occupancy rate within the RPZ, during the time of peak demand.

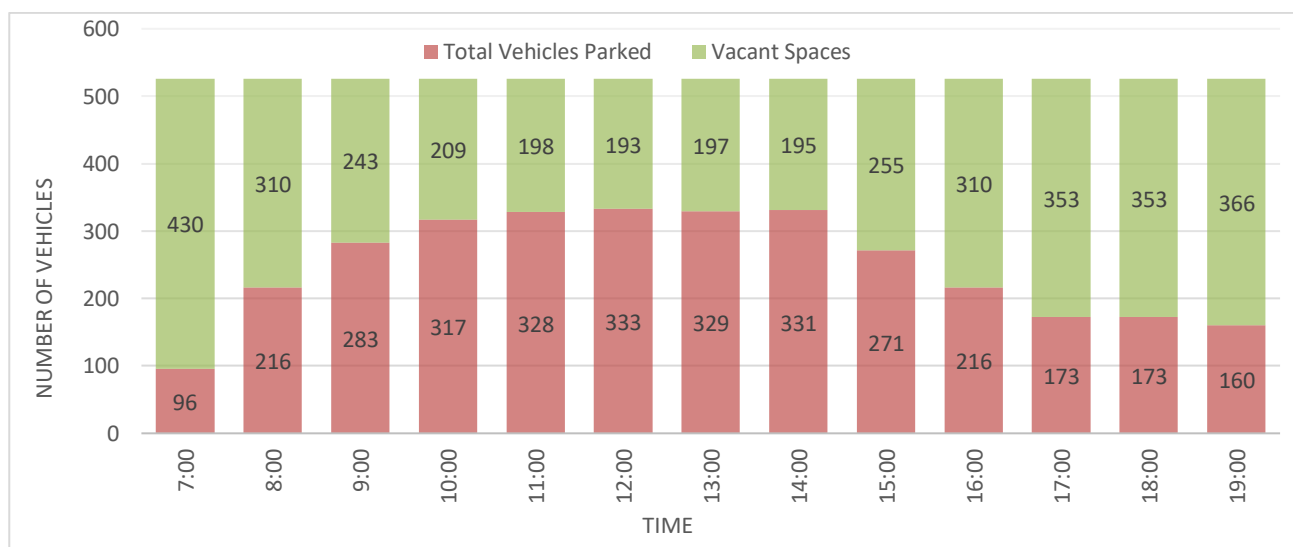


Figure 2.9: Results of On-Street Parking Occupancy Study

2.6 Emergency Drop Off

The emergency department is accessed from Howick Street, emergency vehicles access and egress the site from a separated driveway on Howick Street. There is also a formal public drop-off point through the main entry from Howick Street as shown in Figure 2.10.



Figure 2.10: Emergency Drop Off

2.7 Service and Loading

The existing campus service and loading area is accessible via Commonwealth Street as detailed in Figure 2.11. Figure 2.12 shows the service and loading area in more detail. Service vehicles enter and exit the loading area in forward direction.

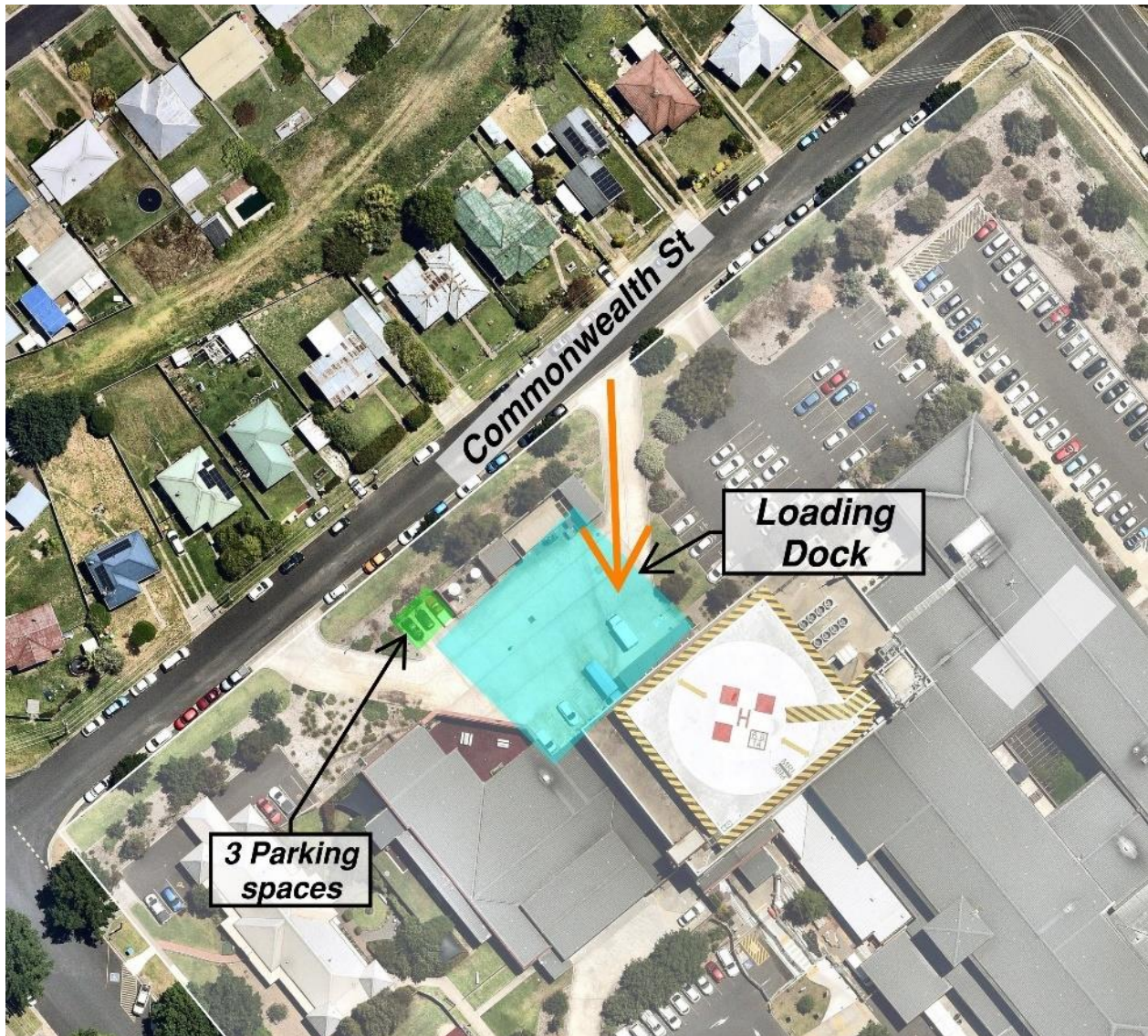


Figure 2.11: Location of Existing Service and Loading Area



Figure 2.12: Existing Service and Loading Area

2.8 Public Transport

2.8.1 Train Services

Bathurst Station is located approximately 6 minutes' drive from the Hospital. Bathurst Station is serviced by the Blue Mountains Line & Western NSW, trains network.

Bathurst Train Station is part of the NSW TrainLink network and is on the Main Western Line. The Main Western Line connects Bathurst to Lithgow, which, is part of the larger rail network connecting Sydney to the western regions of New South Wales. An extract of the Regional Trains network illustrating the extent of connectivity is provided at Figure 2.13.



Figure 2.13: Regional Trains Network Map

Source: Transport for NSW

2.8.2 Bus Services

There are 11 public bus routes operating in Bathurst as shown in the network map in Figure 2.14. These buses are operated by Bathurst Bus Service. At the Howick Street bus stop, which is close to the Hospital's Main entrance, routes 523 stop every hour throughout the week and Saturdays and every two hours on Sundays and public holidays.

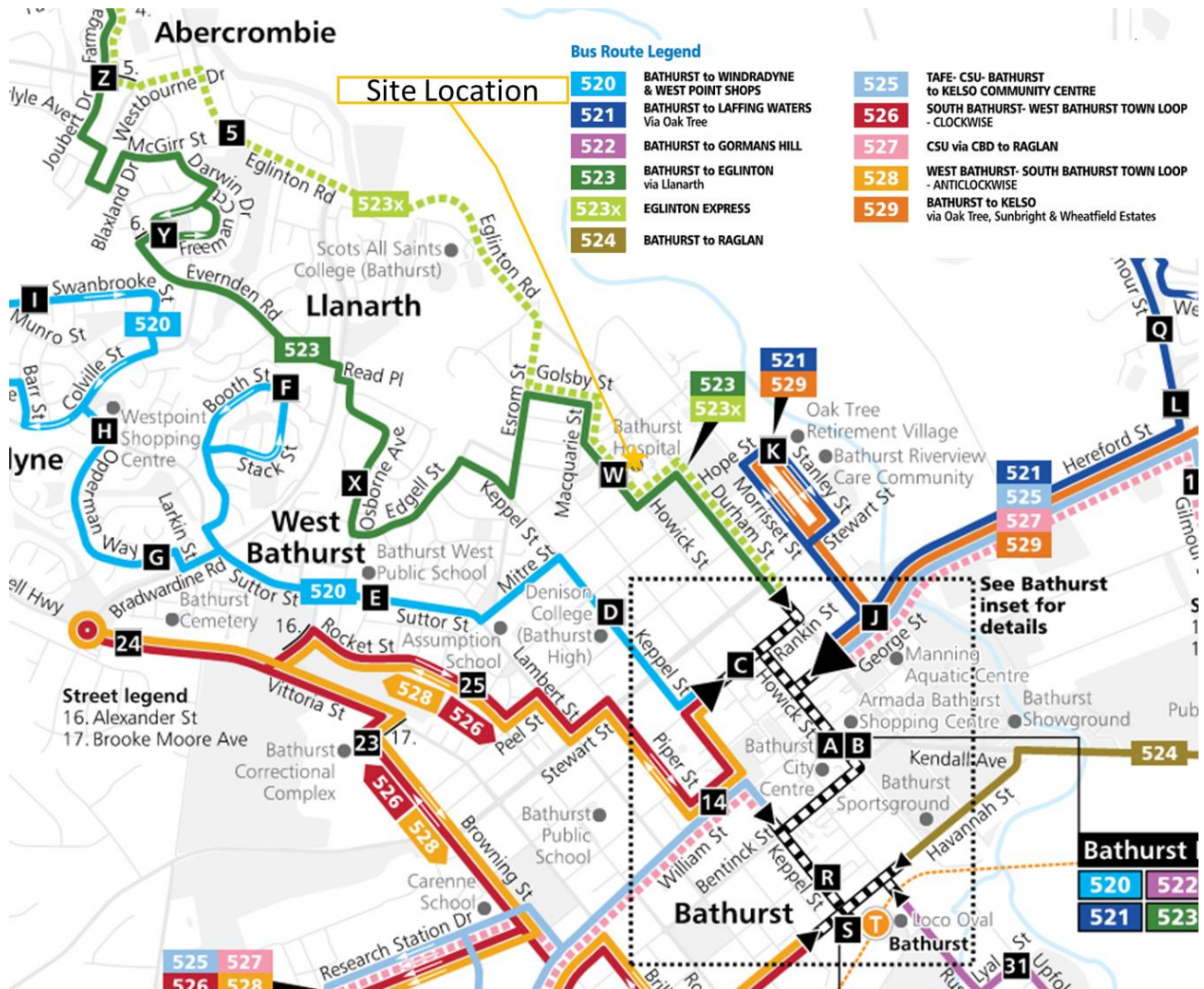


Figure 2.14: Bathurst Bus Service Network Map

Source: Bathurst Bus lines

2.9 Active Transport

2.9.1 Pedestrian and Cycling Facilities

Pedestrian footpaths are allocated to roads adjacent to the Hospital with the exception of Commonwealth Street north of the site and the Eastern side of Mitre Street, adjacent to Victoria Park.

According to the Bathurst Cycle Plan, Bathurst Regional Council Asset Management Plan (Formed Footpaths & Cycleways, 2021) is dedicated to creating a bicycle network that will make it easier for locals to commute to work. Figure 2.15 identifies cycling routes map in the Bathurst within the vicinity of the site.

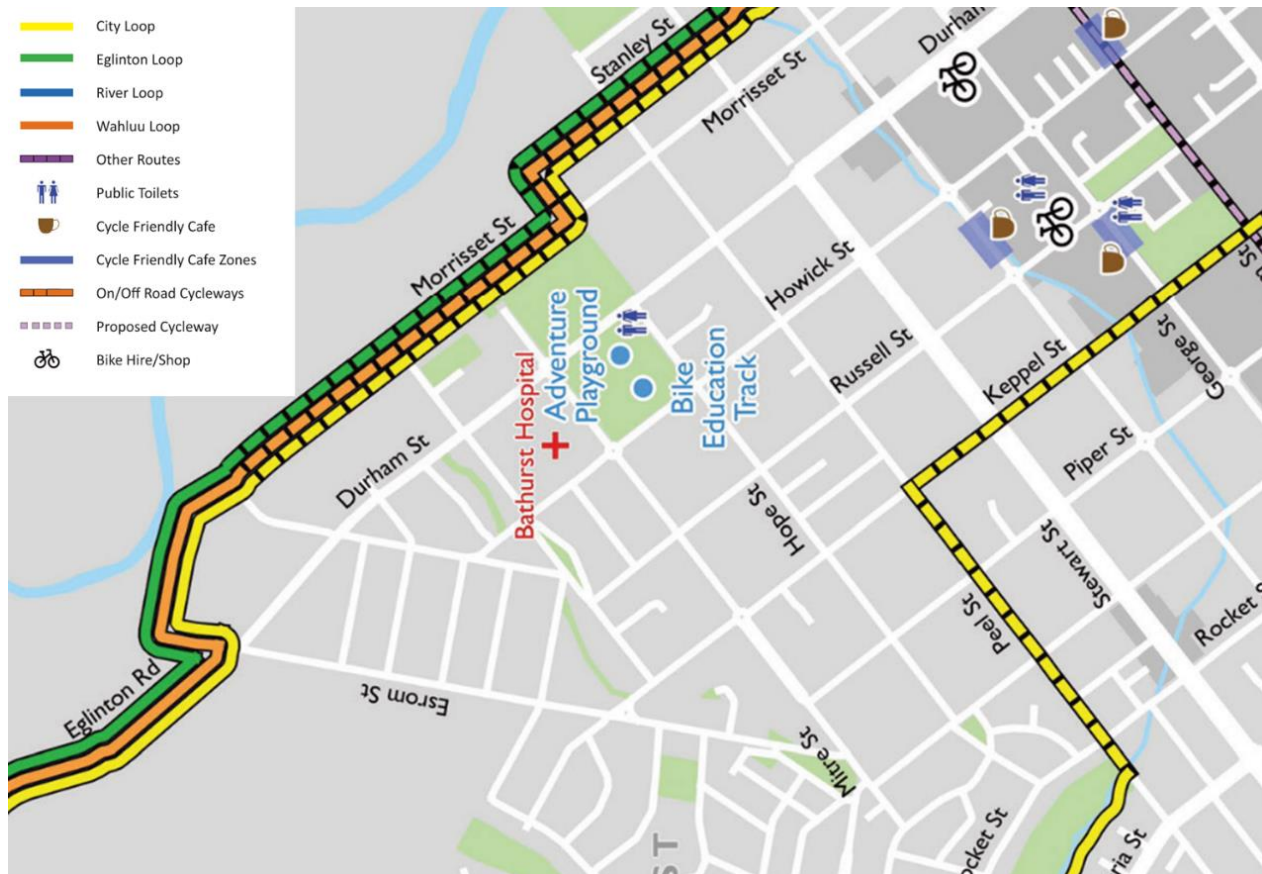


Figure 2.15: Existing Pedestrian and Cycling Infrastructure within Vicinity of the Site

2.10 Travel Behaviour

2.10.1 Census Data

Journey to Work (JTW) data supplied by the 2016 Australian Census approximates the current mode share split for those who work in Bathurst and can be used to represent the travel modes of the staff working at the Hospital. The JTW data is defined by Statistical Area Level 2 zones, and the Hospital is located within the Bathurst region.

Table 2.5 demonstrates the breakdown of mode shares for each mode of travel. It is clear that private vehicle use is the favoured travel mode (as driver or passenger). In addition, while all other means of transportation show low usage, 8.5% take the train and 4.1% of people walk to work.

Method of Travel (MTW15P) categorisation of travel modes (as listed in the left column of Table 2.5) is used for a clearer and simpler assessment of key travel modes through the allocation of a primary mode when multiple modes have been used in one trip.

Table 2.5: Journey to Work Data for Bathurst
Source: Australian Bureau of Statistics 2016 Census

| Travel Mode | Mode Share (%) |
|-------------------|----------------|
| Train | 8.5% |
| Bus | 4.1% |
| Taxi | 0.3% |
| Car, as driver | 73.0% |
| Car, as passenger | 5.4% |
| Truck | 1.0% |
| Motorbike/scooter | 0.7% |
| Bicycle | 1.2% |
| Walked only | 4.1% |
| Other Mode | 1.7% |
| Total | 100.0% |

Table 2.6 shows a summary of the above information into three main travel mode categories. Private vehicle usage is the most popular mode choice, with an 80% share, followed by public transport and lastly active transport.

Table 2.6: Summarised Journey to Work Data

| Mode Summary | Mode Share (%) |
|--|----------------|
| Private vehicle (car, truck, taxi, motorbike) | 80.4% |
| Public transport (train, bus) | 13.5% |
| Active transport (walk, bicycle) | 6.1% |
| Total | 100.0% |

2.10.2 Staff Survey

A travel mode survey was conducted online for BHS staff, open from the 5th of September 2023, to 21st of September 2023. The survey received a total of 245 responses, which included 163 full-time equivalent staff and 65 part-time staff at the time of the survey, representing approximately 44% of the total staff at the Hospital. The response rates were sufficiently high to provide accurate insights into Hospital travel behaviours. This survey provides up-to-date information that is directly applicable to the specific Hospital site and its users.

Survey participants were queried about their commute start and finish times, their mode of travel to work during a typical day, and their parking preferences, including on-site and on-street parking. The survey also included questions about considering alternative modes of travel, challenges related to on-campus parking, and suggestions for improvements. Participants had the option to select multiple answers and provide additional comments if needed. Key extracts from the travel surveys can be seen in more detail in Appendix B.

The statistics from this survey will reflect the current travel habits of the staff can be applied to the future expected staff numbers with higher accuracy than general local data (such as the JTW data). This survey provides a basis to create assumptions about the travel modes and habits of staff into the future.

The primary mode of travel for staff is Car (as a driver), Table 2.7 shows the breakdown of responses received.

Table 2.7: Survey results – staff travel modes

| Travel mode | Staff |
|--------------------|-------|
| Bus | 0% |
| Car (as driver) | 93% |
| Car (as passenger) | 1% |
| Bicycle | 3% |
| Walk/ Run | 0% |
| Other | 2% |

Note: the total might not add up to 100% due to rounding

The travel survey also indicated the following with respect to staff parking behaviour:

- 67% of respondents opt for on-street parking, while 33% choose on-site parking.
- On-site parking is confined to carpark 5 (60%) and carpark 8 (40%).
- Preferred on-street parking locations are Howick and Mitre Street, constituting around 60% of on-street parking.
- 98% of staff members stated that they are the sole occupant in their cars.

Staff responses highlighted key challenges related to on-campus parking for patients and visitors. The concerns primarily centred around:

- Long Walks and Safety: Staff expressed concerns about the extended walking distances, posing challenges for those with limited mobility.
- Staff Occupying Nearby Spaces: Staff members were noted to occupy spaces closer to the site, hindering convenient access for patients and visitors.
- Access & Uneven Surfaces: The difficulty of access due to the territory and surfaces being uneven or challenging for individuals with mobility issues.
- Narrow Spaces: Limited availability of wider parking spaces, causing inconvenience, especially for those with larger vehicles or mobility aids.

Staff suggestions for improving on-campus parking for patients and visitors encompassed the following key points:

- Increased Capacity: Staff recommended expanding parking facilities, potentially through the construction of a multi-storey car park, to accommodate the growing demand.
- Staff Parking Regulations: Encouraging behavioural changes among staff, such as encouraging them to utilise on-street parking spaces, was seen as a viable solution.
- Enforcement of Restrictions: Staff emphasised the importance of strict enforcement of parking regulations to ensure compliance, maintaining accessible spaces for patients and visitors.
- Shuttle Services: Introducing regular bus shuttle services circulating through the campus was also proposed, aiming to enhance mobility and reduce the need for extensive walking.

The complete survey can be found in Appendix B.

2.11 Traffic Conditions

2.11.1 Data Collection

Traffic data at the immediate 4 intersections within the local network near the site were collected on 8th February, 2024 to reflect the traffic behaviours of a typical weekday as follows:

- Durham Street & Mitre Street
- Durham Street & Commonwealth Street
- Howick Street & Mitre Street
- Howick Street & Commonwealth Street

Traffic counts were undertaken at each of these intersections to indicate the volumes and movements of light vehicles, heavy vehicles, buses, and pedestrians. The traffic counts indicate a network morning peak hour from 8:15am – 9:15am, and an afternoon peak hour of 3:15pm – 4:15pm.

2.11.2 Intersection Modelling

SIDRA intersection modelling has been undertaken to produce the existing performance of each of the studied intersections. Intersections in relation to one another and the site can be seen in Figure 2.16.



Figure 2.16: Intersection Modelled

2.11.3 Intersection Performance

Table 2.8 summarises the operation and performance of the existing intersections in the road network around the site. Detailed SIDRA results are included in Appendix D.

The results in Table 2.8 indicate that the intersections are performing at a favourable Level of Service (LoS) across the morning and afternoon. An acceptable LoS of A or B is achieved across all intersections. Note that the table below models the network AM and PM peak hours, while the peak hour for each intersection varies from the network peak hour.

Table 2.8: Existing Scenario without Redevelopment Vehicle Volumes

Data for unsignalised intersections is the manoeuvre with worst delay

Data for signalised intersections is the intersection total

| Intersection | Time | Degree of Saturation | Average Delay (sec) | 95% Queue Length (m) | Level of Service |
|-----------------------------|-------------|----------------------|---------------------|----------------------|------------------|
| Durham St & Mitre St | 8:15-9:15 | 0.085 | 15.9 | 1.9 | B |
| | 15:15-16:15 | 0.044 | 13 | 0.9 | A |
| Durham St & Commonwealth St | 8:15-9:15 | 0.077 | 23 | 0.7 | B |
| | 15:15-16:15 | 0.060 | 23.7 | 0.5 | B |
| Howick St & Mitre St | 8:15-9:15 | 0.040 | 9.9 | 0.7 | A |
| | 15:15-16:15 | 0.041 | 9.8 | 0.8 | A |
| Howick St & Commonwealth St | 8:15-9:15 | 0.033 | 6.9 | 0.4 | A |
| | 15:15-16:15 | 0.035 | 6.8 | 0.2 | A |

2.12 Road Safety

Transport for NSW provides a history of recorded crash data for a 5-year period between 2017 and 2021. This data is reviewed to better understand the existing levels of safe road operation at and around the site, and the potential implications of any increases to traffic volumes.

Figure 2.17 presents the crash history locations available from TfNSW.

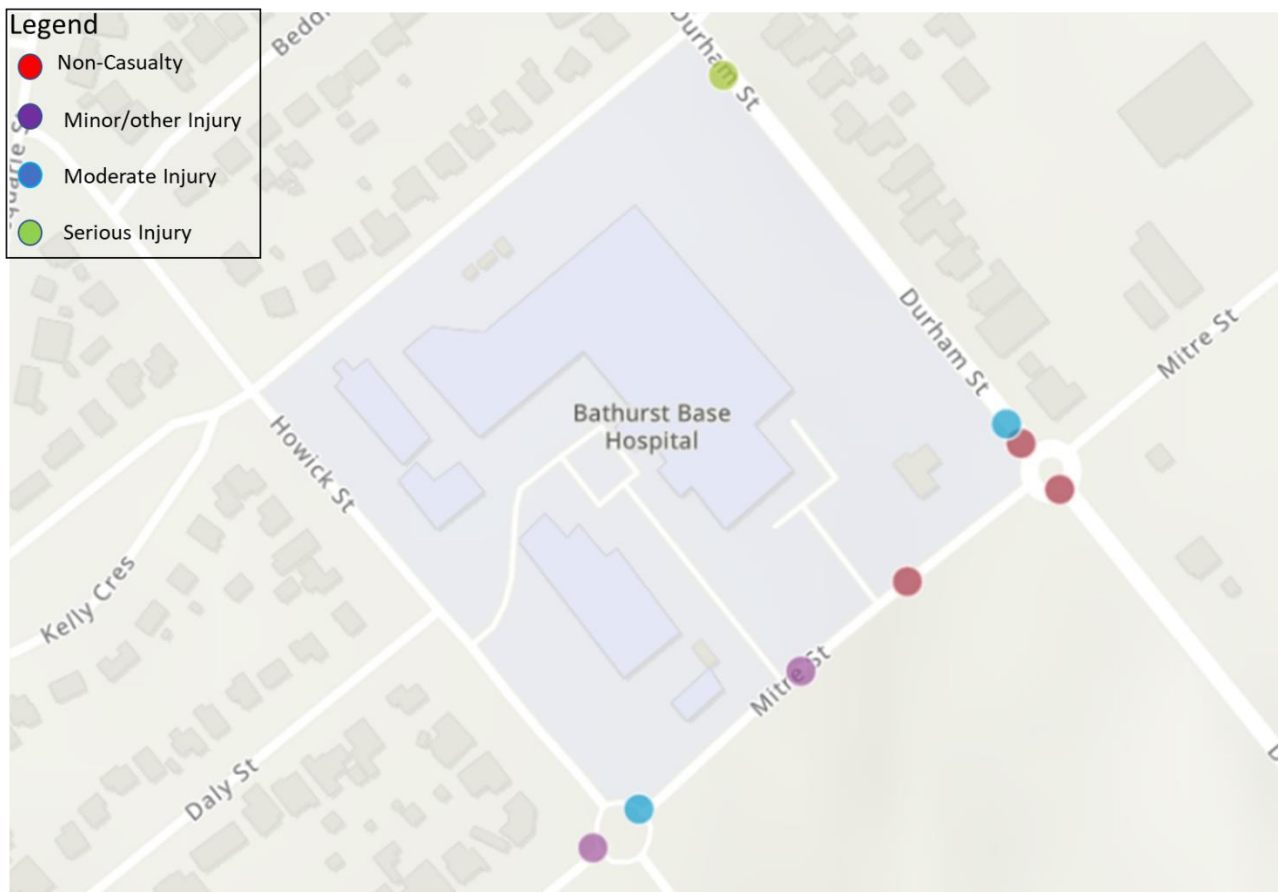


Figure 2.17: Recorded Crash History (2017 - 2021)

Source: Transport for NSW

The data shows incidents of varying severities along Mitre Street whereas no incidents are shown along Howick Street nor Commonwealth Street. Four incidents have been recorded at Durham Street including one serious crash which injured three people. Also, a minor incident has been noted near the Hospital entrance at Mitre Street with no injuries.

3.0 Proposed Works

The proposed works involve the construction of a new-build expansion, refurbishment and repurposing works to the existing hospital building.

The project aims to increase the number of beds and the number of staff is projected to increase 45% by 2031. The redevelopment will include:

- A new-build, multi-storey health services building expansion toward Mitre St (including 1 plant level) to include overnight inpatient accommodation and non-admitted care services and a new hospital front-of house and entrance
- A new-build, two-storey expansion to the Emergency department and Operating Theatres (plus 1 plant level)
- A new-build, single-storey expansion to the existing Cancer Service building – Daffodil Cottage
- Refurbishment and repurposing to areas of the existing hospital
- Site establishment, demolition of some existing structure, cut and fill and remediation works
- Vehicular circulation and car parking improvements
- Tree removal
- Landscape works
- Alteration and amplification of existing hospital plant and services infrastructure
- For a detailed project description, refer to the Environmental Impact Statement prepared by Ethos Urban.

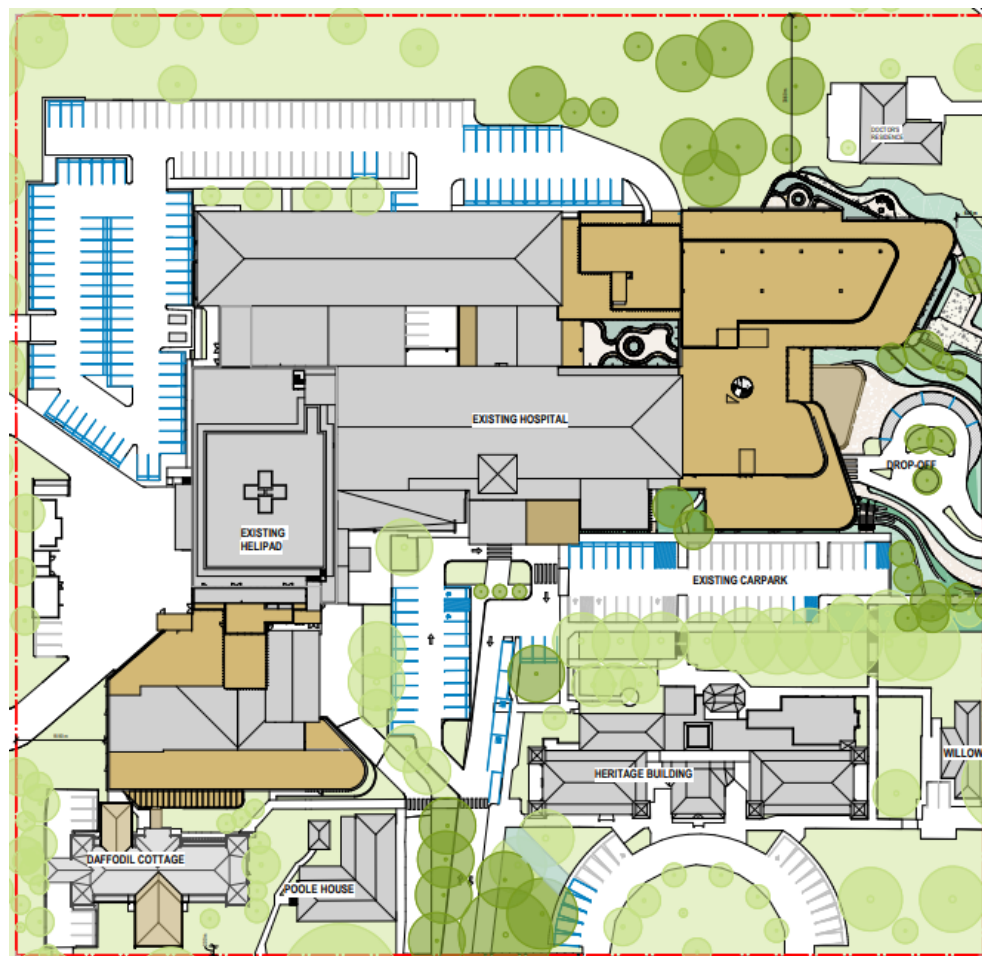


Figure 3.1: Proposed Site Plan

3.1 Proposed Car Parking

The proposed approach to car parking will increase the capacity in Zones 1, 2, 5, and 8 in the Project Scope. Simultaneously, the current fleet parking area in Zone 6 will be almost doubled to accommodate 79 spaces, with the expansion for public and staff usage.

In late 2023, updated timed parking restrictions were implemented across the BHS campus to improve parking turnover in key areas, prioritising on-site parking for patients and visitors. This initiative will be implemented as part of Project Scope.

Within the Project Scope, a total of 352 spaces will be available on-site, as shown in Figure 3.2. and Table 3.1 below:

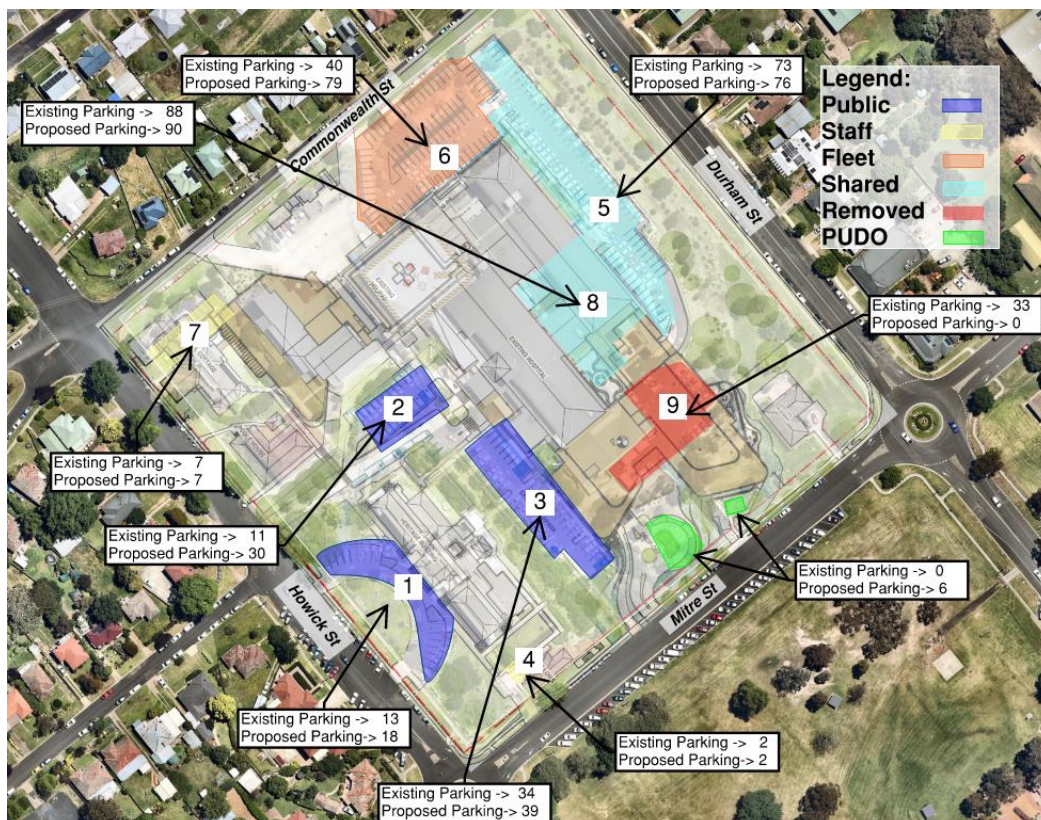


Figure 3.2: Proposed Parking

Table 3.1: Proposed Parking by Zone

| Location | Existing | Project Scope | Restriction Proposed |
|---------------------------|-------------------|-------------------|-----------------------------|
| 1 | 13 (2 accessible) | 18 (2 accessible) | 2-hours |
| 2 | 11 (1 accessible) | 30 (4 accessible) | 30 min |
| 3 | 34 (4 accessible) | 39 (3 accessible) | 30 min |
| 4 | 2 | 2 | Unrestricted |
| 5 | 73 (3 accessible) | 76 | 2-hours |
| 6 | 40 | 79 | 39-Unrestricted 40-Fleet |
| 7 | 6 (1 accessible) | 6 (1 accessible) | Unrestricted |
| 8 (under croft) | 88 | 90 (6 accessible) | 2-hours |
| 9 | 33 | 0 | - |
| 10 (Loading dock Parking) | 6 | 6 | Unrestricted |
| PUDO | 0 | 6 | 10 minutes |
| Total | 306 | 352 | |

Unrestricted shared parking is reduced while time-limited parking is increased to allocate more space for public parking and increase site space turnover. Note that the 39 additional spaces in car park 6 (fleet area) are available for use by both the public and staff (shared).

The information in Table 3.2 details the growth in Hospital staff from the current state to 2031. The table illustrates a noticed rise in the number of typical workforce projections, estimated to be around 45% by 2031.

Table 3.2: Workforce Projections

| Summary - Budgeted FTE | 2022/23 | 2030/31 |
|--------------------------|------------|---------------------|
| Medical | 84 | 132 |
| Nursing | 334 | 472 |
| Allied Health | 84 | 133 |
| Other Prof & Para Staff | 14 | 23 |
| S&T C. Support Staff | 6 | 11 |
| Oral Health | 5 | 7 |
| Corporate Administration | 74 | 101 |
| Hotel Services | 19 | 23 |
| Maintenance & Trades | 0 | 0 |
| Other Staff | 0 | 0 |
| Total | 620 | 901 (+45.3%) |

3.1.1 On-Street

The proposed on-street changes along Howick Street, Durham and Mitre Street will provide an additional 25 spaces close to the campus. These changes include:

- Re-line marking along Mitre Street adjacent to Victoria Park
- Line marking Durham Street to maximise parking
- Re-line marking Howick Street between Mitre and Daly Street
- Re-line marking along Howick Street between Mitre Street and Hope Street adjacent to Victoria Park to enable angled parking

The proposed changes to Mitre Street are within the existing road reserve boundaries and maintain the overall kerb-to-kerb width of 18.2m. The proposal includes the following:

- Re-line marking along the eastern edge to optimise space.
- Providing sufficient two-way aisle width.
- Installing a new pedestrian crossing linking the new Main Entry to Victoria Park.
- Adding new bus stops on both sides of Mitre Street adjacent to the new Main Entry.
- Taxi zone relocation to Mitre Street, using the parallel parks adjacent to the new entrance/exit.

An external survey of Mitre and Howick Streets was conducted early in 2024 which confirmed that there is sufficient road width available for the design of these spaces.

Figure 3.3 and Table 3.3 below shows the extent of the proposed works on-street. These proposed works are further detailed within the Civil Engineering drawings issued as part of the development application.

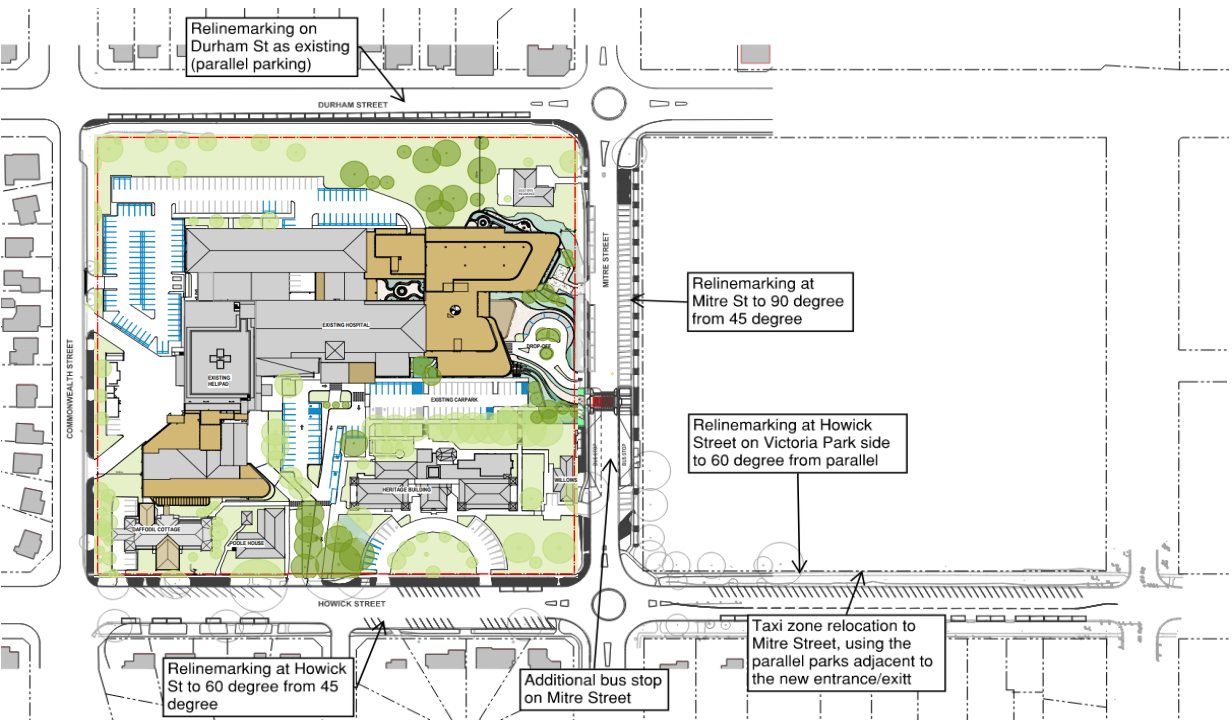


Figure 3.3: Public Domain Works

The public domain was discussed with Bathurst Regional Council on 22 July 2024 and is considered acceptable from both traffic calming and amenity perspectives. This work will be subject to a future Section 138 approval and will require council review prior to construction.

Table 3.3: On-Street Parking Changes

| Location | Existing | Proposed | Change |
|-------------------------------------|----------|----------|--------|
| Howick Street North of Mitre Street | 51 | 50 | -1 |
| Howick Street South of Mitre Street | 26 | 53 | +27 |
| South Side of Mitre Street | 37 | 35 | -2 |
| North Side of Mitre Street | 15 | 11 | -4 |
| Durham Street | 25 | 30 | +5 |
| Total | 154 | 179 | +25 |

4.0 Site Access

4.1 Pedestrian Access

Two pedestrian accesses external to the site from Mitre Street are proposed connecting to the new Main Entry and the Community Mental Health, and Drug & Alcohol service location on Level 0. Additionally, all existing pedestrian access points from Howick Street and Commonwealth Street will be preserved.

The proposed redevelopment introduces traffic calming measures on Mitre Street to reduce the impact of conflicts between pedestrians and vehicles.

The proposal incorporates a new pedestrian crossing along Mitre Street, linking the new Main Entry with Victoria Park. Additionally, an internal crossing is proposed to connect with the Front of the House, as illustrated in Figure 4.1.

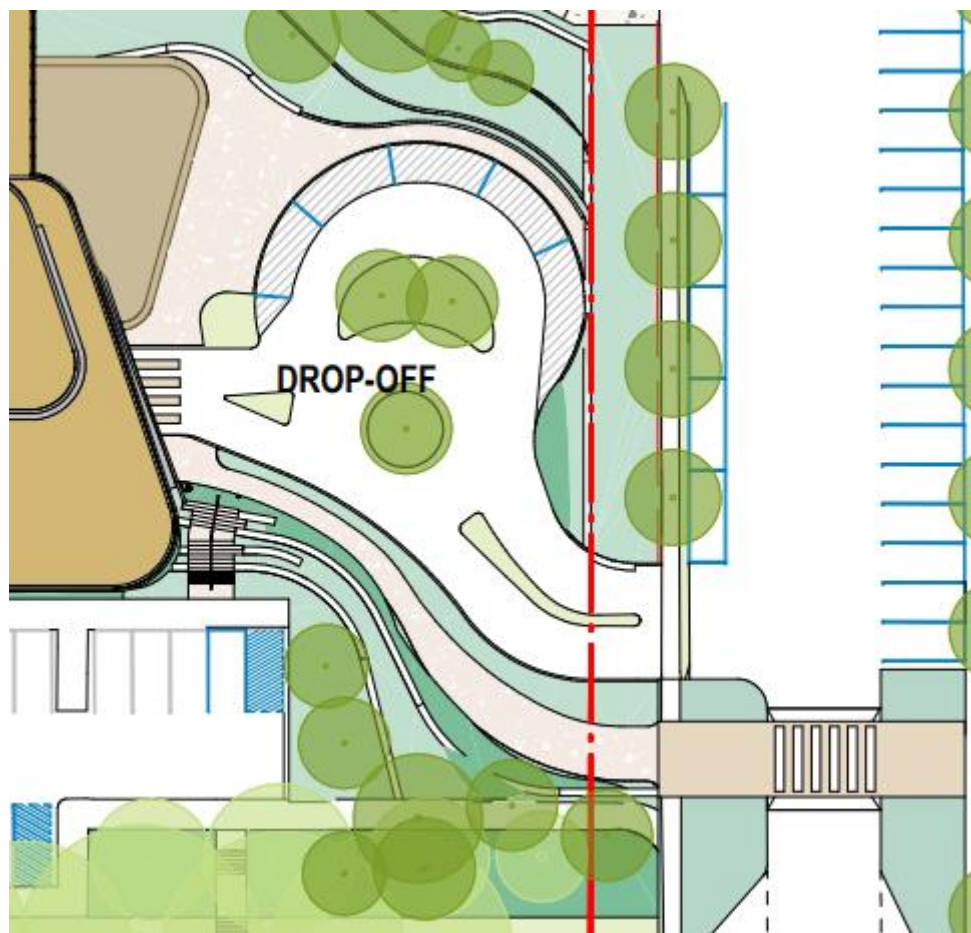


Figure 4.1: Pedestrian Crossing

4.2 Vehicular Access

Entry for public vehicles from Howick St on the south-west boundary of the site, including drop-off to outpatient services via the existing Main Entry point and Emergency Department drop-off, will be upgraded to a one-way entry and exit loop.

The Mitre Street access will enable two-way movement directly into and out of the under-croft car park, new Main Entry drop-off, northern and western car park areas (Zones 5 and 6). Loading dock and service yard

access will be maintained from Commonwealth Street on the site's north-western boundary. One vehicular access point from Mitre Street connecting to the car park at zone 3 will be removed to accommodate pedestrian access to the new Main Entry, a pedestrian crossing on Mitre Street and the two-way vehicle entry / exit to the Main Entry drop-off and under-croft car park. The vehicular access connecting the heritage building parking to the ED drop-off will also be removed in order to prioritise pedestrian access and rationalise vehicle movements through the site.

Turning path analysis has been conducted to show adequate vehicle access and manoeuvrability in the modified sections of the existing site. Key focus areas include the new drop-off zone from Mitre Street, Howick Street access, and vehicular entry from Commonwealth Street. Swept path analysis is provided in Appendix A.

4.3 Loading Dock

Service and delivery vehicles are proposed to access the site from the same access on Commonwealth Street. Many of the services requiring vehicle access such as the oxygen tank will be located along the north-western site boundary (loading dock area). A swept path analysis for the loading dock and service vehicle area is provided in Appendix A.

4.4 Pick up and Drop off

Six public drop-off and pick-up spaces can be accessed from Mitre Street at the new Hospital Main Entry point. This facility is designed to accommodate standard passenger vehicles, ensuring smooth and safe traffic flow.

4.5 Other Requirements

Ambulance access will continue from Howick Street via the existing dedicated access driveway. The ambulance bay and manoeuvring area has been designed to cater for bariatric ambulances approximately 7.37m in length.

Fire appliance access is proposed from Commonwealth Street. No change is proposed to the existing arrangement.

5.0 Traffic Assessment

5.1 Trip Generation

A draft version¹ of the RMS Guide to Traffic Generating Developments provides a trip generation rate specifically for hospitals based on collected survey data throughout urban and regional NSW. For hospitals with lower accessibility, trip generation rates are presented as follows:

- AM Peak = 0.41 (S) + 0.62 (B)
- PM Peak = 0.59 (S) + 0.05 (B)

Where S is the number of staff during the main day shift and B is the number of beds at the hospital. For this assessment, it is assumed that the number of beds in the proposed Hospital will increase by 26%. Applying the above formulas results in trip generation as shown in Table 5.1, with an increase of 133 trips in the morning and 167 trips in the afternoon peak as a result of the redevelopment.

Table 5.1: Trip Generation Estimates

| Trip Generation | Existing | Proposed | Increase |
|----------------------|----------|----------|----------|
| AM peak trips | 324 | 457 | +133 |
| PM peak trips | 372 | 539 | +167 |

5.2 Intersection Performance

Operational performance is typically evaluated by measuring the throughput of vehicles within a traffic network, using the average delay per vehicle to assess intersection performance. This approach aligns with Transport for NSW best practices and serves as the industry standard for intersection analysis. The average delay per vehicle corresponds to a Level of Service (LoS) index, which reflects the intersection's operational efficiency. A summary of the LoS performance bands is provided in Table 5.2.

Table 5.2: Level of service criteria for intersections

| Level of Service | Average Delay (sec/veh) | Traffic Signals, Roundabout | Give Way & Stop Signs |
|------------------|-------------------------|--|---|
| A | <14 | Good operation | Good operation |
| B | 15 to 28 | Good with acceptable delays & spare capacity | Acceptable delays & spare capacity |
| C | 29 to 42 | Satisfactory | Satisfactory, but accident study required |
| D | 43 to 56 | Operating near capacity | Near capacity & accident study required |
| E | 57 to 70 | At capacity; at signals, incidents will cause excessive delays Roundabouts require other control mode | At capacity, required other control mode |

¹ As provided directly to TTW from RMS in August 2018

Table 5.3 summarises the operation and performance of the intersections in the road network directly adjacent to the BHS site for the year 2031 and accounts for the additional volumes generated by the redevelopment. According to the Bathurst Regional Council, the annual population growth rate is forecasted at 1.3%. However, for modelling purposes, a more conservative rate of 2% compound growth rate is applied.

The results indicate very minor changes from the existing scenario as presented in Section 2.11.3, with similarly acceptable LoS (A, B & C) achieved across the intersections and various peak times. Detailed SIDRA results are included in Appendix D.

The intersections continue to demonstrate suitable operation across the local road network. A reduced LoS from B to C at the Durham St & Commonwealth St intersection is however projected for the year 2031. The reduced Level of Service (LoS) is primarily due to the already high traffic volumes at Durham St. However, the LoS remains satisfactory, suggesting no significant impact on the current condition. This indicates that the additional trips will not adversely affect intersection performance.

Table 5.3: Proposed Scenario with Redevelopment Vehicle Volumes

Data for unsignalised intersections is the manoeuvre with worst delay

Data for signalised intersections is the intersection total

| Intersection | Time | Degree of Saturation | Average Delay (sec) | 95% Queue Length (m) | Level of Service |
|-----------------------------|-------------|----------------------|---------------------|----------------------|------------------|
| Durham St & Mitre St | 8:15-9:15 | 0.146 | 20.6 | 3.6 | B |
| | 15:15-16:15 | 0.062 | 14.8 | 1.3 | B |
| Durham St & Commonwealth St | 8:15-9:15 | 0.539 | 40.0 | 5.4 | C |
| | 15:15-16:15 | 0.462 | 31.9 | 5.2 | C |
| Howick St & Mitre St | 8:15-9:15 | 0.063 | 10.1 | 1.2 | A |
| | 15:15-16:15 | 0.063 | 10.1 | 1.2 | A |
| Howick St & Commonwealth St | 8:15-9:15 | 0.052 | 6.9 | 0.7 | A |
| | 15:15-16:15 | 0.061 | 7 | 0.7 | A |

Additionally, the proposed pedestrian crossing on Mitre Street, connecting to the Front of the House, has been assessed within the local network. For modelling purposes, 50 pedestrians were considered during the AM and PM peak hours as a conservative measure. Mitre Street continues to operate at a satisfactory LoS (A) throughout the local road network. Table 5.4 shows a summary of the modelling results.

Table 5.4 Mitre Street Pedestrian Crossing

| Intersection | Time | Degree of Saturation | Average Delay (sec) | 95% Queue Length (m) | Level of Service |
|---|--------------------|----------------------|---------------------|----------------------|------------------|
| Mitre St (Pedestrian Crossing) | 8:15-9:15 | 0.275 | 3.5 | 3.7 | A |
| | 15:15-16:15 | 0.198 | 3.5 | 2.4 | A |

5.3 Cumulative Impacts

There are no existing or planned developments in the immediate vicinity of the Hospital site. As a result, there are no cumulative traffic impacts to consider at this time from surrounding projects.

The Bathurst Integrated Medical Centre project is currently in the planning stage, situated approximately 1.6 km southeast of the site. The project is at a considerable distance from the site, and as such cumulative impacts on the Bathurst Hospital Redevelopment are not anticipated.

The assessment also takes into account morning and afternoon school traffic, with both peak hours aligning with the previously analysed traffic peak hours (around 8 – 9:30 am and 2:30 – 4:30 pm). Consequently, any substantial school-related traffic has been factored into the overall traffic assessment, and no additional impact on the network is anticipated.

6.0 Parking Assessment

6.1 Current Parking Demand

An evaluation of the expected parking demand of the Hospital was conducted by TTW considering the Hospital's characteristics and travel mode surveys of staff, outpatients and visitors of the Hospital. The analysis relied on the information provided by TSA Riley.

6.1.1 Staff

A significant proportion of staff currently drive to the Hospital, and this will continue to be the case following the redevelopment project. Survey results indicated 20% of the responses are interested in shifting to alternative travel modes.

The number of current staff is 620 FTE, assuming that 70% arrive during the morning shift (434 FTE) and 94% use private vehicles according to responses from the staff survey, an occupancy rate of 1.1 users per vehicle and space turnover as 0.9, the current parking demand for staff is 423 parking spaces.

6.1.2 Emergency

Bureau of Health Information reports that in 2022, there were a total of 26,901 presentations to the emergency department (ED) for the year, or 74 presentations per day. Forecast emergency presentations can be estimated in accordance with the increase in bed numbers, resulting in a 26% increase in the emergency presentations, equating to 93 presentations projected per day.

Assuming that 65% of emergency presentations occur during 8am and 5pm, it is projected that 60 presentations will occur during these hours per day following the redevelopment.

The Bureau also reports that 81.4% of emergency presentations arrived via private vehicle and 18.6% via ambulance. Those arriving via ambulance are expected to be followed by a related party that drives a private vehicle (assume 95% mode share for the related party as for visitors). By adding the private vehicle parking demand and the related party parking demand the overall parking demand for the ED, 48 vehicles are assumed as the existing demand and 60 projected following the proposed expansion. A space turnover of 2.6 times per day has been applied, as per the outpatient space turnover factor. Therefore, the number of emergency presentations occurring during day shift will increase from approximately 5 to 6.

6.1.3 Outpatients

The total number of current outpatients is 354 per day as given by Bathurst Hospital attendance report for Feb-2023 (Clinics & Patient Attendance). Forecast occasions of service for outpatients can be estimated to experience a 26% increase (equal to the expected increase in beds) to provide 446 outpatients per day. With a 92% private vehicle mode share, vehicle occupancy rate of 1 patient per vehicle, and a parking space turnover factor of 2.6 (based on benchmarking of other relevant hospitals), an overall increase in outpatient parking demand of 158 spaces for the proposed Hospital is projected, equivalent to 32 additional vehicles.

6.1.4 Visitors

Approximately 2 visitors per bed are expected each day, assuming 100% of these visiting during the day shift. A 95% private vehicle mode share, vehicle occupancy rate of 1.4 visitors per vehicle, and a space turnover factor of 2.6 (based on other relevant hospitals) results in an overall increase in parking demand from 58 to 74 spaces for visitors of the proposed Hospital.

6.1.5 Fleet

Parking for fleet vehicles is generally a set value equal to the total number of fleet vehicles owned by the Hospital. Western NSW LHD are working toward a Fleet vehicle reduction strategy which will alleviate pressure

for on-site fleet vehicle parking under the future car parking planning. of the BHS site currently accommodates 40 fleet vehicles.

6.1.6 Summary

Based on the existing parking restrictions on the site Figure 6.1 shows the current parking demand for each user group.

Table 6.1: Estimated Current Parking Demand for Hospital Users

Note that the calculation is rounded up to the nearest whole number

| Parking demand | Staff | Emergency | Outpatients | Visitors | Fleet | Total |
|-------------------------------------|------------|-----------|-------------|-----------|-----------|------------|
| # of users during weekday day shift | 434 | 48 | 354 | 222 | - | 1,058 |
| Private vehicle mode share (%) | 94% | 81% | 92% | 95% | - | - |
| Users per vehicle | 1.1 | 1 | 1 | 1.4 | - | - |
| Space turnover | 0.9 | 2.6 | 2.6 | 2.6 | - | - |
| Parking demand | 423 | 19 | 126 | 58 | 40 | 666 |

6.2 Parking Utilisation Strategies

6.2.1 Green Travel Plan Initiatives

As part of the proposal, several transport initiatives are to be implemented in order to reduce dependency on private vehicles and to reduce the forecast parking demands. These initiatives include:

- Improved active transport infrastructure
- Supporting work from home for eligible staff (e.g. admin staff)
- Promotion of carpooling and facilitating the pairing up of suitable staff

Additionally, as per TfNSW 16 regional Cities Services Improvement Program, improved public transport services are planned to come to the Bathurst area. The program is designed to provide integrated, multi-modal end-to-end journeys, and to identify gaps in the current transport network to deliver service improvements. Moreover, more than 500 new additional weekly bus services were introduced as part of bus network improvements implemented in 2021.

The travel survey contained various questions about sustainable travel initiatives, including whether the survey respondent would be interested in taking up an alternative travel mode such as those listed above. These results have been used to calculate mode share targets as contained in the Green Travel Plan. The detailed travel survey results are included in Section Appendix B.

Table 6.2 below indicates target mode shares for staff.

Table 6.2: Staff Mode Share Targets

| Travel mode | Existing mode share | Target mode share | Mode Change |
|------------------------------------|---------------------|-------------------|-------------|
| Private vehicle (single) | 94% | 87% | -7% |
| Private vehicle (carpool/drop-off) | 0% | 2% | +2% |
| Public transport | 0-1% | 5% | +3-4% |
| Active transport | 2-4% | 6% | +2% |

Due to the unique nature of Hospital visitor travel (often in an emergency or undesirable scenarios), limited changes to visitor mode share are currently proposed. The most significant opportunities for reduced private vehicle usage by visitors are for people visiting inpatients, with no change expected to outpatient or emergency activities.

It should be noted that the calculations related to staff parking demand assume that all on-site parking is fully utilised before vehicles begin to occupy on-street parking. It is considered that the Green Travel Plan initiatives are therefore capable of decreasing staff parking demand by up to 30 spaces.

6.2.2 Turnover Utilisation

An initial length of stay and turnover study was conducted on the 18th of July 2023, encompassing the existing Hospital parking facilities and on-street parking zones within the adjacent streets, to reference as a base scenario.

It was recognised that there is a current issue with turnover on the Hospital site, with parking areas on site experiencing lower turnover rates than would be expected. These results indicated that staff were parking within areas that may be better suited to outpatient or visitor parking and that current timed parking restrictions were not being communicated effectively to users of the carparks on site.

To assess the impact of future parking restrictions on site to increase turnover, new on-site timed parking limits were introduced on site Thursday 16th of November 2023 as follows:

- A 10-minute designated patient pick-up/drop-off zone at the Main Entry (outside Ambulatory Care)
- 2-hour parking time limits for the Heritage Building and Main Entry car park
- A 30-minute parking time limit for the short-stay car park close to ED and Front of House

The intent of these parking restrictions was to reduce staff usage of parking spaces better suited to patients and visitors and to increase turnover of on-site parking.

The primary objective of the second turnover study completed in December 2023 was to analyse the effect of the time-limit parking trials and to review the success of this implementation. Table 6.3 compares the average turnover rate results for on-site parking. It is important to note that the introduction of parking restrictions in areas that were previously not limited, means these areas have become designated public areas where previously they may have been used by staff on site.

Table 6.3: Turnover Studies Comparison (On-Site)

| Turnover results | Location | Initial study | Second Study |
|------------------|----------------------|---------------|--------------|
| On-Site | Staff Parking Areas | 0.9 | 1.33 |
| | Public Parking Areas | 2.5 | 2.5 |

A detailed breakdown of specific turnover rates within each on-site area, is provided in Figure 6.1 Particular areas where turnover significantly increased are at the carparks out the front of ED (Zone 2) and the heritage building accessed via Howick Street (Zone 1). The full study results are attached in Appendix E.



Figure 6.1: Turnover Results - On-site

From the initial turnover study, Parking Zones 2 and 3 exhibited the highest turnover rates, particularly for public/visitor parking linked to visits to the Emergency Department (ED) and outpatient appointments. Parking zones 5, 6, and 8 are primarily used by staff, as evidenced by their low occupancy rates. Additionally, observations indicate that the lack of time restrictions on the pick-up and drop-off spaces near the Emergency Department has led to their misuse, resulting in lower turnover than expected.

The second turnover study indicates an increased turnover rate (more utilisation of each space) in the staff car parks within the site (Zone 1, 2 and 3), while no significant change is observed for public spaces (Zone 5, 6 and 7).

In the streets adjacent to the site, the average turnover rates were observed as shown in Table 6.4

Table 6.4: Turnover Studies Comparison (On-street)

| Turnover results | Location | Initial study | Second Study |
|------------------|-----------------|---------------|--------------|
| On-Street | Mitre St | 1.39 | 1.21 |
| | Howick St | 1.59 | 1.31 |
| | Durham St | 0.88 | 0.9 |
| | Commonwealth St | 1.34 | 1.23 |

The lower turnover rates identified on Mitre St, Durham St, Commonwealth St and Howick St suggest that several staff members are likely using these nearby streets for parking. There was a slight reduction in turnover for on-street parking around the site, suggesting that staff parking for longer durations may be extending onto the surrounding streets.

As a result of this study, implementing on-site timed parking restrictions would impact staff parking behaviour, resulting in better utilisation of the existing carparking spaces on site.

6.3 Post Redevelopment Parking Demand

An evaluation of the expected parking demand of the Hospital post redevelopment was the conducted with the proposed future utilisation of the site and the proposed turnover rates determined as a result of the parking study.

The following changes from the existing parking demand to the proposed demands were made to determine the post-redevelopment parking demand:

- Staff number post redevelopment will increase to 901 FTE by 2031.
- It is assumed that the number of beds in the proposed hospital will increase by approximately 26%.
- Staff length of stay within parking spaces increased as per the turnover study discussed in Section 6.2.2.
- Emergency presentations were assumed to increase in line with the increase in bed numbers, resulting in a 26% increase in the emergency presentations (93 presentations projected per day and 6 presentations during the peak parking hour).
- Outpatient numbers were assumed to increase in line with the increase in bed numbers, resulting in a 26% increase per day.
- Visitor numbers were increased as per the increase in bed numbers.

As a result of these assumptions, the projected parking demand post redevelopment for the Project Scope is noted in Table 6.5.

Table 6.5: Estimated Post Redevelopment Parking Demand for Hospital Users

Note that the calculation is rounded up to the nearest whole number

| Parking demand | Staff | Emergency | Outpatients | Visitors | Fleet | Total |
|--|------------|-----------|-------------|-----------|-----------|------------|
| # of users during weekday day shift | 631 | 60 | 446 | 280 | - | 1,417 |
| Private vehicle mode share (%) | 94% | 81% | 92% | 95% | - | - |
| Users per vehicle | 1.1 | 1 | 1 | 1.4 | - | - |
| Space turnover | 1.3 | 2.6 | 2.6 | 2.6 | - | - |
| Parking demand | 406 | 24 | 158 | 74 | 40 | 702 |

6.4 Existing Parking Impacts

The existing Hospital relies on on-street parking to accommodate additional demand (360 Spaces), leaving a surplus of 166 spaces within the RPZ out of a total of 526 on street spaces for residents within the RPZ. The parking demand in relation to the on street RPZ supply, assuming that on-street parking is utilised after on-site parking reaches full capacity is presented in Table 6.6.

Table 6.6: Existing Demand Distribution

| | Existing |
|--|----------|
| Pre-redevelopment projected parking demand | 666 |
| On-Site supply | 306 |
| Demand accounted for on-street | 360 |
| Available on-street parking | 166 |

6.5 Proposed Parking Impacts

Within the Project Scope, the campus will feature a total of 352 parking spaces (46 spaces increase). With the proposed increase to on-street parking as a result of the line-marking works surrounding the site, the total on-street parking capacity within the RPZ will increase to 551 spaces (25 spaces increase).

Table 6.7 below outlines the available on-site parking as a result of the Project Scope: 352 spaces on-site plus the RPZ parking within a 250m radius (551 spaces) to the post-redevelopment parking demand.

Table 6.7: Post-Redevelopment Parking Surplus

| | Redevelopment Project Scope |
|---|-----------------------------|
| Post-redevelopment projected parking demand | 702 |
| On-Site supply | 352 |
| Demand accounted for on-street | 350 spaces |
| Available on-street parking | 551 spaces |
| Surplus on-street parking | 201 spaces |

With the Parking Utilisation Strategies mentioned in Section 6.2 and the proposed parking associated with the redevelopment, parking availability on-site and within the RPZ is considered adequate for both the redevelopment and public use, with 201 surplus spaces remaining available at the completion of the Project Scope.

6.5.1 Green Travel Plan Impact

It is noted that the post redevelopment parking demand noted in Table 6.5 does not take into account future Green Travel Plan reductions in travel mode share. Incorporating the GTP initiatives will further reduce parking demand by 30 spaces, decreasing it from 702 to 672, as shown in Table 6.8. As a result, this will further reduce on-street parking reliance by 30 spaces.

Table 6.8: Post-Redevelopment Parking Demand With GTP

Note that the calculation is rounded up to the nearest whole number

| Parking demand | Staff | Emergency | Outpatients | Visitors | Fleet | Total |
|-------------------------------------|------------|-----------|-------------|-----------|-----------|------------|
| # of users during weekday day shift | 631 | 60 | 446 | 280 | - | 1,417 |
| Private vehicle mode share (%) | 87% | 81% | 92% | 95% | - | - |
| Users per vehicle | 1.1 | 1 | 1 | 1.4 | - | - |
| Space turnover | 1.3 | 2.6 | 2.6 | 2.6 | - | - |
| Parking demand | 376 | 24 | 158 | 74 | 40 | 672 |

6.6 Accessible Parking

The existing Hospital provides 11 accessible spaces, approximately 3.6% of the total on-site parking provision. The proposed site aims to provide 16 accessible parking spaces out of the total 352 parking spaces resulting in approximately 4.5% accessible spaces. This provision exceeds the Building Code of Australia requirement for hospitals, which requires accessible parking at a rate of 2% of the total parking provision.

6.7 Electric Vehicle Parking

The HINSW Electric Vehicle Charge Points in Hospital Carparks contain the following requirements for electric vehicle parking:

- Include provisions for 2% of the total number of car spaces
- For at-grade car parks, allow for power and communication conduits to be installed in an appropriate nestled area

The proposed design includes 7 electric vehicle charging spaces which meet the 2% requirement outlined above.

6.8 Motorcycle Parking

There are no requirements for motorcycle parking specified in the DCP. Motorcycle parking should be provided in car parks where possible, in locations such as corners or where structural limitations apply, where it would not be possible to provide car parking spaces. These spaces will be additional to the 352 spaces provided on the site under the redevelopment Project Scope.

6.9 Bicycle Parking

The Bathurst Regional Council Development Control Plan (DCP) provides a Bicycle parking rate including:

- 1 space per 15 beds for Employees/ Resident Standards
- 1 space per 30 beds for Visitors

The existing End-of-Trip facilities will be retained with no proposed changes.

According to the DCP, the existing Hospital requires 11 bicycle parking spaces. The proposal aims to provide a total of 14 bicycle parking spaces, which is 3 more than the DCP requirement for the existing Hospital.

6.10 Vehicular Access and Circulation

On-site carparking will be accessed from the existing driveways from Howick Street, Commonwealth Street and new site entry points on Mitre Street for access to the Main Entry and Community Mental Health, and Drug & Alcohol Service. Site entry and exit is to occur in a forward direction at all times.

Turning path analysis has been conducted to validate the adequacy of vehicle access and manoeuvrability within the modified areas of the existing site. This analysis primarily focuses on critical zones like the new ambulance bay, the drop-off zone, and the loading dock, which require accommodation for large trucks and semi-trailers.

The turning path analysis has been executed at a minimum speed of 10 km/hr, except when a vehicle is transitioning from a stationary position, such as exiting the loading dock or individual ambulance bays. In these cases, the speed is lowered and then increased to 10 km/hr once the vehicle is in motion.

The current design vehicles considered for this analysis include the following:

- B85 - AS2890.1: Standard 4.91m passenger vehicle
- B99 - AS2890.1: Standard 5.2m large passenger vehicle
- Ambulance: Custom - 7.37m General Bariatric
- SRV (Small Rigid Vehicle) - AS2890.2: Standard 6.4m medium truck
- AV (Articulated Vehicle) - AS2890.2: Standard 20m semi-trailer

Sketches illustrating these turning paths are provided in Appendix A of this report.

7.0 Conclusion

This TAIA has been prepared to assess the traffic and transport impacts and design elements of the proposed Bathurst Hospital Redevelopment. The overall transport strategy for the proposed redevelopment is as follows:

- **Pedestrians**
 - A new pedestrian crossing along Mitre Street, linking the site frontage with Victoria Park.
 - An internal crossing is proposed to connect with the Front of the House.
 - Traffic calming measures on Mitre Street.
- **Cyclists**
 - Growing demand is expected due to the implementation of a Green Travel Plan; the proposal aims to provide 14 on-site bicycle parking spaces in the under-croft parking.
 - The Hospital's existing end-of-trip facilities are intended to be retained.
- **Public transport**
 - The existing bus stops on Howick Street will be retained, and new bus stops are proposed on both sides of Mitre Street close to the new Main Entry.
 - Concurrently, Bathurst Buslines was consulted and expressed support for the proposed Mitre Street bus stops as well as the retention of the Howick Street bus stops.
- **Car parking on street**
 - The proposed on-street changes on Howick Street, Durham and Mitre Streets, including new line marking, will provide an additional 25 parking spaces.
- **Car parking on site**
 - The proposed redevelopment within the redevelopment Project Scope will provide an additional 46 parking spaces on-site, complementing the additional 25 parking spaces to be delivered on surrounding streets (Mitre, Durham and Howick Streets). It is expected that congestion on-campus will ease, through refinement of the flows of traffic across the site, improved parking access on-campus, and better utilisation of on-street parking,
 - Timed parking restrictions to increase parking turnover is proposed to be implemented permanently as part of Project Scope. This initiative is currently in place across the hospital campus to improve parking turnover in key areas, prioritising on-site parking for patients and visitors.
- **Traffic impact**
 - The increase in trips associated with the proposed redevelopment can be accommodated within the surrounding intersections of the site.
 - As a result of the proposed increase in on-street car spaces and the increased turnover due to time restrictions on the campus, the proposed redevelopment will not increase parking demand on the surrounding streets of the campus.

The proposed redevelopment is deemed suitable on consideration of the traffic and transport elements of the site and its surrounds, and the transport strategy proposed for its management.

Table 7.1 provides a summary of the mitigation measures identified throughout the report for the design, construction, and operation stages.

Table 7.1: Mitigation Measures

| Project Stage | Mitigation Measures | Relevant Section of Report |
|---------------------|--|----------------------------|
| Design | Nearby intersections continue to perform in suitable operation across the local road network, and no mitigation is required. | Section 5.2 |
| Design | An increase in on-site and on-street parking is proposed in Project Scope. Operational measures and timed parking on campus are facilitating changes in staff parking behaviour. This frees up spaces for the public in key areas. | Section 3 |
| Construction | No changes to local public transport routes and services are anticipated during construction. Refer to the Preliminary Construction Management Plan (PCTMP) for further details. Construction staff will be required to park outside of the RPZ and campus, prioritising access to parking for the public. | Refer to the PCTMP |
| Operation | A swept path analysis has been completed to confirm forward access and exit for mobile cranes as part of the plant replacement strategy. | Appendix A |

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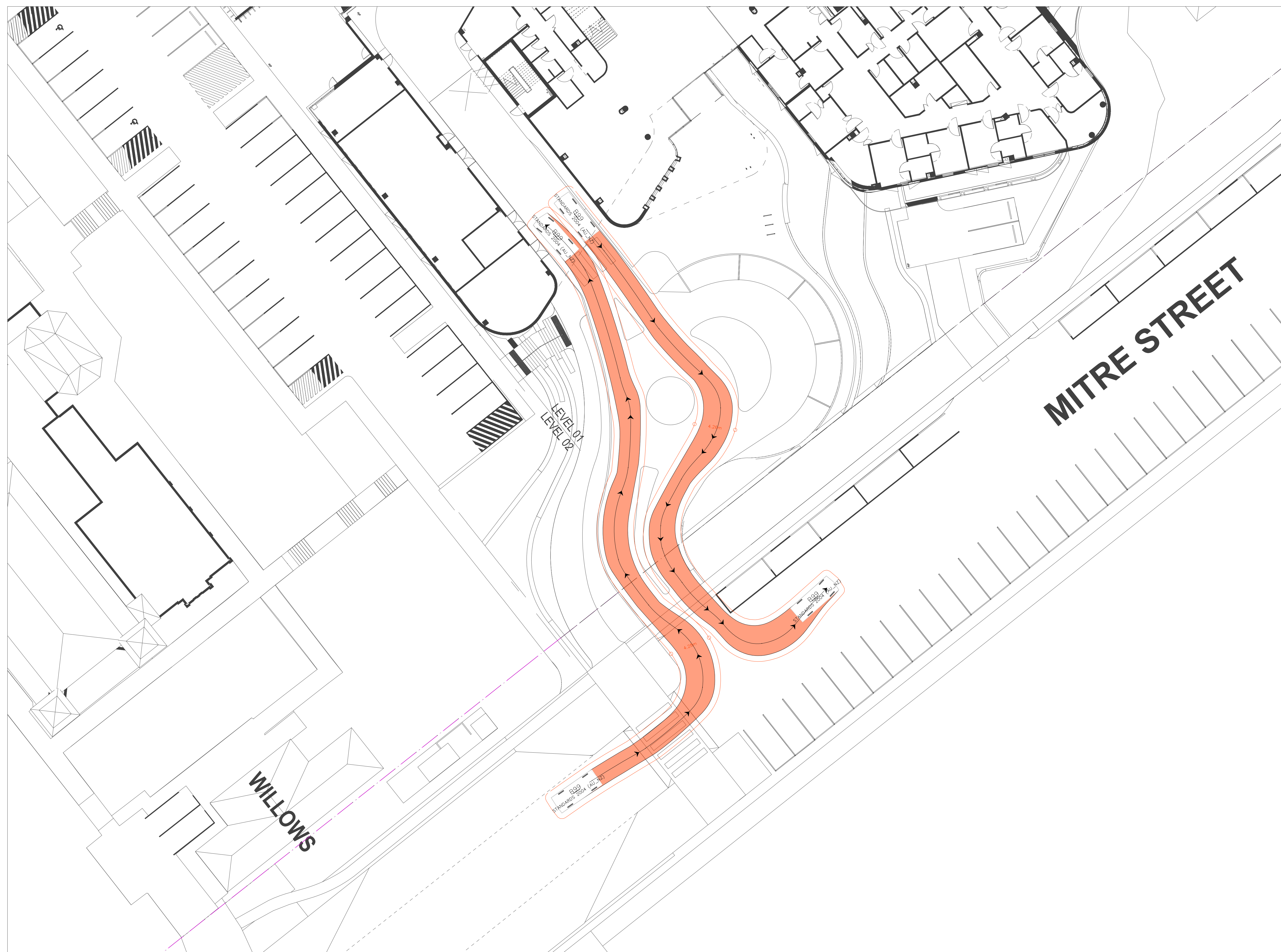
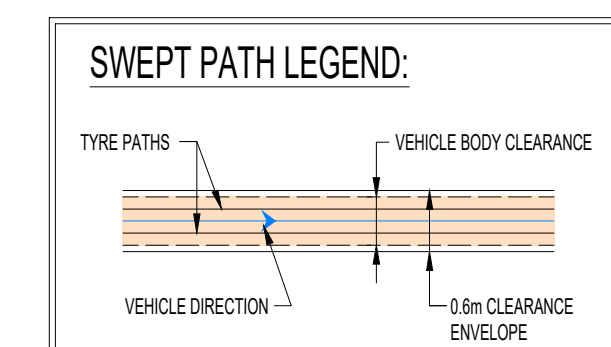
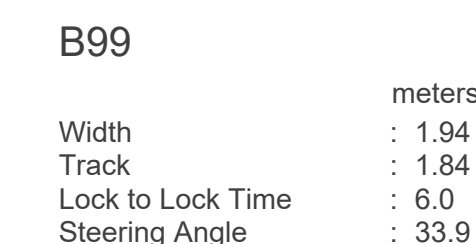


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Appendix A

Swept Path Analysis



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| | | | | | | | | | | | | | | |
| P2 | MITRE STREET ACCESS TURNING PATH | AA | GC | 05.07.24 | | | | | | | | | | |
| P1 | HOWICK STREET ACCESS TURNING PATH | AA | GC | 05.07.24 | | | | | | | | | | |
| Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date |

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| | Project |
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BATHURST HOSPITAL REDEVELOPMENT

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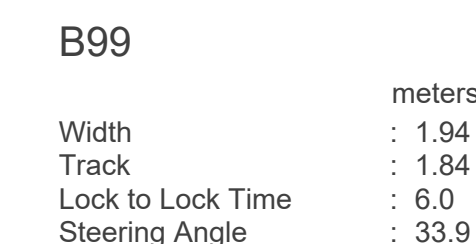
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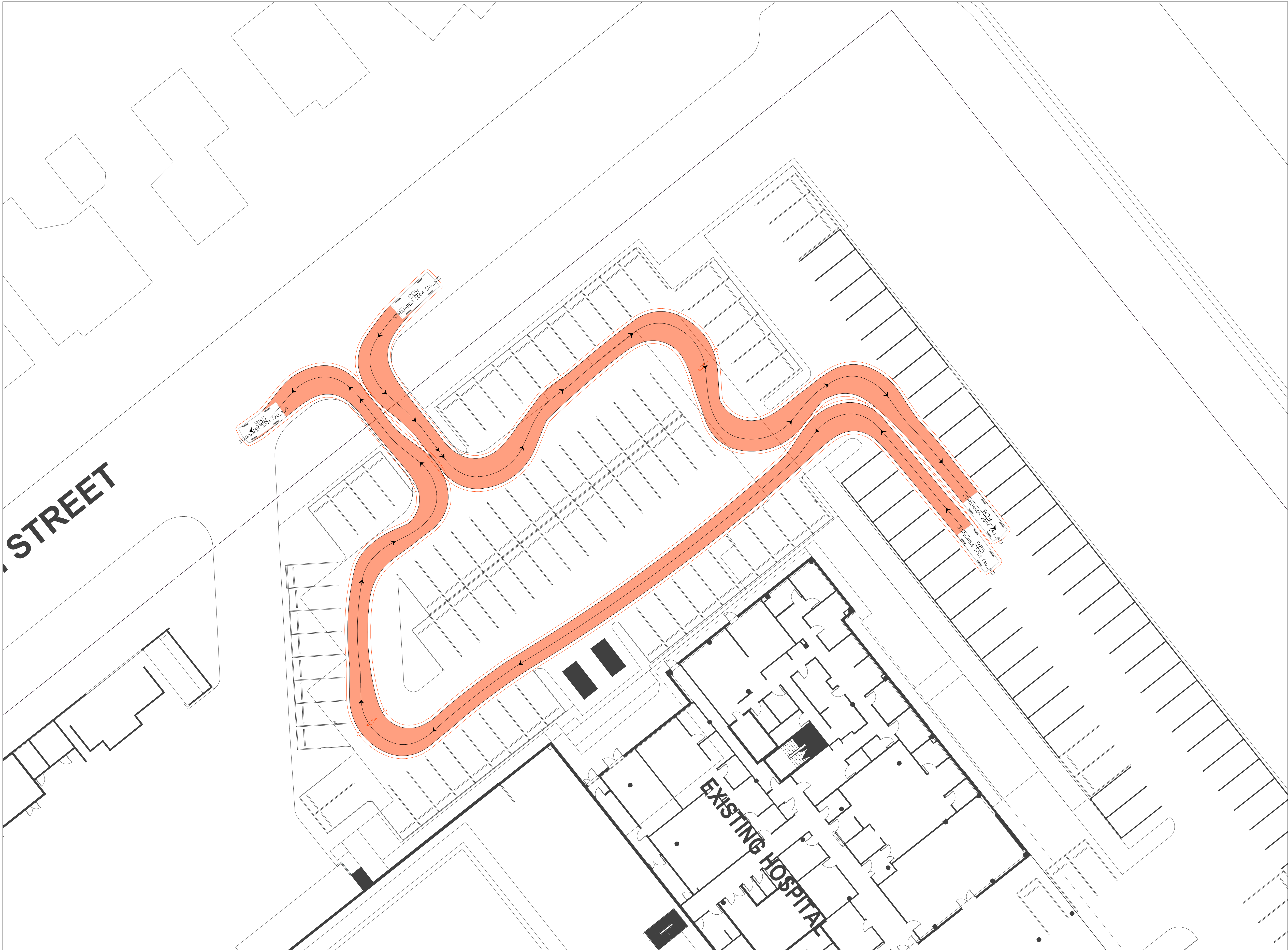
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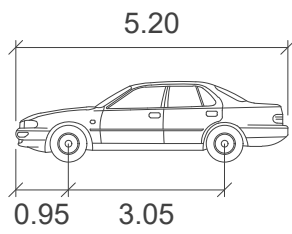
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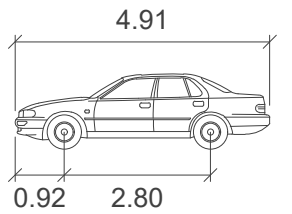
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THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT NOTES ON DRAWING C01

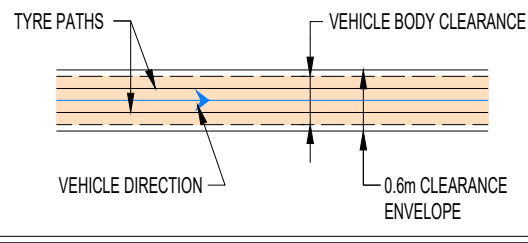


| | | | |
|-------------------|--------|------|------|
| B99 | 5.20 | 0.95 | 3.05 |
| Width | : 1.94 | | |
| Track | : 1.84 | | |
| Lock to Lock Time | : 6.0 | | |
| Steering Angle | : 33.9 | | |



| | | | |
|-------------------|--------|------|------|
| B85 | 4.91 | 0.92 | 2.80 |
| Width | : 1.87 | | |
| Track | : 1.77 | | |
| Lock to Lock Time | : 6.0 | | |
| Steering Angle | : 34.1 | | |

SWEPT PATH LEGEND:



PRELIMINARY
NOT TO BE USED
FOR CONSTRUCTION

File Name: SK013.dwg - USER: ammas - Plot File Created: Jul 29, 2024 - 9:08am

A1 0 1 2 3 4 5 6 7 8 9 10

| Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date |
|-----|-----------------------------------|-----|-------|----------|-----|-------------|-----|-------|------|-----|-------------|-----|-------|------|
| P3 | COMMONWEALTH STREET TURNING PATH | AA | GC | 05.07.24 | | | | | | | | | | |
| P2 | MITRE STREET ACCESS TURNING PATH | AA | GC | 05.07.24 | | | | | | | | | | |
| P1 | HOWICK STREET ACCESS TURNING PATH | AA | GC | 05.07.24 | | | | | | | | | | |

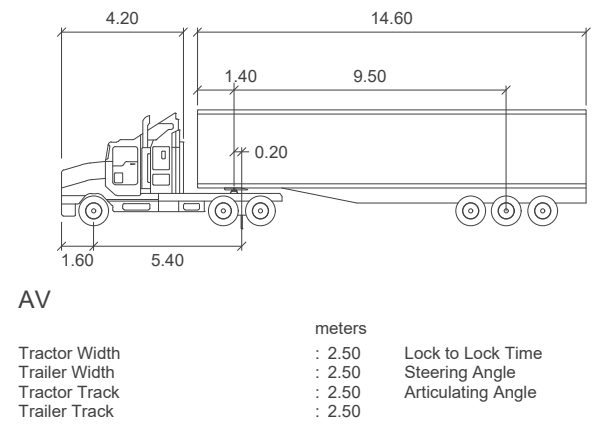
Architect
BILLARD LEECE PARTNERSHIP
LEVEL 20, 485 LATROBE STREET,
MELBOURNE 3000 VICTORIA, AUSTRALIA

Engineer
TTW **Structural Civil Traffic Façade**
612 9439 7288 | Level 6, 73 Miller Street, North Sydney, NSW 2060

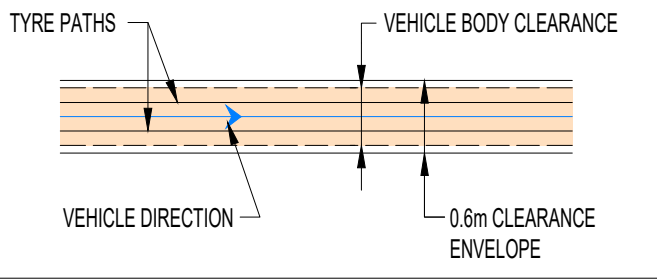
Project
BATHURST HOSPITAL
REDEVELOPMENT

Sheet Subject
SWEPT PATH ANALYSIS
B99 VEHICLE TURNING
COMMONWEALTH STREET

| | | |
|--|----------------------------|-----------------------|
| Scale : A1 1:200 | Drawn AA | Authorised GC |
| Job No 221946 | Drawing No SK014 | Revision P3 |
| Plot File Created: Jul 29, 2024 - 9:08am | | |



SWEPT PATH LEGEND:



COMMONWEALTH STREET

EXISTING
HELIPAD

PRELIMINARY
NOT TO BE USED
FOR CONSTRUCTION

Filename: S001.dwg - USER: ammers - Plot File Created: Jan 08, 2024 - 12:43pm

A1 0 1 2 3 4 5 6 7 8 9 10

| Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date |
|-----|-----------------------|-----|-------|----------|-----|-------------|-----|-------|------|-----|-------------|-----|-------|------|
| P3 | TRUCK TURNING CIRCLES | AA | GC | 08.01.24 | | | | | | | | | | |
| P2 | TRUCK TURNING CIRCLES | AA | GC | 06.09.23 | | | | | | | | | | |
| P1 | TRUCK TURNING CIRCLES | AA | GC | 24.05.23 | | | | | | | | | | |

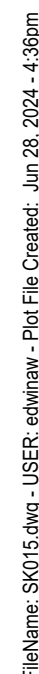
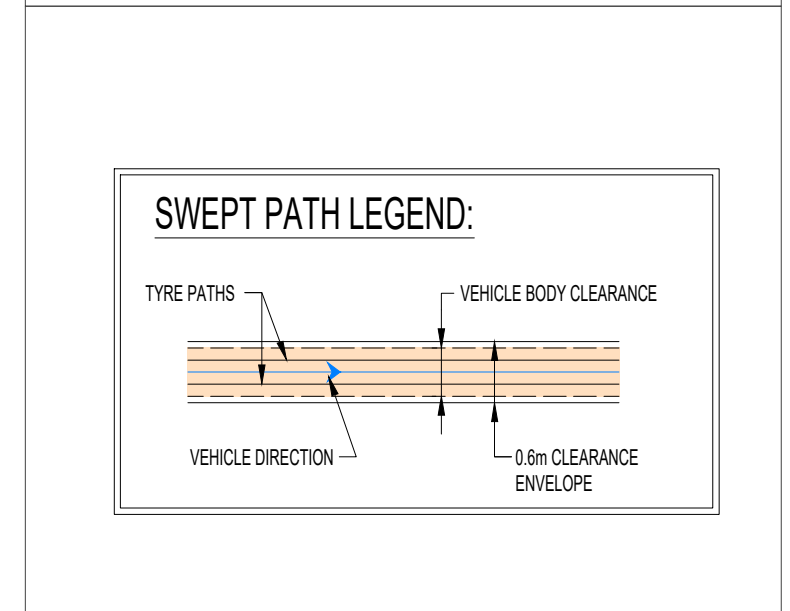
Architect
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Engineer
TTW **Structural Civil Traffic Façade**
612 9439 7288 | Level 6, 73 Miller Street, North Sydney, NSW 2060

Project
**BATHURST HOSPITAL
REDEVELOPMENT**

Sheet Subject
**SWEPT PATH ANALYSIS
FOR ARTICULATED VEHICLE
TRUCK 20M TURNING DIAGRAM**

| | | |
|---|--------------------|------------------|
| Scale : A1 1:200 | Drawn AA | Authorised GC |
| Job No 221946 | Drawing No SK01 | Revision P3 |
| Plot File Created: Jan 08, 2024 - 12:43pm | | |



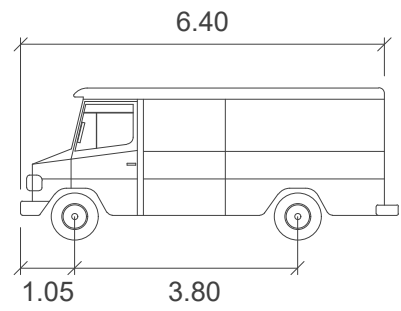
PRELIMINARY
NOT TO BE USED
FOR CONSTRUCTION

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| <div><div>12345678910</div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div> | | | | | | | | | | <div>Architect</div> <div>BILLARD LEECE PARTNERSHIP LEVEL 20, 485 LATROBE STREET, MELBOURNE 3000 VICTORIA, AUSTRALIA</div> | | | | <div>Engineer</div> <div><div>TTW</div><div>Structural Civil Traffic Façade</div></div> <div>612 9439 7288 Level 6, 73 Miller Street, North Sydney, NSW 2060</div> | | | | <div>Project</div> <div>BATHURST HOSPITAL REDEVELOPMENT</div> | | | | <div>Sheet Subject</div> <div>SWEPT PATH ANALYSIS MOBILE CRANE WESTERN LOCATION TURNING DIAGRAM</div> | | | | <div>Scale : A1 1:200</div> <div>Drawn AA</div> <div>Authorised GC</div> <div>Job No 221946</div> <div>Drawing No SK015</div> <div>Revision P1</div> <div>Plot File Created: Jun 28, 2024 - 4:36pm</div> | | | |
| <div>P1 MOBILE CRANE TURNING PATH</div> <div>AA GC 10:05:24</div> | | | | | | | | | | <div>Rev Description</div> <div>Eng Draft Date</div> | | | | <div>Rev Description</div> <div>Eng Draft Date</div> | | | | <div>Rev Description</div> <div>Eng Draft Date</div> | | | | <div>Rev Description</div> <div>Eng Draft Date</div> | | | | | | | |

File Name: SK013.dwg - USER: ammas - Plot File Created: Jul 29, 2024 - 9:04am

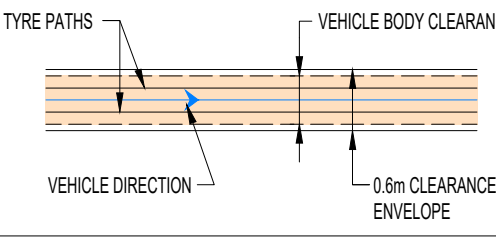


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| SRV | |
|-------------------|------|
| Width | 6.40 |
| Track | 3.80 |
| Lock to Lock Time | 1.05 |
| Steering Angle | 38.1 |

SWEPT PATH LEGEND:



A1 0 1 2 3 4 5 6 7 8 9 10

| | | | | | | | | | | | | | | |
|-----|-----------------------------------|-----|-------|----------|-----|-------------|-----|-------|------|-----|-------------|-----|-------|------|
| P6 | UNDER CROFT PARKING TURNING PATH | AA | GC | 05.07.24 | | | | | | | | | | |
| P5 | UNDER CROFT PARKING TURNING PATH | AA | GC | 05.07.24 | | | | | | | | | | |
| P4 | UNDER CROFT PARKING TURNING PATH | AA | GC | 05.07.24 | | | | | | | | | | |
| P3 | COMMONWEALTH STREET TURNING PATH | AA | GC | 05.07.24 | | | | | | | | | | |
| P2 | MITRE STREET ACCESS TURNING PATH | AA | GC | 05.07.24 | | | | | | | | | | |
| P1 | HOWICK STREET ACCESS TURNING PATH | AA | GC | 05.07.24 | | | | | | | | | | |
| Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date |

Architect
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MELBOURNE 3000 VICTORIA, AUSTRALIA

Engineer

**Structural
Civil
Traffic
Façade**

612 9439 7288 | Level 6, 73 Miller Street, North Sydney, NSW 2060

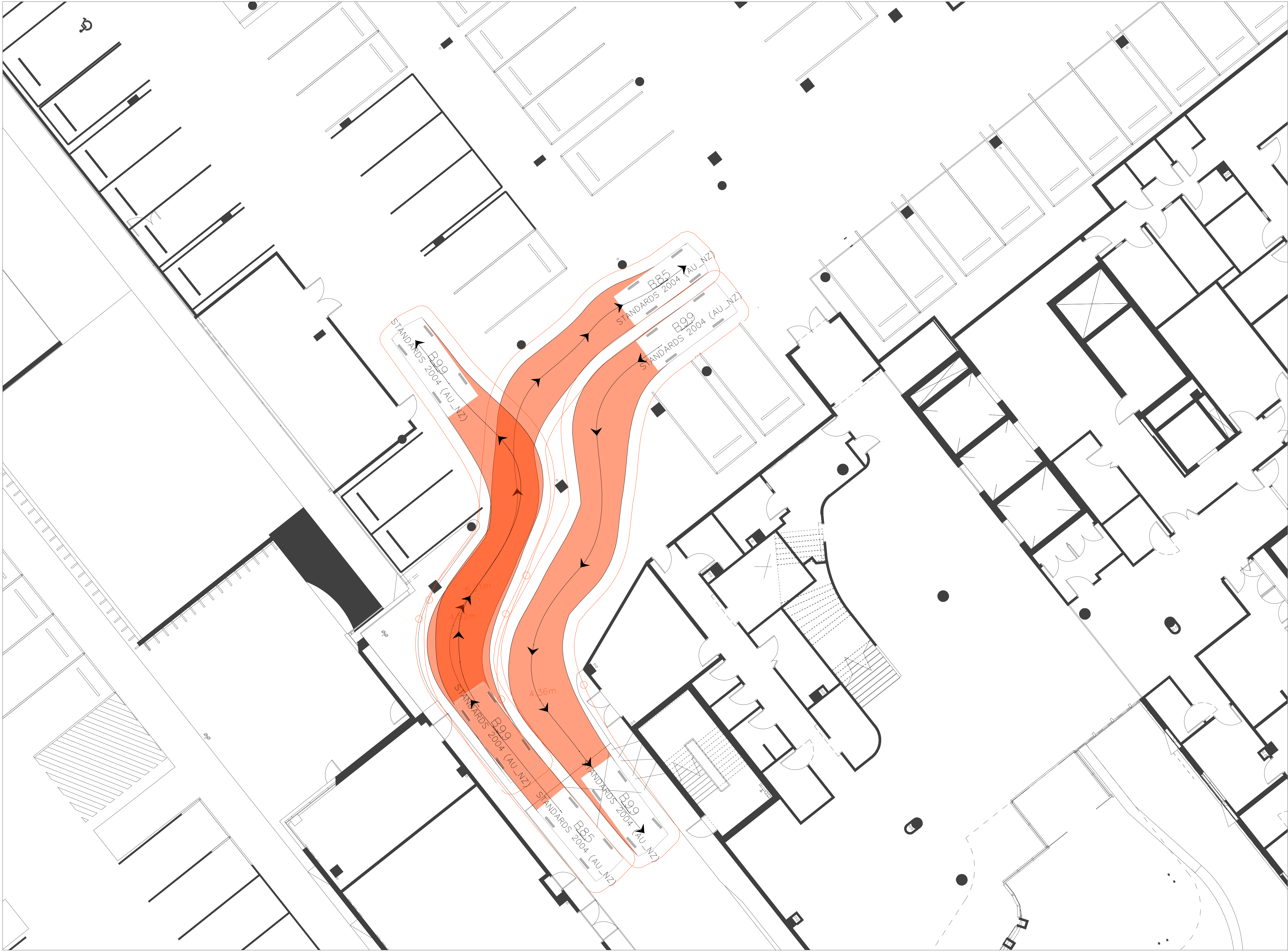
Project
**BATHURST HOSPITAL
REDEVELOPMENT**

Sheet Subject
**SWEPT PATH ANALYSIS
HEARSE VEHICLE TURNING
DIAGRAM**

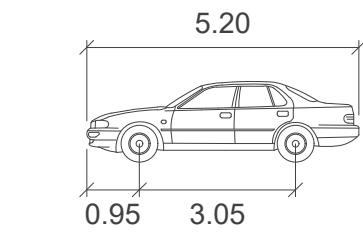
PRELIMINARY
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FOR CONSTRUCTION

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| Scale : A1 1:200 | Drawn AA | Authorised GC |
| Job No 221946 | Drawing No SK014 | Revision P6 |
| Plot File Created: Jul 29, 2024 - 9:04am | | |

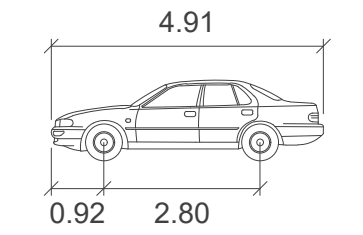
Filename: SK013.dwg - USER: ammas - Plot File Created: Jul 29, 2024 - 9:01am



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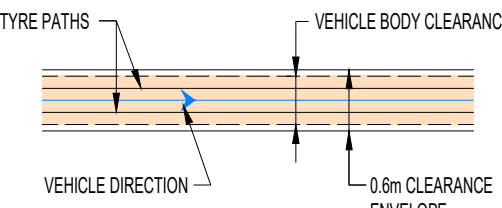


| | | |
|-------------------|---|--------|
| B99 | | metres |
| Width | : | 1.94 |
| Track | : | 1.84 |
| Lock to Lock Time | : | 6.0 |
| Steering Angle | : | 33.9 |



| | | |
|-------------------|---|--------|
| B85 | | metres |
| Width | : | 1.87 |
| Track | : | 1.77 |
| Lock to Lock Time | : | 6.0 |
| Steering Angle | : | 34.1 |

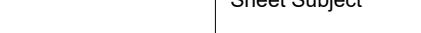
SWEPT PATH LEGEND:

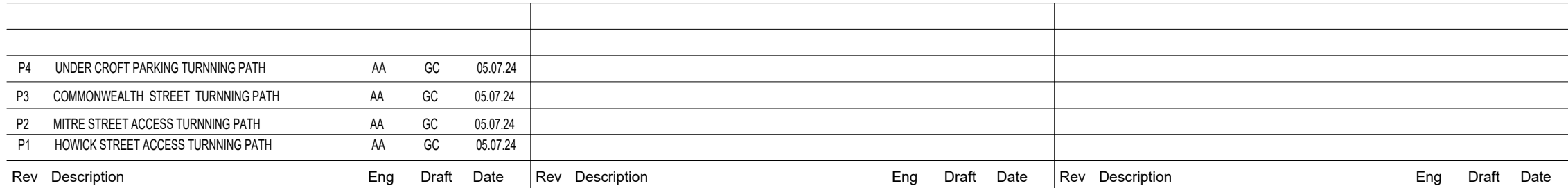
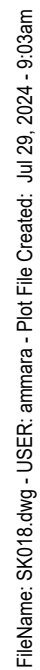


PRELIMINARY
NOT TO BE USED
FOR CONSTRUCTION

A1 0 1 2 3 4 5 6 7 8 9 10

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| <table><tr><td>P5</td><td>UNDER CROFT PARKING TURNING PATH</td><td>AA</td><td>GC</td><td>05.07.24</td></tr><tr><td>P4</td><td>UNDER CROFT PARKING TURNING PATH</td><td>AA</td><td>GC</td><td>05.07.24</td></tr><tr><td>P3</td><td>COMMONWEALTH STREET TURNING PATH</td><td>AA</td><td>GC</td><td>05.07.24</td></tr><tr><td>P2</td><td>MITRE STREET ACCESS TURNING PATH</td><td>AA</td><td>GC</td><td>05.07.24</td></tr><tr><td>P1</td><td>HOWICK STREET ACCESS TURNING PATH</td><td>AA</td><td>GC</td><td>05.07.24</td></tr></table> | | | | P5 | UNDER CROFT PARKING TURNING PATH | AA | GC | 05.07.24 | P4 | UNDER CROFT PARKING TURNING PATH | AA | GC | 05.07.24 | P3 | COMMONWEALTH STREET TURNING PATH | AA | GC | 05.07.24 | P2 | MITRE STREET ACCESS TURNING PATH | AA | GC | 05.07.24 | P1 | HOWICK STREET ACCESS TURNING PATH | AA | GC | 05.07.24 | <table><tr><td>Rev</td><td>Description</td><td>Eng</td><td>Draft</td><td>Date</td></tr></table> | | | | Rev | Description | Eng | Draft | Date | <table><tr><td>Rev</td><td>Description</td><td>Eng</td><td>Draft</td><td>Date</td></tr></table> | | | | Rev | Description | Eng | Draft | Date |
| P5 | UNDER CROFT PARKING TURNING PATH | AA | GC | 05.07.24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| P3 | COMMONWEALTH STREET TURNING PATH | AA | GC | 05.07.24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Rev | Description | Eng | Draft | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | |
|--|--|---|--|------------------------------------|--|--|--|
| Architect | | Engineer | | Project | | Sheet Subject | |
| BILLARD LEECE PARTNERSHIP LEVEL 20, 485 LATROBE STREET, MELBOURNE 3000 VICTORIA, AUSTRALIA | |  Structural Civil Traffic Façade 612 9439 7288 Level 6, 73 Miller Street, North Sydney, NSW 2060 | | BATHURST HOSPITAL REDEVELOPMENT | | SWEPT PATH ANALYSIS B99 VEHICLE TURNING | |
| | | | | | | Scale : A1 1:100 | |
| | | | | | | Drawn AA | |
| | | | | | | Authorised GC | |
| | | | | | | Job No 221946 | |
| | | | | | | Drawing No SK014 | |
| | | | | | | Revision P5 | |
| | | | | | | Plot File Created: Jul 29, 2024 - 9:01am | |



Engineer

TTW **Structural
Civil
Traffic
Façade**

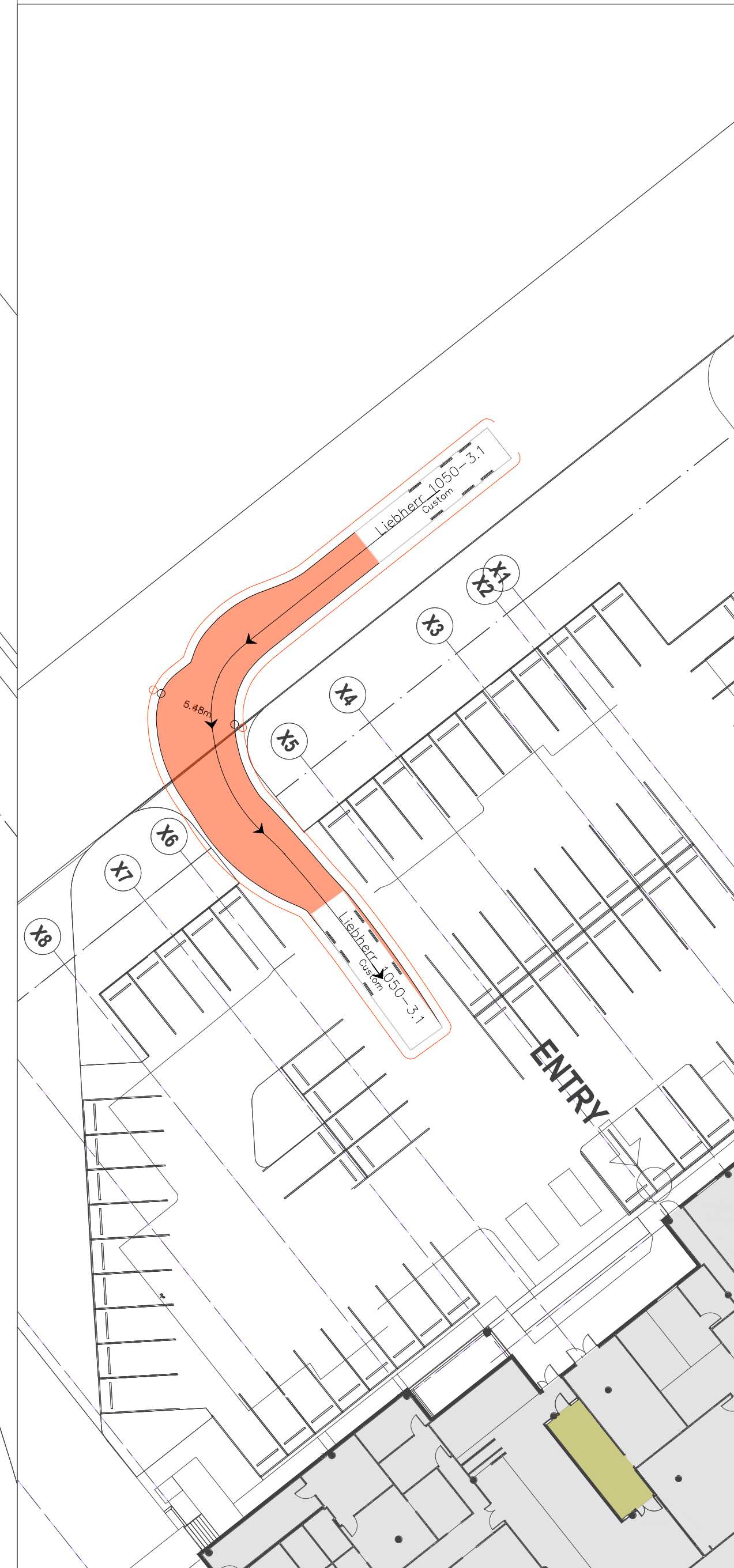
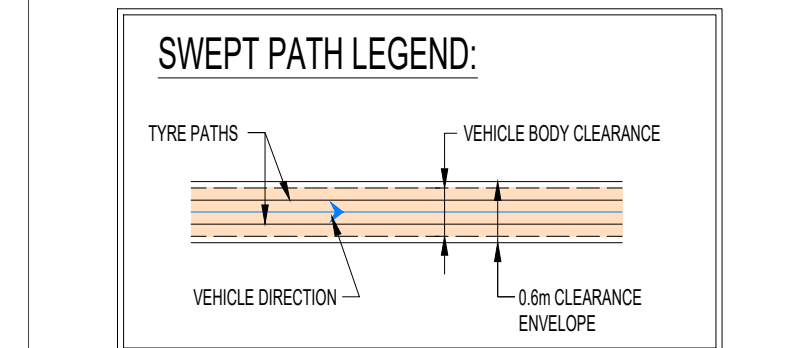
612 9439 7288 | Level 6, 73 Miller Street, North Sydney, NSW 2060

Sheet Subject

SWEPT PATH ANALYSIS
B99 VEHICLE TURNING

| | | |
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| 221946 | SK014 | P4 |
| Plot File Created: Jul 29, 2024 - 9:03am | | |

THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL
RELEVANT NOTES ON DRAWING C01



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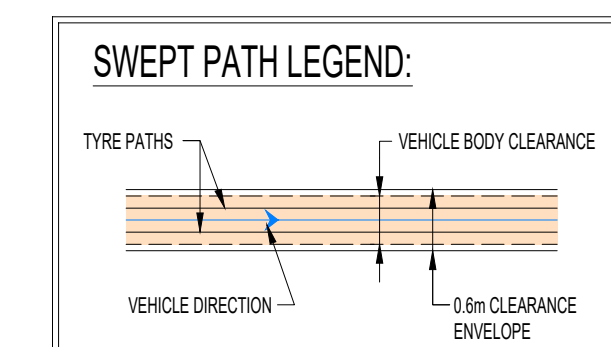
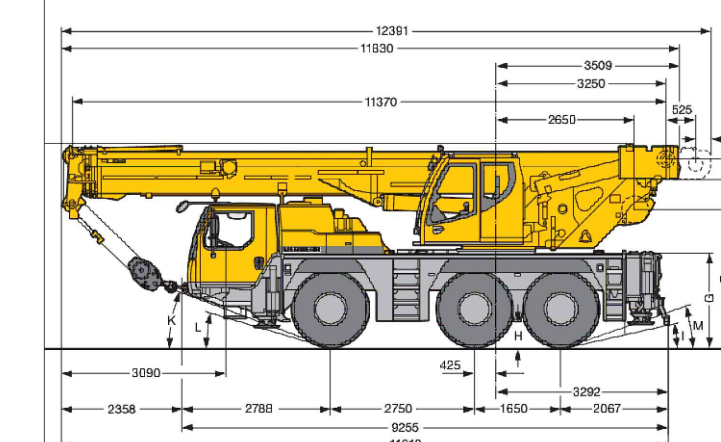
221946 SK016 P1

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THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL
RELEVANT NOTES ON DRAWING C01



FileName: SK017.dwg - USER: edwinaw - Plot File Created: Jun 28, 2024 - 6:08pm

PRELIMINARY
NOT TO BE USED
FOR CONSTRUCTION

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| Scale : A1 | Drawn | Authorised |
| 1:300 | AA | GC |

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| Job No | Drawing No | Revision |
| 221946 | SK017 | P1 |

Plot File Created: Jun 28, 2024 - 6:08pm

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| | | | | | | | | | |
| P1 | MOBILE CRANE TURNING PATH | | | AA | GC | 10.05.24 | | | |
| Rev | Description | Enq | Draft | Date | Rev | Description | Enq | Draft | Date |

Architect
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MELBOURNE 3000 VICTORIA, AUSTRALIA

| |
|----------|
| Engineer |
|----------|



612 9439 7288 | Level 6, 73 Miller Street, North Sydney, NSW 2060

| | |
|--|---------|
| | Project |
|--|---------|

BATHURST HOSPITAL REDEVELOPMENT

| | |
|--|---------------|
| | Sheet Subject |
|--|---------------|

SWEPT PATH ANALYSIS
MOBILE CRANE EASTERN
LOCATION TURNING DIAGRAM
- EXIT

Scale : A1
1:300

Job No
221946

Plot File Created: Jun 28, 2024 - 6:08pm

Drawn

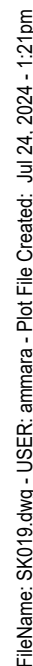
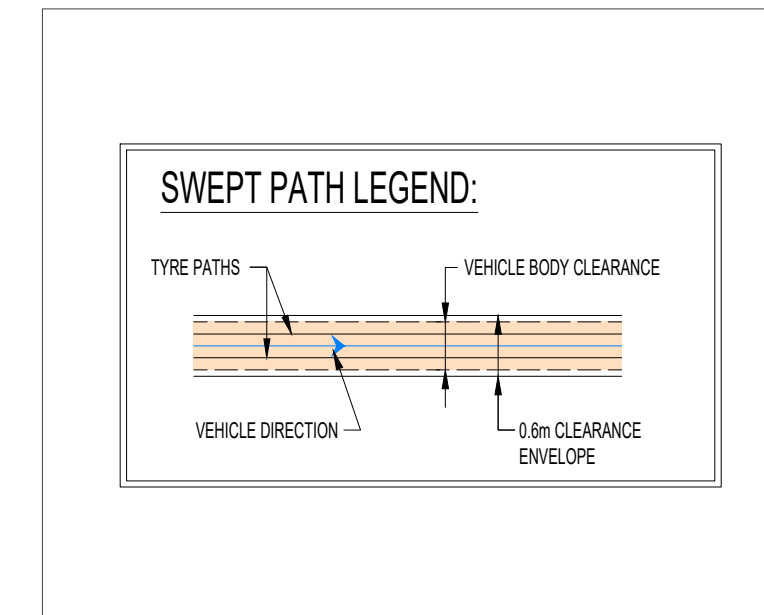
AA

Authorised

GC

| | |
|-----|----------|
| No | Revision |
| 017 | P1 |

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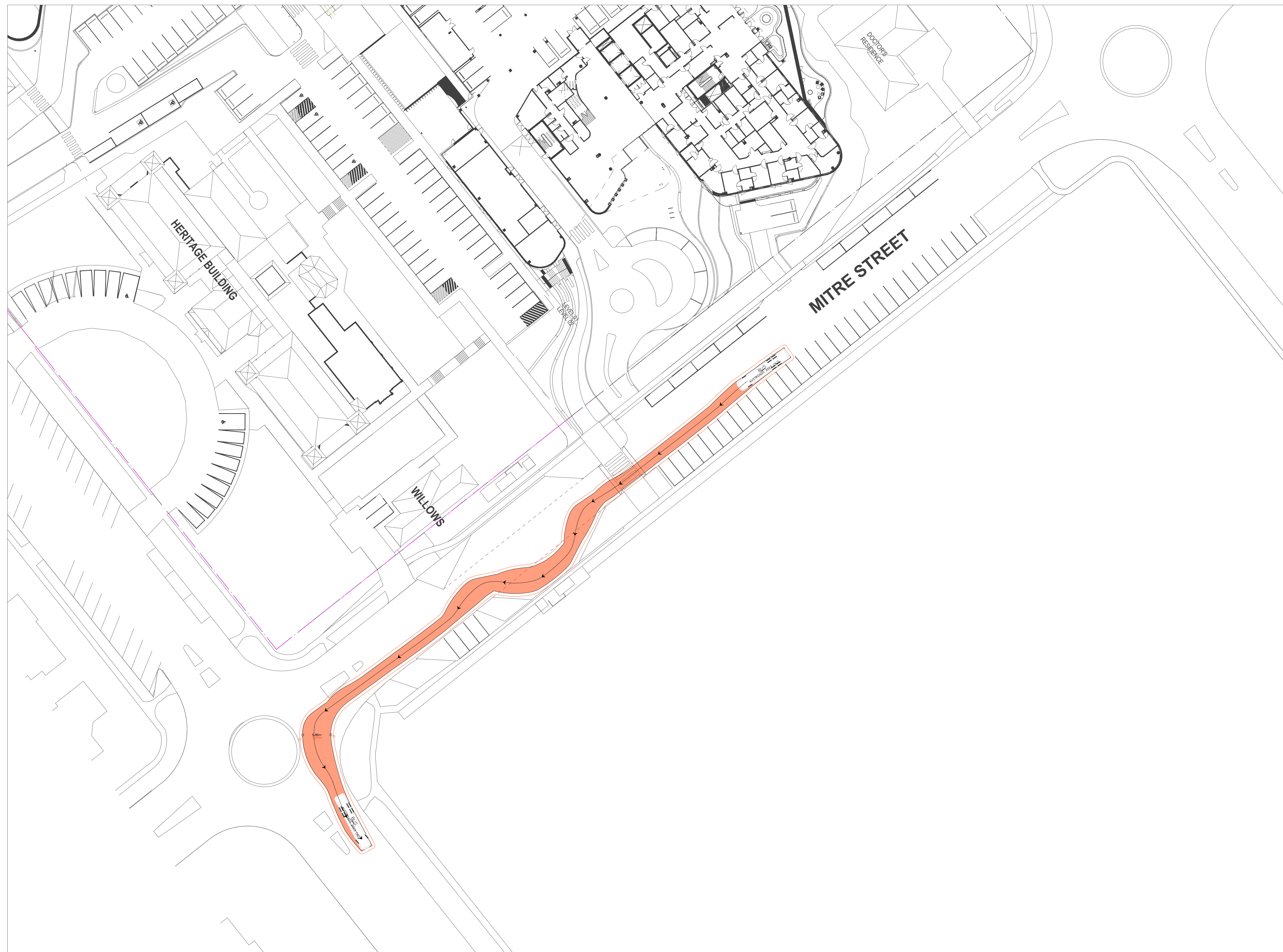
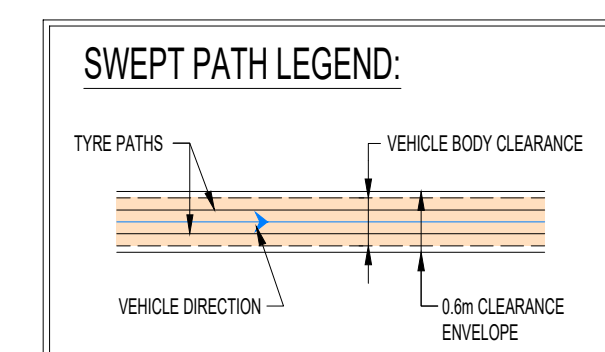
PRELIMINARY
NOT TO BE USED
FOR CONSTRUCTION

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THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL
RELEVANT NOTES ON DRAWING C01



| | |
|-------------------|--------|
| | meters |
| Width | : 2.50 |
| Track | : 2.50 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 36.6 |



FileName: SK019.dwg - USER: ammara - Plot File Created: Jul 24, 2024 - 1:22am

A1 0 1 2 3 4 5 6 7 8 9 10

| | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | |
| P2 | MITRE STREET - BUS STOP | | | | AA | GC | 24.07.24 | | | | | | | | | | | | |
| P1 | MITRE STREET - BUS STOP | | | | AA | GC | 24.07.24 | | | | | | | | | | | | |
| Rev | Description | | | | Eng | Draft | Date | | | Rev | Description | | | | Eng | Draft | Date | | |

Architect
BILLARD LEECE PARTNERSHIP
LEVEL 20, 485 LATROBE STREET,
MELBOURNE 3000 VICTORIA, AUSTRALIA

| | |
|--|----------|
| | Engineer |
|--|----------|



612 9439 7288 | Level 6, 73 Miller Street, North Sydney, NSW 2060

| | |
|--|---------|
| | Project |
|--|---------|

BATHURST HOSPITAL REDEVELOPMENT

| | |
|--|---------------|
| | Sheet Subject |
|--|---------------|

SWEPT PATH ANALYSIS
BUS STOP

PRELIMINARY
NOT TO BE USED
FOR CONSTRUCTION

| | | |
|------------|-------|------------|
| Scale : A1 | Drawn | Authorised |
| 1:200 | AA | GC |

| | | |
|--------|------------|----------|
| Job No | Drawing No | Revision |
| 221946 | SK019 | P2 |

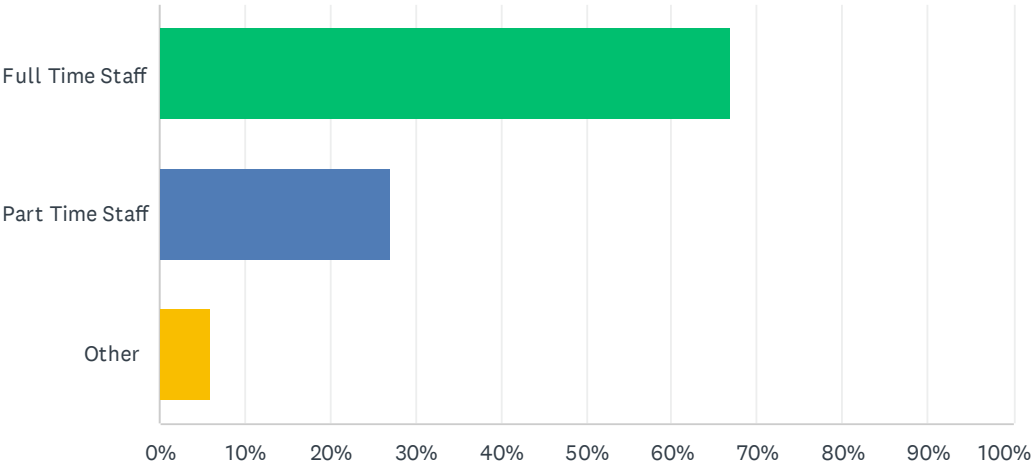
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Appendix B

Staff Travel Survey Results

Q1 Are you full time / part time or other?

Answered: 248 Skipped: 2



| ANSWER CHOICES | RESPONSES | |
|-----------------|-----------|-----|
| Full Time Staff | 66.94% | 166 |
| Part Time Staff | 27.02% | 67 |
| Other | 6.05% | 15 |
| TOTAL | | 248 |

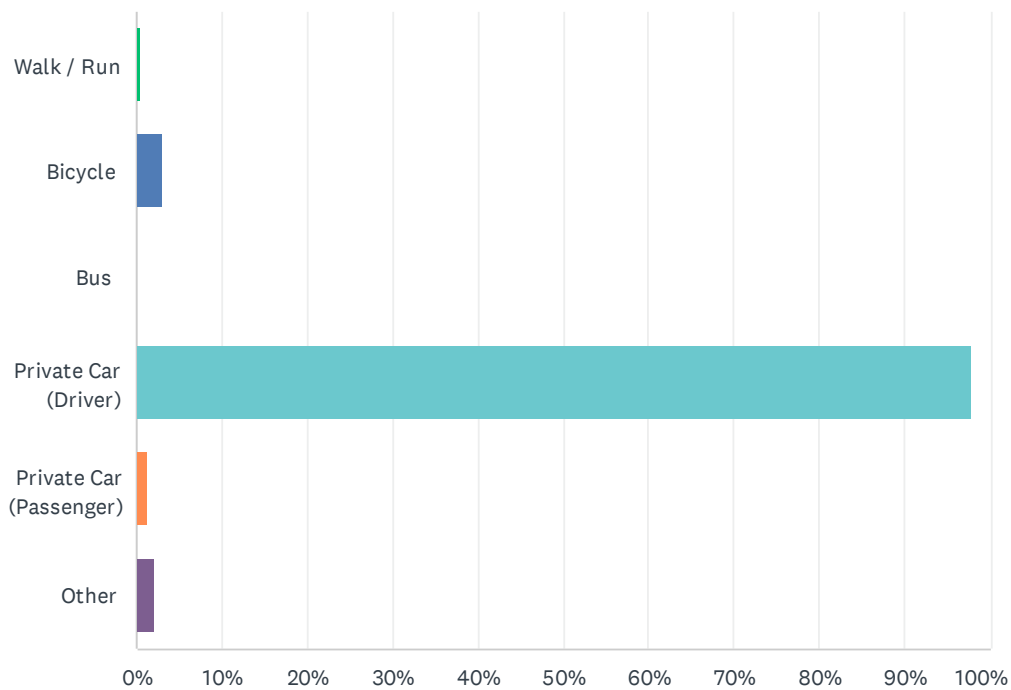
Q2 What time do you typically start and finish?

Answered: 236 Skipped: 14

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Finish | 100.00% | 236 |
| Start | 100.00% | 236 |

Q3 How do you usually travel to work? (Select one option)

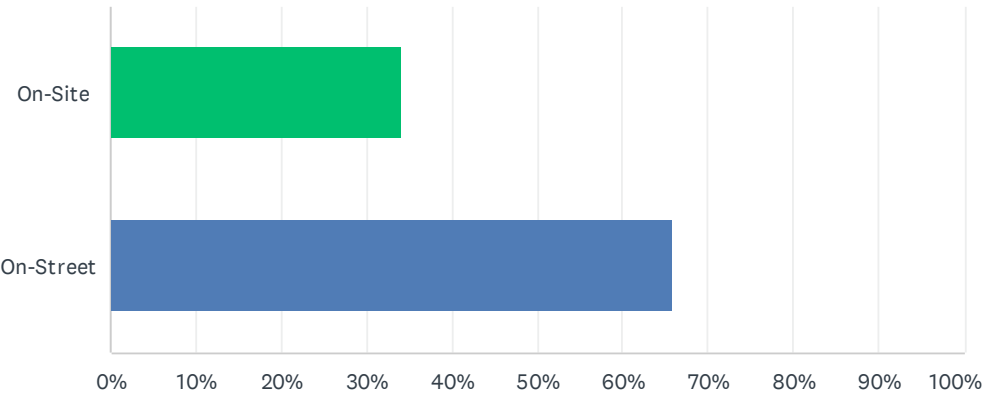
Answered: 237 Skipped: 13



| ANSWER CHOICES | RESPONSES | |
|-------------------------|-----------|-----|
| Walk / Run | 0.42% | 1 |
| Bicycle | 2.95% | 7 |
| Bus | 0.00% | 0 |
| Private Car (Driver) | 97.89% | 232 |
| Private Car (Passenger) | 1.27% | 3 |
| Other | 2.11% | 5 |
| Total Respondents: 237 | | |

Q4 If you drive to the Hospital, where do you usually park?

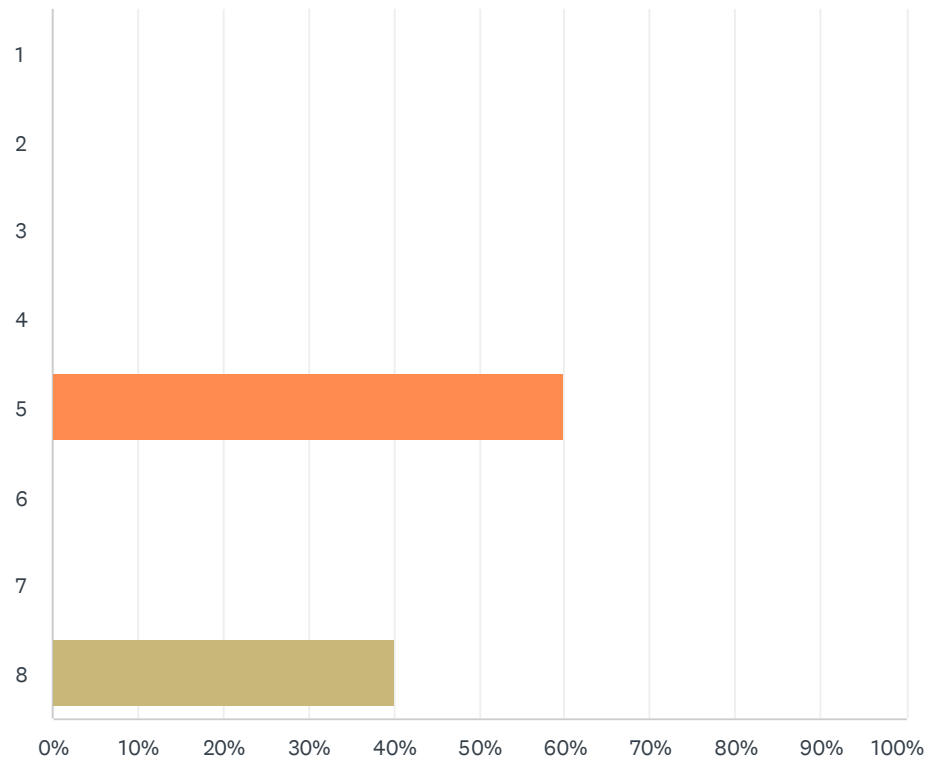
Answered: 235 Skipped: 15



| ANSWER CHOICES | | RESPONSES | |
|----------------|--|-----------|-----|
| On-Site | | 34.04% | 80 |
| On-Street | | 65.96% | 155 |
| TOTAL | | | 235 |

Q5 If you park on site, which car park do you typically park in?

Answered: 70 Skipped: 180



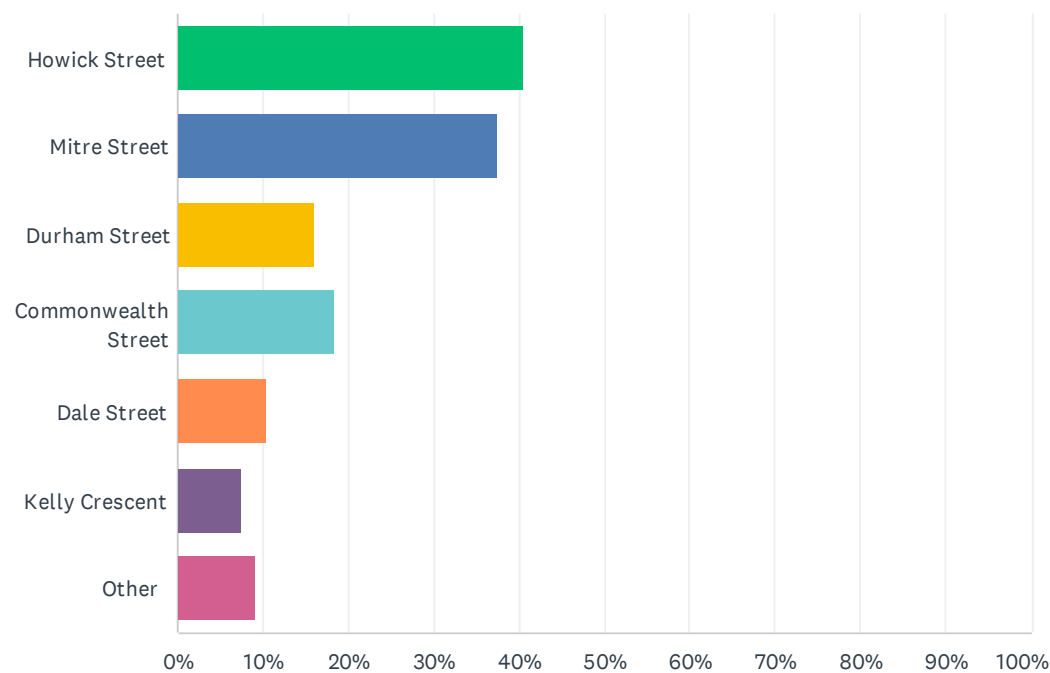
| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|----|
| 1 | 0.00% | 0 |
| 2 | 0.00% | 0 |
| 3 | 0.00% | 0 |
| 4 | 0.00% | 0 |
| 5 | 60.00% | 42 |
| 6 | 0.00% | 0 |
| 7 | 0.00% | 0 |
| 8 | 40.00% | 28 |
| TOTAL | | 70 |

Q6 Why do you use that car park?

Answered: 79 Skipped: 171

Q7 If you park on street which street do you typically park in?

Answered: 163 Skipped: 87



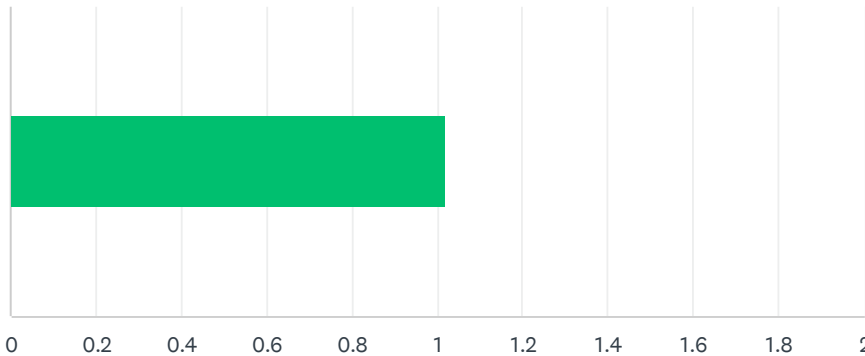
| ANSWER CHOICES | RESPONSES | |
|------------------------|-----------|----|
| Howick Street | 40.49% | 66 |
| Mitre Street | 37.42% | 61 |
| Durham Street | 15.95% | 26 |
| Commonwealth Street | 18.40% | 30 |
| Dale Street | 10.43% | 17 |
| Kelly Crescent | 7.36% | 12 |
| Other | 9.20% | 15 |
| Total Respondents: 163 | | |

Q8 Why do you park on that street?

Answered: 157 Skipped: 93

Q9 If you are a car passenger or driver, how many people (including yourself) are generally in your car?

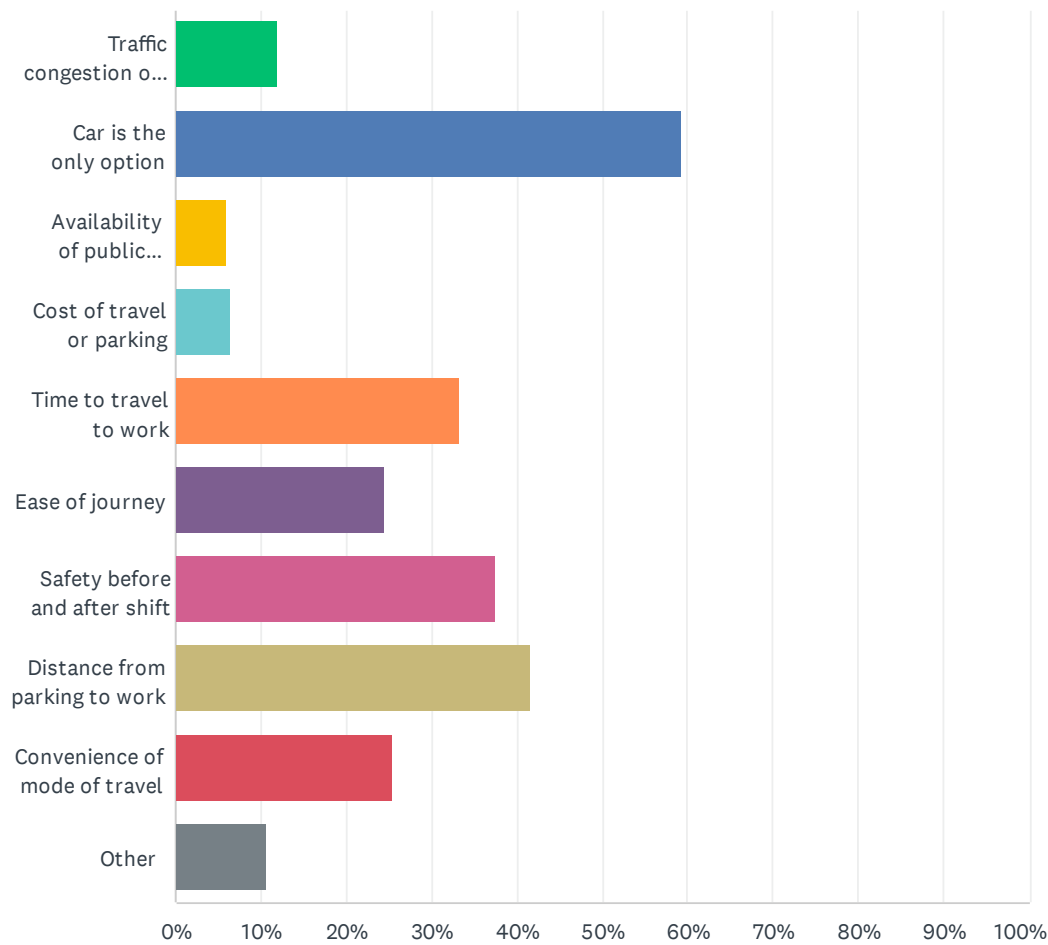
Answered: 213 Skipped: 37



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 1 | 217 | 213 |
| Total Respondents: 213 | | | |

Q10 What are your main considerations when thinking about your travel to and from work?

Answered: 216 Skipped: 34

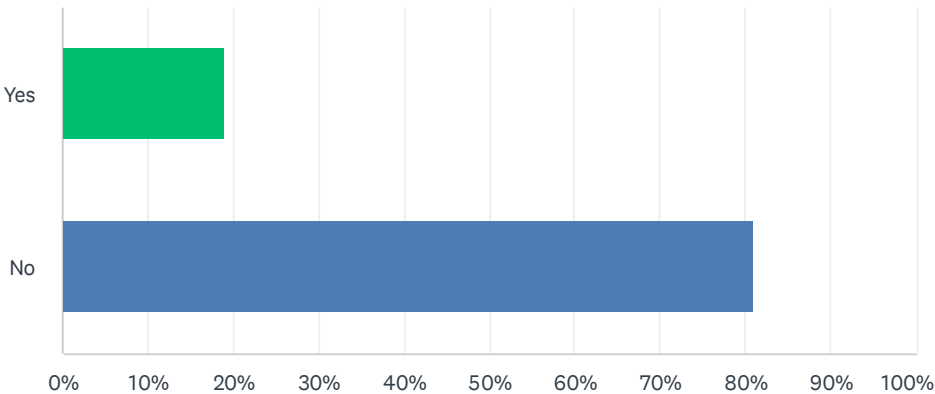


Bathurst Hospital Staff Travel Survey

| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| Traffic congestion or road works | 12.04% | 26 |
| Car is the only option | 59.26% | 128 |
| Availability of public transport options | 6.02% | 13 |
| Cost of travel or parking | 6.48% | 14 |
| Time to travel to work | 33.33% | 72 |
| Ease of journey | 24.54% | 53 |
| Safety before and after shift | 37.50% | 81 |
| Distance from parking to work | 41.67% | 90 |
| Convenience of mode of travel | 25.46% | 55 |
| Other | 10.65% | 23 |
| Total Respondents: 216 | | |

Q11 If you are travelling to work as a car driver, would you consider using other modes of travel (e.g. carpool, bus, etc.) if such modes were more available and why?

Answered: 217 Skipped: 33



| ANSWER CHOICES | | RESPONSES | |
|----------------|--|-----------|-----|
| Yes | | 18.89% | 41 |
| No | | 81.11% | 176 |
| TOTAL | | | 217 |

Q12 What challenges do you perceive for patients and visitors regarding on campus parking?

Answered: 214 Skipped: 36

Q13 What are some solutions that could be investigated to improve on campus parking for patients and visitors on campus?

Answered: 207 Skipped: 43

Q14 Do you have any suggestions for improving access and parking at Bathurst Health Service for staff, patients and visitors?

Answered: 181 Skipped: 69

Q15 Do you have any other feedback related to current carparking and access to the Hospital?

Answered: 158 Skipped: 92

Q16 One of the options being considered is the development of an operational policy regarding access to services and parking on the Bathurst Health Service campus. This policy would be guided by the principle of safe and equitable access to the campus for all staff, patients and visitors. The policy will consider options such as improving turnover of parking on campus by changing parking time limits in some areas, designating parking in some areas of the campus to support staff safety and access, and improving current available parking spaces on campus. Feedback you provide through this survey will also be considered as part of policy development, and staff will be consulted throughout the process. With this in mind, what do you see as the opportunities and benefits in an operational policy of this nature? What do you feel the challenges could be in implementation?

Answered: 137 Skipped: 113

Appendix C

Parking Occupancy Survey

P - Bathurst Parking Survey



Parking Occupancy Survey

| | |
|------------------|-----------------------------|
| Date: | Tuesday, 14 February 2023 |
| Location: | P - Bathurst Parking Survey |
| GPS: | |
| Weather: | Fine |
| Customer: | TTW |

[illegible]

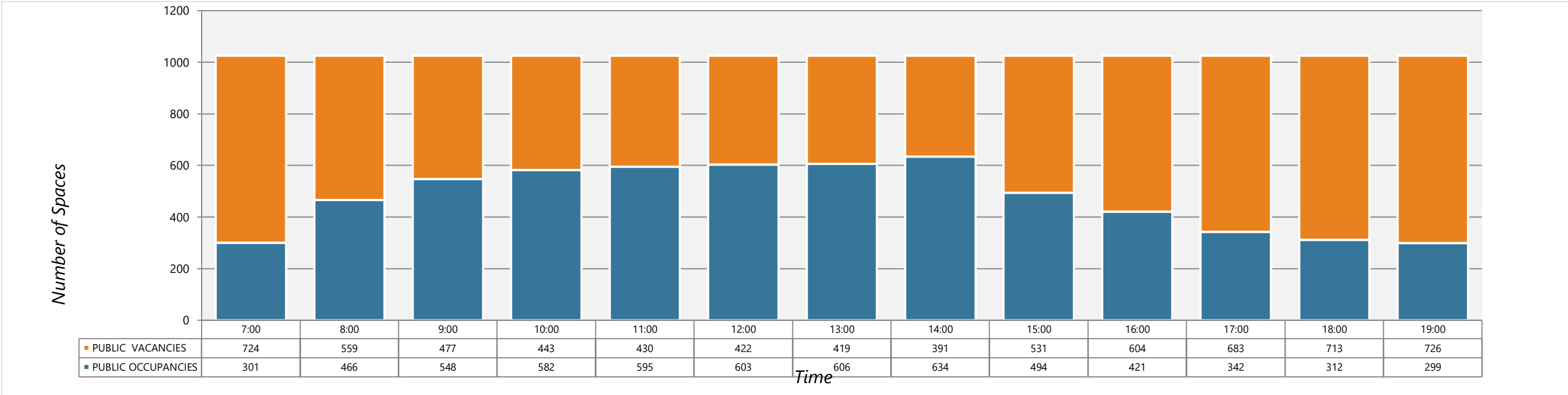
P - Bathurst Parking Survey

| | | | | | | | | | | | | | | | | | | |
|---|--|-------------|---------------------------------|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 0 | | Kelley Cres | Russell St To Howick St | N | No Parking | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | | | Howick St To Russell St | S | No Stopping | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Unrestricted | 15 | 2 | 6 | 8 | 8 | 7 | 8 | 9 | 9 | 7 | 7 | 5 | 4 |
| 0 | | | | | No Stopping | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | Mitre St | Russell St To Howick St | N | Unrestricted | 18 | 3 | 9 | 12 | 13 | 12 | 12 | 12 | 11 | 9 | 8 | 7 | 3 |
| 0 | | | Howick St To Durham St | N | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Unrestricted | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 3 | 1 | 1 | 1 |
| 0 | | | | | No Stopping | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Unrestricted | 4 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 1 | 2 | 2 | 3 |
| 0 | | | | | No Stopping | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Unrestricted | 6 | 0 | 3 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 2 | 2 | 1 |
| 0 | | | Durham St To Clu Da Sec | N | No Stopping | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Unrestricted | 15 | 4 | 5 | 7 | 8 | 8 | 8 | 8 | 8 | 2 | 2 | 2 | 2 |
| 1 | | | Clu Da Sect To Durham St | S | Unrestricted | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | S | Unrestricted 90 D Angle Parking | 15 | 2 | 9 | 13 | 14 | 14 | 10 | 7 | 8 | 6 | 5 | 4 | 3 |
| 1 | | | | | Unrestricted | 5 | 0 | 3 | 4 | 4 | 4 | 4 | 3 | 2 | 2 | 2 | 2 | 2 |
| 0 | | | Durham St To Howick St | S | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Unrestricted 45 D Angle Parking | 37 | 13 | 29 | 35 | 37 | 37 | 36 | 35 | 37 | 27 | 18 | 10 | 8 |
| 0 | | | | | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | | | Howick St To Russell St | | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Unrestricted | 18 | 1 | 5 | 10 | 12 | 12 | 13 | 14 | 14 | 11 | 7 | 6 | 2 |
| 1 | | Hope St | Russell St To Howick St | N | Unrestricted | 24 | 5 | 5 | 6 | 6 | 6 | 5 | 3 | 4 | 4 | 5 | 4 | 2 |
| 1 | | | Howick St To Durham St | N | Unrestricted | 28 | 0 | 5 | 9 | 11 | 13 | 11 | 12 | 14 | 11 | 10 | 11 | 1 |
| 1 | | | Durham St To Loftus St | S | Unrestricted | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |
| 1 | | | Loftus St To Howick St | S | Unrestricted | 10 | 1 | 1 | 2 | 2 | 3 | 3 | 2 | 2 | 1 | 1 | 1 | 0 |
| 1 | | | Howick St To Russell St | S | Unrestricted | 24 | 3 | 2 | 1 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 1 | 1 |
| 1 | | Dhuram St | Beddie St To Commonwealth St | E | Unrestricted | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | Commonwealth St To Mitre St | E | Unrestricted | 19 | 5 | 8 | 10 | 10 | 11 | 15 | 18 | 19 | 16 | 13 | 7 | 7 |
| 1 | | | Mitre St to Hope St | E | Unrestricted | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Disable 45 D Angle Parking | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 1 | | | | | Unrestricted 45 D Angle Parking | 21 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | 2 | 21 |
| 0 | | | | | No Stopping | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Unrestricted | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | | | | | Bus Zone | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | | | Hope St To Mitre St | W | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Unrestricted | 5 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 0 | | | | | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Unrestricted 45 D Angle Parking | 8 | 1 | 1 | 3 | 5 | 5 | 6 | 6 | 6 | 5 | 5 | 4 | 8 |
| 1 | | | | | Unrestricted | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0 | | | | | No Stopping | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | | | Mitre St To Commomwealth St | W | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Unrestricted | 25 | 0 | 12 | 16 | 18 | 20 | 23 | 22 | 24 | 21 | 18 | 17 | 7 |
| 0 | | | | | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | Commonwealth St To Beddie St | W | Unrestricted | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | Howick St | Macquarie St To Commonwealth St | E | Unrestricted | 14 | 0 | 5 | 6 | 6 | 7 | 7 | 6 | 6 | 6 | 4 | 4 | 3 |
| 0 | | | Commonwealth St To Mitre St | E | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | | | | | No Parking | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Disable Parking | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | | | | | No Parking - Daffadil Cottage Authorised Parking | 5 | 1 | 5 | 5 | 4 | 5 | 5 | 5 | 5 | 4 | 3 | 2 | 1 |
| 1 | | | | | 2P 8:30am-8pm - Daffadil Cottage Authorised Parking | 5 | 0 | 2 | 3 | 4 | 5 | 4 | 5 | 5 | 4 | 4 | 3 | 1 |
| 1 | | | | | Loading Zone 8am-3pm Mon-Fri, 2P All Other Times | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |

P - Bathurst Parking Survey

| | | | | | | | | | | | | | | | | | | | |
|---|--|----------------------|--------------------------------|---|---------------------------------|----|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 | | | | | Disable Parking | 3 | 1 | 1 | 1 | 3 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | | | | | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | | | | | Bus Zone | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | | | | | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Unrestricted 45 D Angle Parking | 9 | 3 | 5 | 5 | 9 | 9 | 8 | 9 | 8 | 7 | 6 | 5 | 5 | |
| 0 | | | | | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Unrestricted Parallel Parking | 3 | 1 | 2 | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 2 |
| 0 | | | | | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | | | Mitre St to Hope St | E | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Unrestricted | 10 | 8 | 8 | 8 | 8 | 10 | 9 | 10 | 10 | 8 | 8 | 7 | 8 | |
| 0 | | | | | Taxi Zone | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Unrestricted | 16 | 2 | 3 | 9 | 13 | 14 | 13 | 13 | 14 | 12 | 10 | 7 | 7 | 7 |
| 1 | | | Hope St To Mitre St | W | Unrestricted | 23 | 6 | 16 | 16 | 15 | 17 | 17 | 20 | 21 | 18 | 14 | 12 | 10 | 10 |
| 0 | | | | | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | Mitre St To Daly St | W | Unrestricted | 19 | 13 | 15 | 19 | 18 | 19 | 19 | 18 | 19 | 18 | 14 | 9 | 8 | 9 |
| 0 | | | | | No Stopping | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | | | Daly St To Commomwealth St | W | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | | | | | Bus Zone | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | | | Unrestricted | 6 | 3 | 5 | 6 | 6 | 6 | 6 | 5 | 5 | 4 | 2 | 2 | 2 | 2 |
| 0 | | | | | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | Commonwealth St To Beddie St | W | Unrestricted | 15 | 0 | 2 | 5 | 7 | 7 | 7 | 6 | 5 | 6 | 4 | 4 | 3 | 3 |
| 1 | | Daly St | Howick St To Russell St | S | Unrestricted | 23 | 3 | 4 | 8 | 13 | 14 | 16 | 16 | 15 | 14 | 10 | 9 | 10 | 11 |
| 1 | | | Russell St To Howick St | N | Unrestricted | 21 | 3 | 6 | 9 | 15 | 18 | 18 | 16 | 16 | 14 | 12 | 11 | 11 | 11 |
| 1 | | Russell St | Commonwealth St To Daly St | E | Unrestricted | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | Daly St To Mitre St | E | Unrestricted | 11 | 5 | 4 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 |
| 1 | | | Mitre St to Hope St | E | Unrestricted | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 |
| 1 | | | Hope St To Mitre St | W | Unrestricted | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 |
| 1 | | | Mitre St To To Commonwealth St | W | Unrestricted | 24 | 5 | 5 | 5 | 5 | 4 | 5 | 5 | 3 | 4 | 3 | 2 | 1 | 1 |
| | | PUBLIC CAPACITY | | | | | 1025 | 1025 | 1025 | 1025 | 1025 | 1025 | 1025 | 1025 | 1025 | 1025 | 1025 | 1025 | 1025 |
| | | PUBLIC OCCUPANCIES | | | | | 301 | 466 | 548 | 582 | 595 | 603 | 606 | 634 | 494 | 421 | 342 | 312 | 299 |
| | | PUBLIC VACANCIES | | | | | 724 | 559 | 477 | 443 | 430 | 422 | 419 | 391 | 531 | 604 | 683 | 713 | 726 |
| | | PUBLIC % OCCUPANCIES | | | | | 29% | 45% | 53% | 57% | 58% | 59% | 59% | 62% | 48% | 41% | 33% | 30% | 29% |

not available for public parking



Appendix D

SIDRA Results

MOVEMENT SUMMARY

 Site: 101 [Durham St & Mitre St (Site Folder: Existing - AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

 Network: N101 [AM (Network Folder: Existing Site)]

Bathurst Health Service AM
8:15-9:15 AM
Site Category: Existing Conditions
Roundabout

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|------------------------------|------|-----------|----------------|------------|-----------------|------------|-----------|-------------|------------------|--------------|----------------------|-----------|----------------|---------------------|-------------|
| Mov ID | Turn | Mov Class | Demand [Total | Flows HV] | Arrival [Total | Flows HV] | Deg. Satn | Aver. Delay | Level of Service | Aver. [Veh. | Back Of Queue Dist] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
| | | | veh/h | % | veh/h | % | v/c | sec | | veh | m | | | | km/h |
| SouthEast: Durham Street | | | | | | | | | | | | | | | |
| 21 | L2 | All MCs | 106 | 5.9 | 106 | 5.9 | 0.107 | 5.8 | LOS A | 0.3 | 2.0 | 0.38 | 0.52 | 0.38 | 52.0 |
| 22 | T1 | All MCs | 294 | 7.9 | 294 | 7.9 | 0.227 | 5.4 | LOS A | 0.7 | 5.0 | 0.37 | 0.47 | 0.37 | 51.5 |
| 23 | R2 | All MCs | 19 | 0.0 | 19 | 0.0 | 0.227 | 9.0 | LOS A | 0.7 | 5.0 | 0.37 | 0.47 | 0.37 | 49.7 |
| 23u | U | All MCs | 3 | 0.0 | 3 | 0.0 | 0.227 | 10.8 | LOS A | 0.7 | 5.0 | 0.37 | 0.47 | 0.37 | 53.8 |
| Approach | | | 422 | 7.0 | 422 | 7.0 | 0.227 | 5.7 | LOS A | 0.7 | 5.0 | 0.37 | 0.48 | 0.37 | 51.6 |
| NorthEast: Mitre Street | | | | | | | | | | | | | | | |
| 24 | L2 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.019 | 13.7 | LOS A | 0.1 | 0.4 | 0.89 | 0.72 | 0.89 | 44.1 |
| 25 | T1 | All MCs | 42 | 2.5 | 42 | 2.5 | 0.085 | 10.8 | LOS A | 0.3 | 1.9 | 0.93 | 0.74 | 0.93 | 25.9 |
| 26 | R2 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.085 | 14.2 | LOS A | 0.3 | 1.9 | 0.93 | 0.74 | 0.93 | 25.9 |
| 26u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.085 | 15.9 | LOS B | 0.3 | 1.9 | 0.93 | 0.74 | 0.93 | 31.4 |
| Approach | | | 59 | 1.8 | 59 | 1.8 | 0.085 | 11.7 | LOS A | 0.3 | 1.9 | 0.92 | 0.73 | 0.92 | 31.3 |
| NorthWest: Durham Street | | | | | | | | | | | | | | | |
| 27 | L2 | All MCs | 6 | 0.0 | 6 | 0.0 | 0.008 | 6.6 | LOS A | 0.0 | 0.1 | 0.50 | 0.52 | 0.50 | 41.4 |
| 28 | T1 | All MCs | 676 | 1.9 | 676 | 1.9 | 0.580 | 6.7 | LOS A | 2.3 | 16.5 | 0.71 | 0.57 | 0.71 | 50.4 |
| 29 | R2 | All MCs | 58 | 0.0 | 58 | 0.0 | 0.580 | 10.3 | LOS A | 2.3 | 16.5 | 0.71 | 0.57 | 0.71 | 37.4 |
| 29u | U | All MCs | 4 | 0.0 | 4 | 0.0 | 0.580 | 12.1 | LOS A | 2.3 | 16.5 | 0.71 | 0.57 | 0.71 | 37.4 |
| Approach | | | 744 | 1.7 | 744 | 1.7 | 0.580 | 7.0 | LOS A | 2.3 | 16.5 | 0.70 | 0.57 | 0.70 | 50.0 |
| SouthWest: Mitre Street | | | | | | | | | | | | | | | |
| 30 | L2 | All MCs | 44 | 4.8 | 44 | 4.8 | 0.067 | 7.5 | LOS A | 0.2 | 1.2 | 0.62 | 0.62 | 0.62 | 33.8 |
| 31 | T1 | All MCs | 21 | 0.0 | 21 | 0.0 | 0.201 | 5.6 | LOS A | 0.6 | 4.1 | 0.61 | 0.62 | 0.61 | 36.7 |
| 32 | R2 | All MCs | 194 | 3.8 | 194 | 3.8 | 0.201 | 9.4 | LOS A | 0.6 | 4.1 | 0.61 | 0.62 | 0.61 | 47.1 |

| | | | | | | | | | | | | | | | |
|--------------|---|---------|------|-----|------|-----|-------|------|-------|-----|------|------|------|------|------|
| 32u | U | All MCs | 3 | 0.0 | 3 | 0.0 | 0.201 | 10.9 | LOS A | 0.6 | 4.1 | 0.61 | 0.62 | 0.61 | 32.8 |
| Approach | | | 262 | 3.6 | 262 | 3.6 | 0.201 | 8.8 | LOS A | 0.6 | 4.1 | 0.61 | 0.62 | 0.61 | 45.6 |
| All Vehicles | | | 1487 | 3.5 | 1487 | 3.5 | 0.580 | 7.1 | LOS A | 2.3 | 16.5 | 0.60 | 0.56 | 0.60 | 49.2 |

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: P:\2022\2219\221946\Reports\TTW\Modelling\Bathurst - no Daly st.sip9

MOVEMENT SUMMARY

 Site: 102 [Howick St & Mitre St (Site Folder: Existing - AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

 Network: N101 [AM (Network Folder: Existing Site)]

Bathurst Health Service AM
8:15-9:15 AM
Site Category: Existing Conditions
Roundabout

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|------------------------------|------|-----------|----------------|------------|-----------------|------------|-----------|-------------|------------------|--------------|----------------------|-----------|----------------|---------------------|-------------|
| Mov ID | Turn | Mov Class | Demand [Total | Flows HV] | Arrival [Total | Flows HV] | Deg. Satn | Aver. Delay | Level of Service | Aver. [Veh. | Back Of Queue Dist] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
| | | | veh/h | % | veh/h | % | v/c | sec | | veh | m | | | | km/h |
| SouthEast: Howick Street | | | | | | | | | | | | | | | |
| 21 | L2 | All MCs | 23 | 0.0 | 23 | 0.0 | 0.025 | 5.1 | LOS A | 0.1 | 0.4 | 0.43 | 0.50 | 0.43 | 46.0 |
| 22 | T1 | All MCs | 44 | 2.4 | 44 | 2.4 | 0.053 | 4.4 | LOS A | 0.1 | 0.9 | 0.40 | 0.51 | 0.40 | 44.0 |
| 23 | R2 | All MCs | 24 | 0.0 | 24 | 0.0 | 0.053 | 8.0 | LOS A | 0.1 | 0.9 | 0.40 | 0.51 | 0.40 | 44.0 |
| 23u | U | All MCs | 2 | 0.0 | 2 | 0.0 | 0.053 | 9.7 | LOS A | 0.1 | 0.9 | 0.40 | 0.51 | 0.40 | 45.9 |
| Approach | | | 94 | 1.1 | 94 | 1.1 | 0.053 | 5.6 | LOS A | 0.1 | 0.9 | 0.41 | 0.51 | 0.41 | 44.7 |
| NorthEast: Mitre Street | | | | | | | | | | | | | | | |
| 24 | L2 | All MCs | 26 | 0.0 | 26 | 0.0 | 0.027 | 4.2 | LOS A | 0.1 | 0.5 | 0.30 | 0.44 | 0.30 | 45.5 |
| 25 | T1 | All MCs | 135 | 3.1 | 135 | 3.1 | 0.133 | 3.9 | LOS A | 0.4 | 2.7 | 0.28 | 0.45 | 0.28 | 43.8 |
| 26 | R2 | All MCs | 63 | 5.0 | 63 | 5.0 | 0.133 | 7.6 | LOS A | 0.4 | 2.7 | 0.28 | 0.45 | 0.28 | 37.2 |
| 26u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.133 | 9.2 | LOS A | 0.4 | 2.7 | 0.28 | 0.45 | 0.28 | 37.2 |
| Approach | | | 225 | 3.3 | 225 | 3.3 | 0.133 | 5.0 | LOS A | 0.4 | 2.7 | 0.28 | 0.45 | 0.28 | 43.2 |
| NorthWest: Howick Street | | | | | | | | | | | | | | | |
| 27 | L2 | All MCs | 40 | 18.4 | 40 | 18.4 | 0.040 | 5.4 | LOS A | 0.1 | 0.8 | 0.48 | 0.51 | 0.48 | 37.6 |
| 28 | T1 | All MCs | 37 | 2.9 | 37 | 2.9 | 0.040 | 4.6 | LOS A | 0.1 | 0.7 | 0.44 | 0.49 | 0.44 | 44.7 |
| 29 | R2 | All MCs | 12 | 0.0 | 12 | 0.0 | 0.040 | 8.2 | LOS A | 0.1 | 0.7 | 0.44 | 0.49 | 0.44 | 42.7 |
| 29u | U | All MCs | 2 | 0.0 | 2 | 0.0 | 0.040 | 9.9 | LOS A | 0.1 | 0.7 | 0.44 | 0.49 | 0.44 | 36.7 |
| Approach | | | 91 | 9.3 | 91 | 9.3 | 0.040 | 5.5 | LOS A | 0.1 | 0.8 | 0.46 | 0.50 | 0.46 | 42.8 |
| SouthWest: Mitre Street | | | | | | | | | | | | | | | |
| 30 | L2 | All MCs | 31 | 3.4 | 31 | 3.4 | 0.034 | 5.0 | LOS A | 0.1 | 0.6 | 0.39 | 0.48 | 0.39 | 43.0 |
| 31 | T1 | All MCs | 171 | 1.2 | 171 | 1.2 | 0.137 | 4.2 | LOS A | 0.4 | 2.5 | 0.36 | 0.44 | 0.36 | 42.8 |
| 32 | R2 | All MCs | 20 | 5.3 | 20 | 5.3 | 0.137 | 7.9 | LOS A | 0.4 | 2.5 | 0.36 | 0.44 | 0.36 | 45.6 |

| | | | | | | | | | | | | | | | |
|--------------|---|---------|-----|-----|-----|-----|-------|-----|-------|-----|-----|------|------|------|------|
| 32u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.137 | 9.5 | LOS A | 0.4 | 2.5 | 0.36 | 0.44 | 0.36 | 44.8 |
| Approach | | | 222 | 1.9 | 222 | 1.9 | 0.137 | 4.7 | LOS A | 0.4 | 2.5 | 0.36 | 0.44 | 0.36 | 43.3 |
| All Vehicles | | | 632 | 3.3 | 632 | 3.3 | 0.137 | 5.0 | LOS A | 0.4 | 2.7 | 0.35 | 0.47 | 0.35 | 43.5 |

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

Site: 104v [Howick St & Commonwealth St (Site Folder: Existing - AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Network: N101 [AM (Network Folder: Existing Site)]

Bathurst Health Service AM
8:15-9:15 AM
Site Category: Existing Conditions
Give-Way (Two-Way)

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|--------------------------------|------|-----------|----------------|------------|-----------------|------------|-----------|-------------|------------------|----------------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID | Turn | Mov Class | Demand [Total | Flows HV] | Arrival [Total | Flows HV] | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue [Veh. | Dist] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
| | | | veh/h | % | veh/h | % | v/c | sec | | veh | m | | | | km/h |
| SouthEast: Howick Street | | | | | | | | | | | | | | | |
| 21 | L2 | All MCs | 15 | 0.0 | 15 | 0.0 | 0.033 | 5.6 | LOS A | 0.1 | 0.4 | 0.09 | 0.34 | 0.09 | 35.0 |
| 22 | T1 | All MCs | 24 | 8.7 | 24 | 8.7 | 0.033 | 0.1 | LOS A | 0.1 | 0.4 | 0.09 | 0.34 | 0.09 | 50.6 |
| 23 | R2 | All MCs | 17 | 12.5 | 17 | 12.5 | 0.033 | 5.7 | LOS A | 0.1 | 0.4 | 0.09 | 0.34 | 0.09 | 47.5 |
| 23u | U | All MCs | 2 | 0.0 | 2 | 0.0 | 0.033 | 6.9 | LOS A | 0.1 | 0.4 | 0.09 | 0.34 | 0.09 | 47.5 |
| Approach | | | 58 | 7.3 | 58 | 7.3 | 0.033 | 3.4 | NA | 0.1 | 0.4 | 0.09 | 0.34 | 0.09 | 45.1 |
| NorthEast: Commonwealth Street | | | | | | | | | | | | | | | |
| 24 | L2 | All MCs | 28 | 11.1 | 28 | 11.1 | 0.030 | 5.8 | LOS A | 0.0 | 0.3 | 0.12 | 0.53 | 0.12 | 43.1 |
| 25 | T1 | All MCs | 12 | 0.0 | 12 | 0.0 | 0.030 | 5.0 | LOS A | 0.0 | 0.3 | 0.12 | 0.53 | 0.12 | 31.2 |
| 26 | R2 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.030 | 5.9 | LOS A | 0.0 | 0.3 | 0.12 | 0.53 | 0.12 | 33.3 |
| Approach | | | 42 | 7.5 | 42 | 7.5 | 0.030 | 5.6 | LOS A | 0.0 | 0.3 | 0.12 | 0.53 | 0.12 | 38.1 |
| NorthWest: Howick Street | | | | | | | | | | | | | | | |
| 27 | L2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.018 | 5.6 | LOS A | 0.0 | 0.0 | 0.01 | 0.04 | 0.01 | 56.4 |
| 28 | T1 | All MCs | 34 | 9.4 | 34 | 9.4 | 0.018 | 0.0 | LOS A | 0.0 | 0.0 | 0.01 | 0.04 | 0.01 | 56.4 |
| 29 | R2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.018 | 5.5 | LOS A | 0.0 | 0.0 | 0.01 | 0.04 | 0.01 | 25.4 |
| Approach | | | 36 | 8.8 | 36 | 8.8 | 0.018 | 0.3 | NA | 0.0 | 0.0 | 0.01 | 0.04 | 0.01 | 54.0 |
| West: Commonwealth Street | | | | | | | | | | | | | | | |
| 10b | L3 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.040 | 4.1 | LOS A | 0.1 | 0.4 | 0.19 | 0.48 | 0.19 | 22.1 |
| 10a | L1 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.040 | 2.5 | LOS A | 0.1 | 0.4 | 0.19 | 0.48 | 0.19 | 28.2 |
| 12a | R1 | All MCs | 33 | 6.5 | 33 | 6.5 | 0.040 | 2.8 | LOS A | 0.1 | 0.4 | 0.19 | 0.48 | 0.19 | 28.2 |
| 12b | R3 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.040 | 3.5 | LOS A | 0.1 | 0.4 | 0.19 | 0.48 | 0.19 | 13.7 |

| | | | | | | | | | | | | | |
|--------------|-----|-----|-----|-----|-------|-----|-------|-----|-----|------|------|------|------|
| Approach | 41 | 5.1 | 41 | 5.1 | 0.040 | 2.9 | LOS A | 0.1 | 0.4 | 0.19 | 0.48 | 0.19 | 26.1 |
| All Vehicles | 177 | 7.1 | 177 | 7.1 | 0.040 | 3.2 | NA | 0.1 | 0.4 | 0.10 | 0.36 | 0.10 | 41.6 |

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

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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

Site: 105v [Durham St & Commonwealth St (Site Folder: Existing - AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Network: N101 [AM (Network Folder: Existing Site)]

Bathurst Health Service AM
8:15-9:15 AM
Site Category: Existing Conditions
Give-Way (Two-Way)

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|--------------------------------|------|-----------|----------------|------------|-----------------|------------|-----------|-------------|------------------|----------------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID | Turn | Mov Class | Demand [Total | Flows HV] | Arrival [Total | Flows HV] | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue [Veh. | Dist] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
| | | | veh/h | % | veh/h | % | v/c | sec | | veh | m | | | | km/h |
| SouthEast: Durham Street | | | | | | | | | | | | | | | |
| 21 | L2 | All MCs | 13 | 8.3 | 13 | 8.3 | 0.188 | 10.0 | LOS A | 0.1 | 0.7 | 0.07 | 0.11 | 0.07 | 55.7 |
| 22 | T1 | All MCs | 316 | 7.0 | 316 | 7.0 | 0.188 | 0.4 | LOS A | 0.1 | 0.7 | 0.07 | 0.11 | 0.07 | 57.0 |
| 23 | R2 | All MCs | 6 | 16.7 | 6 | 16.7 | 0.188 | 12.4 | LOS A | 0.1 | 0.7 | 0.07 | 0.11 | 0.07 | 47.2 |
| 23u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.188 | 15.9 | LOS B | 0.1 | 0.7 | 0.07 | 0.11 | 0.07 | 55.7 |
| Approach | | | 336 | 7.2 | 336 | 7.2 | 0.188 | 1.1 | NA | 0.1 | 0.7 | 0.07 | 0.11 | 0.07 | 56.8 |
| NorthEast: Commonwealth Street | | | | | | | | | | | | | | | |
| 24 | L2 | All MCs | 20 | 0.0 | 20 | 0.0 | 0.282 | 9.5 | LOS A | 0.4 | 2.7 | 0.81 | 0.95 | 0.94 | 16.8 |
| 25 | T1 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.282 | 15.7 | LOS B | 0.4 | 2.7 | 0.81 | 0.95 | 0.94 | 16.8 |
| 26 | R2 | All MCs | 52 | 2.0 | 52 | 2.0 | 0.282 | 21.0 | LOS B | 0.4 | 2.7 | 0.81 | 0.95 | 0.94 | 23.5 |
| Approach | | | 80 | 1.3 | 80 | 1.3 | 0.282 | 17.6 | LOS B | 0.4 | 2.7 | 0.81 | 0.95 | 0.94 | 21.6 |
| NorthWest: Durham Street | | | | | | | | | | | | | | | |
| 27 | L2 | All MCs | 87 | 1.2 | 87 | 1.2 | 0.425 | 5.8 | LOS A | 0.1 | 0.6 | 0.03 | 0.09 | 0.03 | 46.6 |
| 28 | T1 | All MCs | 725 | 1.6 | 725 | 1.6 | 0.425 | 0.0 | LOS A | 0.1 | 0.6 | 0.03 | 0.09 | 0.03 | 54.1 |
| 29 | R2 | All MCs | 14 | 0.0 | 14 | 0.0 | 0.425 | 6.8 | LOS A | 0.1 | 0.6 | 0.03 | 0.09 | 0.03 | 54.1 |
| Approach | | | 826 | 1.5 | 826 | 1.5 | 0.425 | 0.8 | NA | 0.1 | 0.6 | 0.03 | 0.09 | 0.03 | 52.5 |
| SouthWest: Commonwealth Street | | | | | | | | | | | | | | | |
| 30 | L2 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.077 | 5.6 | LOS A | 0.1 | 0.7 | 0.72 | 0.68 | 0.72 | 28.5 |
| 31 | T1 | All MCs | 8 | 12.5 | 8 | 12.5 | 0.077 | 19.1 | LOS B | 0.1 | 0.7 | 0.72 | 0.68 | 0.72 | 28.0 |
| 32 | R2 | All MCs | 6 | 16.7 | 6 | 16.7 | 0.077 | 23.0 | LOS B | 0.1 | 0.7 | 0.72 | 0.68 | 0.72 | 24.7 |
| 32u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.077 | 6.8 | LOS A | 0.1 | 0.7 | 0.72 | 0.68 | 0.72 | 24.7 |

| | | | | | | | | | | | | | |
|--------------|------|------|------|------|-------|------|-------|-----|-----|------|------|------|------|
| Approach | 18 | 11.8 | 18 | 11.8 | 0.077 | 18.2 | LOS B | 0.1 | 0.7 | 0.72 | 0.68 | 0.72 | 26.9 |
| All Vehicles | 1260 | 3.2 | 1260 | 3.2 | 0.425 | 2.2 | NA | 0.4 | 2.7 | 0.10 | 0.16 | 0.11 | 48.6 |

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

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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

 Site: 101 [Durham St & Mitre St (Site Folder: Existing - PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

 Network: N101 [PM (Network Folder: Existing Site)]

Bathurst Health Service PM
15:15-16:15
Site Category: Existing Conditions
Roundabout

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|------------------------------|------|-----------|----------------|------------|-----------------|------------|-----------|-------------|------------------|--------------|----------------------|-----------|----------------|---------------------|-------------|
| Mov ID | Turn | Mov Class | Demand [Total | Flows HV] | Arrival [Total | Flows HV] | Deg. Satn | Aver. Delay | Level of Service | Aver. [Veh. | Back Of Queue Dist] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
| | | | veh/h | % | veh/h | % | v/c | sec | | veh | m | | | | km/h |
| SouthEast: Durham Street | | | | | | | | | | | | | | | |
| 21 | L2 | All MCs | 92 | 2.3 | 92 | 2.3 | 0.094 | 5.5 | LOS A | 0.2 | 1.7 | 0.31 | 0.50 | 0.31 | 52.4 |
| 22 | T1 | All MCs | 557 | 4.5 | 557 | 4.5 | 0.374 | 5.2 | LOS A | 1.3 | 9.6 | 0.33 | 0.44 | 0.33 | 51.9 |
| 23 | R2 | All MCs | 9 | 0.0 | 9 | 0.0 | 0.374 | 8.8 | LOS A | 1.3 | 9.6 | 0.33 | 0.44 | 0.33 | 50.0 |
| 23u | U | All MCs | 8 | 12.5 | 8 | 12.5 | 0.374 | 10.8 | LOS A | 1.3 | 9.6 | 0.33 | 0.44 | 0.33 | 53.5 |
| Approach | | | 666 | 4.3 | 666 | 4.3 | 0.374 | 5.4 | LOS A | 1.3 | 9.6 | 0.33 | 0.45 | 0.33 | 52.0 |
| NorthEast: Mitre Street | | | | | | | | | | | | | | | |
| 24 | L2 | All MCs | 12 | 0.0 | 12 | 0.0 | 0.021 | 10.0 | LOS A | 0.1 | 0.4 | 0.78 | 0.66 | 0.78 | 46.7 |
| 25 | T1 | All MCs | 25 | 0.0 | 25 | 0.0 | 0.044 | 7.7 | LOS A | 0.1 | 0.9 | 0.78 | 0.66 | 0.78 | 29.1 |
| 26 | R2 | All MCs | 11 | 0.0 | 11 | 0.0 | 0.044 | 11.3 | LOS A | 0.1 | 0.9 | 0.78 | 0.66 | 0.78 | 29.1 |
| 26u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.044 | 13.0 | LOS A | 0.1 | 0.9 | 0.78 | 0.66 | 0.78 | 33.9 |
| Approach | | | 48 | 0.0 | 48 | 0.0 | 0.044 | 9.2 | LOS A | 0.1 | 0.9 | 0.78 | 0.66 | 0.78 | 37.7 |
| NorthWest: Durham Street | | | | | | | | | | | | | | | |
| 27 | L2 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.007 | 6.6 | LOS A | 0.0 | 0.1 | 0.51 | 0.52 | 0.51 | 41.4 |
| 28 | T1 | All MCs | 461 | 3.7 | 461 | 3.7 | 0.402 | 6.3 | LOS A | 1.4 | 9.9 | 0.61 | 0.54 | 0.61 | 50.8 |
| 29 | R2 | All MCs | 34 | 0.0 | 34 | 0.0 | 0.402 | 9.9 | LOS A | 1.4 | 9.9 | 0.61 | 0.54 | 0.61 | 38.3 |
| 29u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.402 | 11.7 | LOS A | 1.4 | 9.9 | 0.61 | 0.54 | 0.61 | 38.3 |
| Approach | | | 501 | 3.4 | 501 | 3.4 | 0.402 | 6.6 | LOS A | 1.4 | 9.9 | 0.61 | 0.54 | 0.61 | 50.4 |
| SouthWest: Mitre Street | | | | | | | | | | | | | | | |
| 30 | L2 | All MCs | 62 | 1.7 | 62 | 1.7 | 0.114 | 10.3 | LOS A | 0.3 | 2.0 | 0.76 | 0.71 | 0.76 | 30.2 |
| 31 | T1 | All MCs | 20 | 0.0 | 20 | 0.0 | 0.254 | 7.7 | LOS A | 0.8 | 5.4 | 0.78 | 0.70 | 0.78 | 34.8 |
| 32 | R2 | All MCs | 199 | 3.2 | 199 | 3.2 | 0.254 | 11.5 | LOS A | 0.8 | 5.4 | 0.78 | 0.70 | 0.78 | 45.8 |

| | | | | | | | | | | | | | | | |
|--------------|---|---------|------|-----|------|-----|-------|------|-------|-----|-----|------|------|------|------|
| 32u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.254 | 13.0 | LOS A | 0.8 | 5.4 | 0.78 | 0.70 | 0.78 | 30.6 |
| Approach | | | 282 | 2.6 | 282 | 2.6 | 0.254 | 11.0 | LOS A | 0.8 | 5.4 | 0.77 | 0.70 | 0.77 | 43.8 |
| All Vehicles | | | 1498 | 3.5 | 1498 | 3.5 | 0.402 | 6.9 | LOS A | 1.4 | 9.9 | 0.52 | 0.54 | 0.52 | 49.4 |

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

 Site: 102 [Howick St & Mitre St (Site Folder: Existing - PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

 Network: N101 [PM (Network Folder: Existing Site)]

Bathurst Health Service PM
15:15-16:15
Site Category: Existing Conditions
Roundabout

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|------------------------------|------|-----------|----------------|------------|-----------------|------------|-----------|-------------|------------------|----------------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID | Turn | Mov Class | Demand [Total | Flows HV] | Arrival [Total | Flows HV] | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue [Veh. | Dist] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
| | | | veh/h | % | veh/h | % | v/c | sec | | veh | m | | | | km/h |
| SouthEast: Howick Street | | | | | | | | | | | | | | | |
| 21 | L2 | All MCs | 47 | 0.0 | 47 | 0.0 | 0.043 | 4.8 | LOS A | 0.1 | 0.7 | 0.41 | 0.50 | 0.41 | 46.0 |
| 22 | T1 | All MCs | 55 | 0.0 | 55 | 0.0 | 0.060 | 4.3 | LOS A | 0.1 | 1.0 | 0.39 | 0.50 | 0.39 | 44.1 |
| 23 | R2 | All MCs | 24 | 0.0 | 24 | 0.0 | 0.060 | 8.0 | LOS A | 0.1 | 1.0 | 0.39 | 0.50 | 0.39 | 44.1 |
| 23u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.060 | 9.7 | LOS A | 0.1 | 1.0 | 0.39 | 0.50 | 0.39 | 46.0 |
| Approach | | | 127 | 0.0 | 127 | 0.0 | 0.060 | 5.2 | LOS A | 0.1 | 1.0 | 0.40 | 0.50 | 0.40 | 45.1 |
| NorthEast: Mitre Street | | | | | | | | | | | | | | | |
| 24 | L2 | All MCs | 13 | 0.0 | 13 | 0.0 | 0.013 | 4.3 | LOS A | 0.0 | 0.2 | 0.32 | 0.43 | 0.32 | 45.5 |
| 25 | T1 | All MCs | 140 | 0.0 | 140 | 0.0 | 0.122 | 3.9 | LOS A | 0.3 | 2.4 | 0.29 | 0.44 | 0.29 | 44.0 |
| 26 | R2 | All MCs | 41 | 2.6 | 41 | 2.6 | 0.122 | 7.6 | LOS A | 0.3 | 2.4 | 0.29 | 0.44 | 0.29 | 37.6 |
| 26u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.122 | 9.2 | LOS A | 0.3 | 2.4 | 0.29 | 0.44 | 0.29 | 37.6 |
| Approach | | | 195 | 0.5 | 195 | 0.5 | 0.122 | 4.7 | LOS A | 0.3 | 2.4 | 0.29 | 0.44 | 0.29 | 43.5 |
| NorthWest: Howick Street | | | | | | | | | | | | | | | |
| 27 | L2 | All MCs | 33 | 9.7 | 33 | 9.7 | 0.032 | 5.2 | LOS A | 0.1 | 0.6 | 0.46 | 0.50 | 0.46 | 37.7 |
| 28 | T1 | All MCs | 31 | 3.4 | 31 | 3.4 | 0.041 | 4.6 | LOS A | 0.1 | 0.8 | 0.43 | 0.51 | 0.43 | 44.6 |
| 29 | R2 | All MCs | 20 | 10.5 | 20 | 10.5 | 0.041 | 8.4 | LOS A | 0.1 | 0.8 | 0.43 | 0.51 | 0.43 | 42.3 |
| 29u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.041 | 9.8 | LOS A | 0.1 | 0.8 | 0.43 | 0.51 | 0.43 | 36.3 |
| Approach | | | 84 | 7.5 | 84 | 7.5 | 0.041 | 5.8 | LOS A | 0.1 | 0.8 | 0.44 | 0.51 | 0.44 | 42.7 |
| SouthWest: Mitre Street | | | | | | | | | | | | | | | |
| 30 | L2 | All MCs | 19 | 5.6 | 19 | 5.6 | 0.021 | 4.8 | LOS A | 0.0 | 0.4 | 0.37 | 0.47 | 0.37 | 43.1 |
| 31 | T1 | All MCs | 152 | 2.8 | 152 | 2.8 | 0.129 | 4.1 | LOS A | 0.3 | 2.4 | 0.34 | 0.44 | 0.34 | 42.7 |
| 32 | R2 | All MCs | 25 | 8.3 | 25 | 8.3 | 0.129 | 7.9 | LOS A | 0.3 | 2.4 | 0.34 | 0.44 | 0.34 | 45.5 |

| | | | | | | | | | | | | | | | |
|--------------|---|---------|-----|-----|-----|-----|-------|-----|-------|-----|-----|------|------|------|------|
| 32u | U | All MCs | 4 | 0.0 | 4 | 0.0 | 0.129 | 9.4 | LOS A | 0.3 | 2.4 | 0.34 | 0.44 | 0.34 | 44.8 |
| Approach | | | 200 | 3.7 | 200 | 3.7 | 0.129 | 4.8 | LOS A | 0.3 | 2.4 | 0.34 | 0.45 | 0.34 | 43.5 |
| All Vehicles | | | 606 | 2.4 | 606 | 2.4 | 0.129 | 5.0 | LOS A | 0.3 | 2.4 | 0.35 | 0.46 | 0.35 | 43.8 |

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

Site: 104v [Howick St & Commonwealth St (Site Folder: Existing - PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Network: N101 [PM (Network Folder: Existing Site)]

Bathurst Health Service PM
15:15-16:15
Site Category: Existing Conditions
Give-Way (Two-Way)

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|--------------------------------|------|-----------|----------------|------------|-----------------|------------|-----------|-------------|------------------|----------------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID | Turn | Mov Class | Demand [Total | Flows HV] | Arrival [Total | Flows HV] | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue [Veh. | Dist] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
| | | | veh/h | % | veh/h | % | v/c | sec | | veh | m | | | | km/h |
| SouthEast: Howick Street | | | | | | | | | | | | | | | |
| 21 | L2 | All MCs | 15 | 0.0 | 15 | 0.0 | 0.035 | 5.6 | LOS A | 0.0 | 0.2 | 0.04 | 0.21 | 0.04 | 37.0 |
| 22 | T1 | All MCs | 43 | 4.9 | 43 | 4.9 | 0.035 | 0.0 | LOS A | 0.0 | 0.2 | 0.04 | 0.21 | 0.04 | 54.0 |
| 23 | R2 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.035 | 5.5 | LOS A | 0.0 | 0.2 | 0.04 | 0.21 | 0.04 | 51.8 |
| 23u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.035 | 6.8 | LOS A | 0.0 | 0.2 | 0.04 | 0.21 | 0.04 | 51.8 |
| Approach | | | 66 | 3.2 | 66 | 3.2 | 0.035 | 2.0 | NA | 0.0 | 0.2 | 0.04 | 0.21 | 0.04 | 49.4 |
| NorthEast: Commonwealth Street | | | | | | | | | | | | | | | |
| 24 | L2 | All MCs | 12 | 9.1 | 12 | 9.1 | 0.022 | 5.8 | LOS A | 0.0 | 0.2 | 0.14 | 0.52 | 0.14 | 43.2 |
| 25 | T1 | All MCs | 13 | 0.0 | 13 | 0.0 | 0.022 | 5.0 | LOS A | 0.0 | 0.2 | 0.14 | 0.52 | 0.14 | 31.3 |
| 26 | R2 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.022 | 6.0 | LOS A | 0.0 | 0.2 | 0.14 | 0.52 | 0.14 | 33.4 |
| Approach | | | 28 | 3.7 | 28 | 3.7 | 0.022 | 5.5 | LOS A | 0.0 | 0.2 | 0.14 | 0.52 | 0.14 | 35.3 |
| NorthWest: Howick Street | | | | | | | | | | | | | | | |
| 27 | L2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.018 | 5.6 | LOS A | 0.0 | 0.0 | 0.01 | 0.04 | 0.01 | 56.3 |
| 28 | T1 | All MCs | 34 | 9.4 | 34 | 9.4 | 0.018 | 0.0 | LOS A | 0.0 | 0.0 | 0.01 | 0.04 | 0.01 | 56.3 |
| 29 | R2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.018 | 5.6 | LOS A | 0.0 | 0.0 | 0.01 | 0.04 | 0.01 | 25.4 |
| Approach | | | 36 | 8.8 | 36 | 8.8 | 0.018 | 0.3 | NA | 0.0 | 0.0 | 0.01 | 0.04 | 0.01 | 53.9 |
| West: Commonwealth Street | | | | | | | | | | | | | | | |
| 10b | L3 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.031 | 4.2 | LOS A | 0.0 | 0.3 | 0.16 | 0.49 | 0.16 | 22.1 |
| 10a | L1 | All MCs | 11 | 0.0 | 11 | 0.0 | 0.031 | 2.5 | LOS A | 0.0 | 0.3 | 0.16 | 0.49 | 0.16 | 28.2 |
| 12a | R1 | All MCs | 18 | 11.8 | 18 | 11.8 | 0.031 | 2.8 | LOS A | 0.0 | 0.3 | 0.16 | 0.49 | 0.16 | 28.2 |
| 12b | R3 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.031 | 3.5 | LOS A | 0.0 | 0.3 | 0.16 | 0.49 | 0.16 | 13.7 |

| | | | | | | | | | | | | | |
|--------------|-----|-----|-----|-----|-------|-----|-------|-----|-----|------|------|------|------|
| Approach | 35 | 6.1 | 35 | 6.1 | 0.031 | 2.9 | LOS A | 0.0 | 0.3 | 0.16 | 0.49 | 0.16 | 22.7 |
| All Vehicles | 165 | 5.1 | 165 | 5.1 | 0.035 | 2.4 | NA | 0.0 | 0.3 | 0.08 | 0.28 | 0.08 | 43.2 |

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

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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

Site: 105v [Durham St & Commonwealth St (Site Folder: Existing - PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Network: N101 [PM (Network Folder: Existing Site)]

Bathurst Health Service PM
15:15-16:15
Site Category: Existing Conditions
Give-Way (Two-Way)

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|--------------------------------|------|-----------|----------------|------------|-----------------|------------|-----------|-------------|------------------|--------------|----------------------|-----------|----------------|---------------------|-------------|
| Mov ID | Turn | Mov Class | Demand [Total | Flows HV] | Arrival [Total | Flows HV] | Deg. Satn | Aver. Delay | Level of Service | Aver. [Veh. | Back Of Queue Dist] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
| | | | veh/h | % | veh/h | % | v/c | sec | | veh | m | | | | km/h |
| SouthEast: Durham Street | | | | | | | | | | | | | | | |
| 21 | L2 | All MCs | 12 | 9.1 | 12 | 9.1 | 0.334 | 7.5 | LOS A | 0.1 | 0.5 | 0.04 | 0.05 | 0.04 | 58.3 |
| 22 | T1 | All MCs | 612 | 4.1 | 612 | 4.1 | 0.334 | 0.1 | LOS A | 0.1 | 0.5 | 0.04 | 0.05 | 0.04 | 58.9 |
| 23 | R2 | All MCs | 11 | 0.0 | 11 | 0.0 | 0.334 | 8.2 | LOS A | 0.1 | 0.5 | 0.04 | 0.05 | 0.04 | 50.5 |
| 23u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.334 | 11.6 | LOS A | 0.1 | 0.5 | 0.04 | 0.05 | 0.04 | 58.3 |
| Approach | | | 635 | 4.1 | 635 | 4.1 | 0.334 | 0.4 | NA | 0.1 | 0.5 | 0.04 | 0.05 | 0.04 | 58.7 |
| NorthEast: Commonwealth Street | | | | | | | | | | | | | | | |
| 24 | L2 | All MCs | 36 | 8.8 | 36 | 8.8 | 0.270 | 7.6 | LOS A | 0.4 | 2.8 | 0.73 | 0.91 | 0.84 | 19.0 |
| 25 | T1 | All MCs | 9 | 0.0 | 9 | 0.0 | 0.270 | 15.1 | LOS B | 0.4 | 2.8 | 0.73 | 0.91 | 0.84 | 19.0 |
| 26 | R2 | All MCs | 51 | 0.0 | 51 | 0.0 | 0.270 | 19.4 | LOS B | 0.4 | 2.8 | 0.73 | 0.91 | 0.84 | 25.7 |
| Approach | | | 96 | 3.3 | 96 | 3.3 | 0.270 | 14.6 | LOS B | 0.4 | 2.8 | 0.73 | 0.91 | 0.84 | 23.1 |
| NorthWest: Durham Street | | | | | | | | | | | | | | | |
| 27 | L2 | All MCs | 59 | 0.0 | 59 | 0.0 | 0.271 | 5.6 | LOS A | 0.0 | 0.1 | 0.01 | 0.07 | 0.01 | 47.1 |
| 28 | T1 | All MCs | 464 | 3.6 | 464 | 3.6 | 0.271 | 0.0 | LOS A | 0.0 | 0.1 | 0.01 | 0.07 | 0.01 | 55.0 |
| 29 | R2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.271 | 6.2 | LOS A | 0.0 | 0.1 | 0.01 | 0.07 | 0.01 | 55.0 |
| Approach | | | 524 | 3.2 | 524 | 3.2 | 0.271 | 0.6 | NA | 0.0 | 0.1 | 0.01 | 0.07 | 0.01 | 53.3 |
| SouthWest: Commonwealth Street | | | | | | | | | | | | | | | |
| 30 | L2 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.060 | 7.3 | LOS A | 0.1 | 0.5 | 0.62 | 0.58 | 0.62 | 31.3 |
| 31 | T1 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.060 | 13.7 | LOS A | 0.1 | 0.5 | 0.62 | 0.58 | 0.62 | 31.3 |
| 32 | R2 | All MCs | 6 | 16.7 | 6 | 16.7 | 0.060 | 23.7 | LOS B | 0.1 | 0.5 | 0.62 | 0.58 | 0.62 | 27.9 |
| 32u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.060 | 6.8 | LOS A | 0.1 | 0.5 | 0.62 | 0.58 | 0.62 | 27.9 |

| | | | | | | | | | | | | | |
|--------------|------|-----|------|-----|-------|------|-------|-----|-----|------|------|------|------|
| Approach | 19 | 5.6 | 19 | 5.6 | 0.060 | 14.1 | LOS A | 0.1 | 0.5 | 0.62 | 0.58 | 0.62 | 30.2 |
| All Vehicles | 1274 | 3.7 | 1274 | 3.7 | 0.334 | 1.8 | NA | 0.4 | 2.8 | 0.08 | 0.13 | 0.09 | 51.9 |

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

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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

 Site: 101 [Durham St & Mitre St (Site Folder: Post-Dev - AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

■ Network: N101 [AM (Network Folder: Proposed Development 2031)]

Bathurst Health Service AM
8:15-9:15 AM
Site Category: 2031 + Proposed Design
Roundabout

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|------------------------------|------|-----------|------------------|------------|-------------------|------------|-----------|-------------|------------------|--------------|----------------------|-----------|----------------|---------------------|-------------|
| Mov ID | Turn | Mov Class | Demand [Total] | Flows HV] | Arrival [Total] | Flows HV] | Deg. Satn | Aver. Delay | Level of Service | Aver. [Veh. | Back Of Queue Dist] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
| | | | veh/h | % | veh/h | % | v/c | sec | | veh | m | | | | km/h |
| SouthEast: Durham Street | | | | | | | | | | | | | | | |
| 21 | L2 | All MCs | 139 | 4.5 | 139 | 4.5 | 0.143 | 6.1 | LOS A | 0.4 | 2.7 | 0.45 | 0.53 | 0.45 | 51.7 |
| 22 | T1 | All MCs | 353 | 6.6 | 353 | 6.6 | 0.283 | 5.7 | LOS A | 0.9 | 6.6 | 0.46 | 0.49 | 0.46 | 51.1 |
| 23 | R2 | All MCs | 22 | 0.0 | 22 | 0.0 | 0.283 | 9.2 | LOS A | 0.9 | 6.6 | 0.46 | 0.49 | 0.46 | 49.5 |
| 23u | U | All MCs | 3 | 0.0 | 3 | 0.0 | 0.283 | 11.1 | LOS A | 0.9 | 6.6 | 0.46 | 0.49 | 0.46 | 53.5 |
| Approach | | | 517 | 5.7 | 517 | 5.7 | 0.283 | 6.0 | LOS A | 0.9 | 6.6 | 0.45 | 0.50 | 0.45 | 51.2 |
| NorthEast: Mitre Street | | | | | | | | | | | | | | | |
| 24 | L2 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.032 | 19.1 | LOS B | 0.1 | 0.6 | 0.99 | 0.80 | 0.99 | 41.0 |
| 25 | T1 | All MCs | 48 | 2.2 | 48 | 2.2 | 0.146 | 15.7 | LOS B | 0.5 | 3.6 | 1.00 | 0.82 | 1.00 | 21.8 |
| 26 | R2 | All MCs | 9 | 0.0 | 9 | 0.0 | 0.146 | 19.0 | LOS B | 0.5 | 3.6 | 1.00 | 0.82 | 1.00 | 21.8 |
| 26u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.146 | 20.6 | LOS B | 0.5 | 3.6 | 1.00 | 0.82 | 1.00 | 27.9 |
| Approach | | | 67 | 1.6 | 67 | 1.6 | 0.146 | 16.6 | LOS B | 0.5 | 3.6 | 1.00 | 0.82 | 1.00 | 27.0 |
| NorthWest: Durham Street | | | | | | | | | | | | | | | |
| 27 | L2 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.010 | 7.5 | LOS A | 0.0 | 0.2 | 0.56 | 0.55 | 0.56 | 41.0 |
| 28 | T1 | All MCs | 806 | 1.6 | 806 | 1.6 | 0.754 | 10.4 | LOS A | 4.6 | 32.9 | 0.92 | 0.75 | 1.08 | 49.1 |
| 29 | R2 | All MCs | 87 | 0.0 | 87 | 0.0 | 0.754 | 14.0 | LOS A | 4.6 | 32.9 | 0.92 | 0.75 | 1.08 | 34.8 |
| 29u | U | All MCs | 4 | 0.0 | 4 | 0.0 | 0.754 | 15.8 | LOS B | 4.6 | 32.9 | 0.92 | 0.75 | 1.08 | 34.8 |
| Approach | | | 905 | 1.4 | 905 | 1.4 | 0.754 | 10.7 | LOS A | 4.6 | 32.9 | 0.92 | 0.75 | 1.08 | 48.3 |
| SouthWest: Mitre Street | | | | | | | | | | | | | | | |
| 30 | L2 | All MCs | 56 | 3.8 | 56 | 3.8 | 0.091 | 8.5 | LOS A | 0.2 | 1.6 | 0.67 | 0.65 | 0.67 | 33.3 |
| 31 | T1 | All MCs | 24 | 0.0 | 24 | 0.0 | 0.275 | 6.4 | LOS A | 0.8 | 5.9 | 0.69 | 0.65 | 0.69 | 36.6 |
| 32 | R2 | All MCs | 253 | 2.9 | 253 | 2.9 | 0.275 | 10.2 | LOS A | 0.8 | 5.9 | 0.69 | 0.65 | 0.69 | 47.0 |

| | | | | | | | | | | | | | | | |
|--------------|---|---------|------|-----|------|-----|-------|------|-------|-----|------|------|------|------|------|
| 32u | U | All MCs | 3 | 0.0 | 3 | 0.0 | 0.275 | 11.5 | LOS A | 0.8 | 5.9 | 0.69 | 0.65 | 0.69 | 32.6 |
| Approach | | | 336 | 2.8 | 336 | 2.8 | 0.275 | 9.7 | LOS A | 0.8 | 5.9 | 0.69 | 0.65 | 0.69 | 45.6 |
| All Vehicles | | | 1825 | 2.9 | 1825 | 2.9 | 0.754 | 9.4 | LOS A | 4.6 | 32.9 | 0.75 | 0.66 | 0.83 | 48.0 |

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

 Site: 102 [Howick St & Mitre St (Site Folder: Post-Dev - AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

■ Network: N101 [AM (Network Folder: Proposed Development 2031)]

Bathurst Health Service AM
8:15-9:15 AM
Site Category: 2031 + Proposed Design
Roundabout

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|------------------------------|------|-----------|------------------|------------|-------------------|------------|-----------|-------------|------------------|--------------|----------------------|-----------|----------------|---------------------|-------------|
| Mov ID | Turn | Mov Class | Demand [Total] | Flows HV] | Arrival [Total] | Flows HV] | Deg. Satn | Aver. Delay | Level of Service | Aver. [Veh. | Back Of Queue Dist] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
| | | | veh/h | % | veh/h | % | v/c | sec | | veh | m | | | | km/h |
| SouthEast: Howick Street | | | | | | | | | | | | | | | |
| 21 | L2 | All MCs | 26 | 0.0 | 26 | 0.0 | 0.031 | 5.9 | LOS A | 0.1 | 0.5 | 0.50 | 0.54 | 0.50 | 46.7 |
| 22 | T1 | All MCs | 60 | 1.8 | 60 | 1.8 | 0.075 | 5.0 | LOS A | 0.2 | 1.3 | 0.46 | 0.54 | 0.46 | 45.0 |
| 23 | R2 | All MCs | 33 | 0.0 | 33 | 0.0 | 0.075 | 8.6 | LOS A | 0.2 | 1.3 | 0.46 | 0.54 | 0.46 | 45.0 |
| 23u | U | All MCs | 2 | 0.0 | 2 | 0.0 | 0.075 | 10.0 | LOS A | 0.2 | 1.3 | 0.46 | 0.54 | 0.46 | 46.4 |
| Approach | | | 121 | 0.9 | 121 | 0.9 | 0.075 | 6.2 | LOS A | 0.2 | 1.3 | 0.47 | 0.54 | 0.47 | 45.5 |
| NorthEast: Mitre Street | | | | | | | | | | | | | | | |
| 24 | L2 | All MCs | 35 | 0.0 | 35 | 0.0 | 0.037 | 4.7 | LOS A | 0.1 | 0.7 | 0.37 | 0.47 | 0.37 | 46.6 |
| 25 | T1 | All MCs | 161 | 2.6 | 161 | 2.6 | 0.168 | 4.2 | LOS A | 0.5 | 3.6 | 0.35 | 0.47 | 0.35 | 44.4 |
| 26 | R2 | All MCs | 80 | 3.9 | 80 | 3.9 | 0.168 | 8.0 | LOS A | 0.5 | 3.6 | 0.35 | 0.47 | 0.35 | 37.1 |
| 26u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.168 | 9.4 | LOS A | 0.5 | 3.6 | 0.35 | 0.47 | 0.35 | 37.1 |
| Approach | | | 277 | 2.7 | 277 | 2.7 | 0.168 | 5.4 | LOS A | 0.5 | 3.6 | 0.35 | 0.47 | 0.35 | 43.8 |
| NorthWest: Howick Street | | | | | | | | | | | | | | | |
| 27 | L2 | All MCs | 49 | 14.9 | 49 | 14.9 | 0.053 | 5.9 | LOS A | 0.1 | 1.1 | 0.53 | 0.55 | 0.53 | 37.8 |
| 28 | T1 | All MCs | 48 | 2.2 | 48 | 2.2 | 0.063 | 5.1 | LOS A | 0.2 | 1.2 | 0.49 | 0.54 | 0.49 | 45.6 |
| 29 | R2 | All MCs | 27 | 0.0 | 27 | 0.0 | 0.063 | 8.9 | LOS A | 0.2 | 1.2 | 0.49 | 0.54 | 0.49 | 43.9 |
| 29u | U | All MCs | 2 | 0.0 | 2 | 0.0 | 0.063 | 10.1 | LOS A | 0.2 | 1.2 | 0.49 | 0.54 | 0.49 | 36.7 |
| Approach | | | 127 | 6.6 | 127 | 6.6 | 0.063 | 6.3 | LOS A | 0.2 | 1.2 | 0.51 | 0.54 | 0.51 | 43.7 |
| SouthWest: Mitre Street | | | | | | | | | | | | | | | |
| 30 | L2 | All MCs | 49 | 2.1 | 49 | 2.1 | 0.058 | 5.6 | LOS A | 0.1 | 1.0 | 0.45 | 0.53 | 0.45 | 44.2 |
| 31 | T1 | All MCs | 202 | 1.0 | 202 | 1.0 | 0.169 | 4.6 | LOS A | 0.5 | 3.2 | 0.42 | 0.47 | 0.42 | 43.2 |
| 32 | R2 | All MCs | 23 | 4.5 | 23 | 4.5 | 0.169 | 8.3 | LOS A | 0.5 | 3.2 | 0.42 | 0.47 | 0.42 | 46.4 |

| | | | | | | | | | | | | | | | |
|--------------|---|---------|-----|-----|-----|-----|-------|-----|-------|-----|-----|------|------|------|------|
| 32u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.169 | 9.7 | LOS A | 0.5 | 3.2 | 0.42 | 0.47 | 0.42 | 45.1 |
| Approach | | | 276 | 1.5 | 276 | 1.5 | 0.169 | 5.1 | LOS A | 0.5 | 3.2 | 0.43 | 0.48 | 0.43 | 43.9 |
| All Vehicles | | | 801 | 2.6 | 801 | 2.6 | 0.169 | 5.6 | LOS A | 0.5 | 3.6 | 0.42 | 0.50 | 0.42 | 44.1 |

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

Site: 104v [Howick St & Commonwealth St (Site Folder: Post-Dev - AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Network: N101 [AM (Network Folder: Proposed Development 2031)]

Bathurst Health Service AM
8:15-9:15 AM
Site Category: 2031 + Proposed Design
Give-Way (Two-Way)

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|--------------------------------|------|-----------|----------------|------------|-----------------|------------|-----------|-------------|------------------|--------------|----------------------|-----------|----------------|---------------------|-------------|
| Mov ID | Turn | Mov Class | Demand [Total | Flows HV] | Arrival [Total | Flows HV] | Deg. Satn | Aver. Delay | Level of Service | Aver. [Veh. | Back Of Queue Dist] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
| | | | veh/h | % | veh/h | % | v/c | sec | | veh | m | | | | km/h |
| SouthEast: Howick Street | | | | | | | | | | | | | | | |
| 21 | L2 | All MCs | 21 | 0.0 | 21 | 0.0 | 0.052 | 5.6 | LOS A | 0.1 | 0.7 | 0.11 | 0.40 | 0.11 | 34.0 |
| 22 | T1 | All MCs | 27 | 7.7 | 27 | 7.7 | 0.052 | 0.1 | LOS A | 0.1 | 0.7 | 0.11 | 0.40 | 0.11 | 49.0 |
| 23 | R2 | All MCs | 42 | 5.0 | 42 | 5.0 | 0.052 | 5.7 | LOS A | 0.1 | 0.7 | 0.11 | 0.40 | 0.11 | 45.6 |
| 23u | U | All MCs | 2 | 0.0 | 2 | 0.0 | 0.052 | 6.9 | LOS A | 0.1 | 0.7 | 0.11 | 0.40 | 0.11 | 45.6 |
| Approach | | | 93 | 4.5 | 93 | 4.5 | 0.052 | 4.0 | NA | 0.1 | 0.7 | 0.11 | 0.40 | 0.11 | 43.4 |
| NorthEast: Commonwealth Street | | | | | | | | | | | | | | | |
| 24 | L2 | All MCs | 42 | 7.5 | 42 | 7.5 | 0.044 | 5.8 | LOS A | 0.1 | 0.5 | 0.13 | 0.53 | 0.13 | 43.0 |
| 25 | T1 | All MCs | 17 | 0.0 | 17 | 0.0 | 0.044 | 5.2 | LOS A | 0.1 | 0.5 | 0.13 | 0.53 | 0.13 | 31.2 |
| 26 | R2 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.044 | 6.1 | LOS A | 0.1 | 0.5 | 0.13 | 0.53 | 0.13 | 33.3 |
| Approach | | | 61 | 5.2 | 61 | 5.2 | 0.044 | 5.6 | LOS A | 0.1 | 0.5 | 0.13 | 0.53 | 0.13 | 38.2 |
| NorthWest: Howick Street | | | | | | | | | | | | | | | |
| 27 | L2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.020 | 5.6 | LOS A | 0.0 | 0.0 | 0.01 | 0.03 | 0.01 | 56.7 |
| 28 | T1 | All MCs | 38 | 8.3 | 38 | 8.3 | 0.020 | 0.0 | LOS A | 0.0 | 0.0 | 0.01 | 0.03 | 0.01 | 56.7 |
| 29 | R2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.020 | 5.5 | LOS A | 0.0 | 0.0 | 0.01 | 0.03 | 0.01 | 25.4 |
| Approach | | | 40 | 7.9 | 40 | 7.9 | 0.020 | 0.3 | NA | 0.0 | 0.0 | 0.01 | 0.03 | 0.01 | 54.6 |
| West: Commonwealth Street | | | | | | | | | | | | | | | |
| 10b | L3 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.053 | 4.1 | LOS A | 0.1 | 0.5 | 0.23 | 0.49 | 0.23 | 21.9 |
| 10a | L1 | All MCs | 9 | 0.0 | 9 | 0.0 | 0.053 | 2.6 | LOS A | 0.1 | 0.5 | 0.23 | 0.49 | 0.23 | 27.2 |
| 12a | R1 | All MCs | 41 | 5.1 | 41 | 5.1 | 0.053 | 3.1 | LOS A | 0.1 | 0.5 | 0.23 | 0.49 | 0.23 | 27.2 |
| 12b | R3 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.053 | 3.6 | LOS A | 0.1 | 0.5 | 0.23 | 0.49 | 0.23 | 13.5 |

| | | | | | | | | | | | | | |
|--------------|-----|-----|-----|-----|-------|-----|-------|-----|-----|------|------|------|------|
| Approach | 54 | 3.9 | 54 | 3.9 | 0.053 | 3.1 | LOS A | 0.1 | 0.5 | 0.23 | 0.49 | 0.23 | 25.7 |
| All Vehicles | 247 | 5.1 | 247 | 5.1 | 0.053 | 3.6 | NA | 0.1 | 0.7 | 0.13 | 0.39 | 0.13 | 40.8 |

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

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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

Site: 105v [Durham St & Commonwealth St (Site Folder: Post-Dev - AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Network: N101 [AM (Network Folder: Proposed Development 2031)]

Bathurst Health Service AM
8:15-9:15 AM
Site Category: 2031 + Proposed Design
Give-Way (Two-Way)

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|--------------------------------|------|-----------|----------------|------------|-----------------|------------|-----------|-------------|------------------|----------------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID | Turn | Mov Class | Demand [Total | Flows HV] | Arrival [Total | Flows HV] | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue [Veh. | Dist] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
| | | | veh/h | % | veh/h | % | v/c | sec | | veh | m | | | | km/h |
| SouthEast: Durham Street | | | | | | | | | | | | | | | |
| 21 | L2 | All MCs | 18 | 5.9 | 18 | 5.9 | 0.226 | 12.0 | LOS A | 0.2 | 1.2 | 0.09 | 0.13 | 0.09 | 53.9 |
| 22 | T1 | All MCs | 371 | 6.0 | 371 | 6.0 | 0.226 | 0.7 | LOS A | 0.2 | 1.2 | 0.09 | 0.13 | 0.09 | 55.8 |
| 23 | R2 | All MCs | 7 | 14.3 | 7 | 14.3 | 0.226 | 15.2 | LOS B | 0.2 | 1.2 | 0.09 | 0.13 | 0.09 | 46.9 |
| 23u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.226 | 20.2 | LOS B | 0.2 | 1.2 | 0.09 | 0.13 | 0.09 | 53.9 |
| Approach | | | 397 | 6.1 | 397 | 6.1 | 0.226 | 1.5 | NA | 0.2 | 1.2 | 0.09 | 0.13 | 0.09 | 55.5 |
| NorthEast: Commonwealth Street | | | | | | | | | | | | | | | |
| 24 | L2 | All MCs | 23 | 0.0 | 23 | 0.0 | 0.539 | 17.2 | LOS B | 0.8 | 5.4 | 0.92 | 1.07 | 1.31 | 10.6 |
| 25 | T1 | All MCs | 9 | 0.0 | 9 | 0.0 | 0.539 | 30.7 | LOS C | 0.8 | 5.4 | 0.92 | 1.07 | 1.31 | 10.6 |
| 26 | R2 | All MCs | 59 | 1.8 | 59 | 1.8 | 0.539 | 40.0 | LOS C | 0.8 | 5.4 | 0.92 | 1.07 | 1.31 | 16.4 |
| Approach | | | 92 | 1.1 | 92 | 1.1 | 0.539 | 33.3 | LOS C | 0.8 | 5.4 | 0.92 | 1.07 | 1.31 | 14.6 |
| NorthWest: Durham Street | | | | | | | | | | | | | | | |
| 27 | L2 | All MCs | 100 | 1.1 | 100 | 1.1 | 0.533 | 6.8 | LOS A | 0.6 | 4.0 | 0.11 | 0.18 | 0.15 | 45.1 |
| 28 | T1 | All MCs | 852 | 1.4 | 852 | 1.4 | 0.533 | 0.4 | LOS A | 0.6 | 4.0 | 0.11 | 0.18 | 0.15 | 49.9 |
| 29 | R2 | All MCs | 58 | 0.0 | 58 | 0.0 | 0.533 | 8.0 | LOS A | 0.6 | 4.0 | 0.11 | 0.18 | 0.15 | 49.9 |
| Approach | | | 1009 | 1.3 | 1009 | 1.3 | 0.533 | 1.5 | NA | 0.6 | 4.0 | 0.11 | 0.18 | 0.15 | 49.0 |
| SouthWest: Commonwealth Street | | | | | | | | | | | | | | | |
| 30 | L2 | All MCs | 26 | 0.0 | 26 | 0.0 | 0.379 | 9.2 | LOS A | 0.5 | 3.7 | 0.82 | 1.00 | 1.07 | 24.9 |
| 31 | T1 | All MCs | 9 | 11.1 | 9 | 11.1 | 0.379 | 39.7 | LOS C | 0.5 | 3.7 | 0.82 | 1.00 | 1.07 | 24.6 |
| 32 | R2 | All MCs | 39 | 2.7 | 39 | 2.7 | 0.379 | 34.0 | LOS C | 0.5 | 3.7 | 0.82 | 1.00 | 1.07 | 20.9 |
| 32u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.379 | 9.8 | LOS A | 0.5 | 3.7 | 0.82 | 1.00 | 1.07 | 20.9 |

| | | | | | | | | | | | | | |
|--------------|------|-----|------|-----|-------|------|-------|-----|-----|------|------|------|------|
| Approach | 76 | 2.8 | 76 | 2.8 | 0.379 | 25.8 | LOS B | 0.5 | 3.7 | 0.82 | 1.00 | 1.07 | 22.9 |
| All Vehicles | 1574 | 2.5 | 1574 | 2.5 | 0.539 | 4.5 | NA | 0.8 | 5.4 | 0.19 | 0.26 | 0.25 | 41.9 |

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

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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

 Site: 101 [Durham St & Mitre St (Site Folder: Post-Dev - PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

 Network: N101 [PM (Network Folder: Proposed Development 2031)]

Bathurst Health Service PM
15:15-16:15
Site Category: 2031 + Proposed Design
Roundabout

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|------------------------------|------|-----------|----------------|------------|-----------------|------------|-----------|-------------|------------------|--------------|----------------------|-----------|----------------|---------------------|-------------|
| Mov ID | Turn | Mov Class | Demand [Total | Flows HV] | Arrival [Total | Flows HV] | Deg. Satn | Aver. Delay | Level of Service | Aver. [Veh. | Back Of Queue Dist] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
| | | | veh/h | % | veh/h | % | v/c | sec | | veh | m | | | | km/h |
| SouthEast: Durham Street | | | | | | | | | | | | | | | |
| 21 | L2 | All MCs | 129 | 1.6 | 129 | 1.6 | 0.136 | 5.8 | LOS A | 0.4 | 2.5 | 0.36 | 0.51 | 0.36 | 52.1 |
| 22 | T1 | All MCs | 661 | 3.8 | 661 | 3.8 | 0.453 | 5.4 | LOS A | 1.7 | 12.5 | 0.41 | 0.46 | 0.41 | 51.4 |
| 23 | R2 | All MCs | 11 | 0.0 | 11 | 0.0 | 0.453 | 9.0 | LOS A | 1.7 | 12.5 | 0.41 | 0.46 | 0.41 | 49.7 |
| 23u | U | All MCs | 9 | 11.1 | 9 | 11.1 | 0.453 | 11.1 | LOS A | 1.7 | 12.5 | 0.41 | 0.46 | 0.41 | 53.3 |
| Approach | | | 811 | 3.5 | 811 | 3.5 | 0.453 | 5.6 | LOS A | 1.7 | 12.5 | 0.40 | 0.46 | 0.40 | 51.6 |
| NorthEast: Mitre Street | | | | | | | | | | | | | | | |
| 24 | L2 | All MCs | 14 | 0.0 | 14 | 0.0 | 0.030 | 12.3 | LOS A | 0.1 | 0.6 | 0.86 | 0.73 | 0.86 | 45.3 |
| 25 | T1 | All MCs | 29 | 0.0 | 29 | 0.0 | 0.062 | 9.7 | LOS A | 0.2 | 1.3 | 0.88 | 0.72 | 0.88 | 27.1 |
| 26 | R2 | All MCs | 12 | 0.0 | 12 | 0.0 | 0.062 | 13.2 | LOS A | 0.2 | 1.3 | 0.88 | 0.72 | 0.88 | 27.1 |
| 26u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.062 | 14.8 | LOS B | 0.2 | 1.3 | 0.88 | 0.72 | 0.88 | 32.3 |
| Approach | | | 56 | 0.0 | 56 | 0.0 | 0.062 | 11.2 | LOS A | 0.2 | 1.3 | 0.88 | 0.72 | 0.88 | 35.9 |
| NorthWest: Durham Street | | | | | | | | | | | | | | | |
| 27 | L2 | All MCs | 6 | 0.0 | 6 | 0.0 | 0.009 | 7.1 | LOS A | 0.0 | 0.1 | 0.56 | 0.54 | 0.56 | 41.1 |
| 28 | T1 | All MCs | 552 | 3.1 | 552 | 3.1 | 0.519 | 6.9 | LOS A | 2.0 | 14.1 | 0.74 | 0.60 | 0.74 | 50.2 |
| 29 | R2 | All MCs | 49 | 0.0 | 49 | 0.0 | 0.519 | 10.5 | LOS A | 2.0 | 14.1 | 0.74 | 0.60 | 0.74 | 37.1 |
| 29u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.519 | 12.4 | LOS A | 2.0 | 14.1 | 0.74 | 0.60 | 0.74 | 37.1 |
| Approach | | | 608 | 2.8 | 608 | 2.8 | 0.519 | 7.3 | LOS A | 2.0 | 14.1 | 0.74 | 0.60 | 0.74 | 49.8 |
| SouthWest: Mitre Street | | | | | | | | | | | | | | | |
| 30 | L2 | All MCs | 88 | 1.2 | 88 | 1.2 | 0.175 | 11.8 | LOS A | 0.5 | 3.2 | 0.82 | 0.75 | 0.82 | 29.2 |
| 31 | T1 | All MCs | 23 | 0.0 | 23 | 0.0 | 0.359 | 9.3 | LOS A | 1.1 | 8.2 | 0.88 | 0.74 | 0.88 | 34.1 |
| 32 | R2 | All MCs | 253 | 2.5 | 253 | 2.5 | 0.359 | 13.1 | LOS A | 1.1 | 8.2 | 0.88 | 0.74 | 0.88 | 45.2 |

| | | | | | | | | | | | | | | | |
|--------------|---|---------|------|-----|------|-----|-------|------|-------|-----|------|------|------|------|------|
| 32u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.359 | 14.4 | LOS A | 1.1 | 8.2 | 0.88 | 0.74 | 0.88 | 29.5 |
| Approach | | | 365 | 2.0 | 365 | 2.0 | 0.359 | 12.6 | LOS A | 1.1 | 8.2 | 0.87 | 0.74 | 0.87 | 42.9 |
| All Vehicles | | | 1840 | 2.9 | 1840 | 2.9 | 0.519 | 7.7 | LOS A | 2.0 | 14.1 | 0.62 | 0.57 | 0.62 | 48.7 |

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

 Site: 102 [Howick St & Mitre St (Site Folder: Post-Dev - PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

 Network: N101 [PM (Network Folder: Proposed Development 2031)]

Bathurst Health Service PM
15:15-16:15
Site Category: 2031 + Proposed Design
Roundabout

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|------------------------------|------|-----------|----------------|------------|-----------------|------------|-----------|-------------|------------------|--------------|----------------------|-----------|----------------|---------------------|-------------|
| Mov ID | Turn | Mov Class | Demand [Total | Flows HV] | Arrival [Total | Flows HV] | Deg. Satn | Aver. Delay | Level of Service | Aver. [Veh. | Back Of Queue Dist] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
| | | | veh/h | % | veh/h | % | v/c | sec | | veh | m | | | | km/h |
| SouthEast: Howick Street | | | | | | | | | | | | | | | |
| 21 | L2 | All MCs | 55 | 0.0 | 55 | 0.0 | 0.054 | 5.4 | LOS A | 0.1 | 0.9 | 0.48 | 0.54 | 0.48 | 46.9 |
| 22 | T1 | All MCs | 72 | 0.0 | 72 | 0.0 | 0.083 | 4.9 | LOS A | 0.2 | 1.4 | 0.46 | 0.53 | 0.46 | 45.1 |
| 23 | R2 | All MCs | 33 | 0.0 | 33 | 0.0 | 0.083 | 8.6 | LOS A | 0.2 | 1.4 | 0.46 | 0.53 | 0.46 | 45.1 |
| 23u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.083 | 10.0 | LOS A | 0.2 | 1.4 | 0.46 | 0.53 | 0.46 | 46.5 |
| Approach | | | 160 | 0.0 | 160 | 0.0 | 0.083 | 5.9 | LOS A | 0.2 | 1.4 | 0.47 | 0.54 | 0.47 | 45.9 |
| NorthEast: Mitre Street | | | | | | | | | | | | | | | |
| 24 | L2 | All MCs | 17 | 0.0 | 17 | 0.0 | 0.018 | 4.8 | LOS A | 0.0 | 0.3 | 0.38 | 0.46 | 0.38 | 46.6 |
| 25 | T1 | All MCs | 167 | 0.0 | 167 | 0.0 | 0.159 | 4.3 | LOS A | 0.5 | 3.2 | 0.35 | 0.46 | 0.35 | 44.6 |
| 26 | R2 | All MCs | 60 | 1.8 | 60 | 1.8 | 0.159 | 8.1 | LOS A | 0.5 | 3.2 | 0.35 | 0.46 | 0.35 | 37.4 |
| 26u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.159 | 9.4 | LOS A | 0.5 | 3.2 | 0.35 | 0.46 | 0.35 | 37.4 |
| Approach | | | 245 | 0.4 | 245 | 0.4 | 0.159 | 5.3 | LOS A | 0.5 | 3.2 | 0.36 | 0.46 | 0.36 | 43.9 |
| NorthWest: Howick Street | | | | | | | | | | | | | | | |
| 27 | L2 | All MCs | 49 | 6.4 | 49 | 6.4 | 0.050 | 5.7 | LOS A | 0.1 | 0.9 | 0.51 | 0.54 | 0.51 | 38.2 |
| 28 | T1 | All MCs | 39 | 2.7 | 39 | 2.7 | 0.063 | 5.0 | LOS A | 0.2 | 1.2 | 0.49 | 0.55 | 0.49 | 45.4 |
| 29 | R2 | All MCs | 37 | 5.7 | 37 | 5.7 | 0.063 | 8.9 | LOS A | 0.2 | 1.2 | 0.49 | 0.55 | 0.49 | 43.4 |
| 29u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.063 | 10.1 | LOS A | 0.2 | 1.2 | 0.49 | 0.55 | 0.49 | 36.3 |
| Approach | | | 126 | 5.0 | 126 | 5.0 | 0.063 | 6.5 | LOS A | 0.2 | 1.2 | 0.49 | 0.55 | 0.49 | 43.3 |
| SouthWest: Mitre Street | | | | | | | | | | | | | | | |
| 30 | L2 | All MCs | 41 | 2.6 | 41 | 2.6 | 0.047 | 5.6 | LOS A | 0.1 | 0.8 | 0.44 | 0.52 | 0.44 | 44.7 |
| 31 | T1 | All MCs | 182 | 2.3 | 182 | 2.3 | 0.161 | 4.6 | LOS A | 0.4 | 3.1 | 0.41 | 0.47 | 0.41 | 43.1 |
| 32 | R2 | All MCs | 28 | 7.4 | 28 | 7.4 | 0.161 | 8.3 | LOS A | 0.4 | 3.1 | 0.41 | 0.47 | 0.41 | 46.2 |

| | | | | | | | | | | | | | | | |
|--------------|---|---------|-----|-----|-----|-----|-------|------|-------|-----|-----|------|------|------|------|
| 32u | U | All MCs | 5 | 0.0 | 5 | 0.0 | 0.161 | 10.0 | LOS A | 0.4 | 3.1 | 0.41 | 0.47 | 0.41 | 45.7 |
| Approach | | | 257 | 2.9 | 257 | 2.9 | 0.161 | 5.3 | LOS A | 0.4 | 3.1 | 0.41 | 0.48 | 0.41 | 44.1 |
| All Vehicles | | | 788 | 1.9 | 788 | 1.9 | 0.161 | 5.6 | LOS A | 0.5 | 3.2 | 0.42 | 0.50 | 0.42 | 44.4 |

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

Site: 104v [Howick St & Commonwealth St (Site Folder: Post-Dev - PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Network: N101 [PM (Network Folder: Proposed Development 2031)]

Bathurst Health Service PM
15:15-16:15
Site Category: 2031 + Proposed Design
Give-Way (Two-Way)

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|--------------------------------|------|-----------|----------------|------------|-----------------|------------|-----------|-------------|------------------|----------------------------|--------|-----------|-----------|---------------------|-------------|
| Mov ID | Turn | Mov Class | Demand [Total | Flows HV] | Arrival [Total | Flows HV] | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue [Veh. | Dist] | Prop. Que | Stop Rate | Aver. No. of Cycles | Aver. Speed |
| | | | veh/h | % | veh/h | % | v/c | sec | | veh | m | | | | km/h |
| SouthEast: Howick Street | | | | | | | | | | | | | | | |
| 21 | L2 | All MCs | 21 | 0.0 | 21 | 0.0 | 0.061 | 5.7 | LOS A | 0.1 | 0.7 | 0.11 | 0.32 | 0.11 | 35.2 |
| 22 | T1 | All MCs | 53 | 4.0 | 53 | 4.0 | 0.061 | 0.1 | LOS A | 0.1 | 0.7 | 0.11 | 0.32 | 0.11 | 51.0 |
| 23 | R2 | All MCs | 38 | 0.0 | 38 | 0.0 | 0.061 | 5.6 | LOS A | 0.1 | 0.7 | 0.11 | 0.32 | 0.11 | 48.1 |
| 23u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.061 | 7.0 | LOS A | 0.1 | 0.7 | 0.11 | 0.32 | 0.11 | 48.1 |
| Approach | | | 113 | 1.9 | 113 | 1.9 | 0.061 | 3.1 | NA | 0.1 | 0.7 | 0.11 | 0.32 | 0.11 | 46.6 |
| NorthEast: Commonwealth Street | | | | | | | | | | | | | | | |
| 24 | L2 | All MCs | 34 | 3.1 | 34 | 3.1 | 0.046 | 5.7 | LOS A | 0.1 | 0.5 | 0.16 | 0.53 | 0.16 | 42.8 |
| 25 | T1 | All MCs | 18 | 0.0 | 18 | 0.0 | 0.046 | 5.3 | LOS A | 0.1 | 0.5 | 0.16 | 0.53 | 0.16 | 31.1 |
| 26 | R2 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.046 | 6.3 | LOS A | 0.1 | 0.5 | 0.16 | 0.53 | 0.16 | 33.2 |
| Approach | | | 60 | 1.8 | 60 | 1.8 | 0.046 | 5.7 | LOS A | 0.1 | 0.5 | 0.16 | 0.53 | 0.16 | 36.7 |
| NorthWest: Howick Street | | | | | | | | | | | | | | | |
| 27 | L2 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.026 | 5.5 | LOS A | 0.0 | 0.0 | 0.01 | 0.07 | 0.01 | 53.5 |
| 28 | T1 | All MCs | 45 | 7.0 | 45 | 7.0 | 0.026 | 0.0 | LOS A | 0.0 | 0.0 | 0.01 | 0.07 | 0.01 | 53.5 |
| 29 | R2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.026 | 5.6 | LOS A | 0.0 | 0.0 | 0.01 | 0.07 | 0.01 | 24.9 |
| Approach | | | 52 | 6.1 | 52 | 6.1 | 0.026 | 0.7 | NA | 0.0 | 0.0 | 0.01 | 0.07 | 0.01 | 52.0 |
| West: Commonwealth Street | | | | | | | | | | | | | | | |
| 10b | L3 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.044 | 4.2 | LOS A | 0.1 | 0.4 | 0.22 | 0.49 | 0.22 | 21.8 |
| 10a | L1 | All MCs | 16 | 0.0 | 16 | 0.0 | 0.044 | 2.7 | LOS A | 0.1 | 0.4 | 0.22 | 0.49 | 0.22 | 27.0 |
| 12a | R1 | All MCs | 24 | 8.7 | 24 | 8.7 | 0.044 | 3.2 | LOS A | 0.1 | 0.4 | 0.22 | 0.49 | 0.22 | 27.0 |
| 12b | R3 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.044 | 3.6 | LOS A | 0.1 | 0.4 | 0.22 | 0.49 | 0.22 | 13.5 |

| | | | | | | | | | | | | | |
|--------------|-----|-----|-----|-----|-------|-----|-------|-----|-----|------|------|------|------|
| Approach | 46 | 4.5 | 46 | 4.5 | 0.044 | 3.1 | LOS A | 0.1 | 0.4 | 0.22 | 0.49 | 0.22 | 22.9 |
| All Vehicles | 271 | 3.1 | 271 | 3.1 | 0.061 | 3.2 | NA | 0.1 | 0.7 | 0.12 | 0.35 | 0.12 | 42.0 |

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

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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

Site: 105v [Durham St & Commonwealth St (Site Folder: Post-Dev - PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Network: N101 [PM (Network Folder: Proposed Development 2031)]

Bathurst Health Service PM
15:15-16:15
Site Category: 2031 + Proposed Design
Give-Way (Two-Way)

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|--------------------------------|------|-----------|----------------|------------|-----------------|------------|-----------|-------------|------------------|----------------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID | Turn | Mov Class | Demand [Total | Flows HV] | Arrival [Total | Flows HV] | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue [Veh. | Dist] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
| | | | veh/h | % | veh/h | % | v/c | sec | | veh | m | | | | km/h |
| SouthEast: Durham Street | | | | | | | | | | | | | | | |
| 21 | L2 | All MCs | 38 | 2.8 | 38 | 2.8 | 0.402 | 6.9 | LOS A | 0.1 | 0.9 | 0.04 | 0.08 | 0.05 | 57.2 |
| 22 | T1 | All MCs | 715 | 3.5 | 715 | 3.5 | 0.402 | 0.2 | LOS A | 0.1 | 0.9 | 0.04 | 0.08 | 0.05 | 58.1 |
| 23 | R2 | All MCs | 12 | 0.0 | 12 | 0.0 | 0.402 | 9.1 | LOS A | 0.1 | 0.9 | 0.04 | 0.08 | 0.05 | 50.1 |
| 23u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.402 | 13.1 | LOS A | 0.1 | 0.9 | 0.04 | 0.08 | 0.05 | 57.2 |
| Approach | | | 765 | 3.4 | 765 | 3.4 | 0.402 | 0.6 | NA | 0.1 | 0.9 | 0.04 | 0.08 | 0.05 | 57.9 |
| NorthEast: Commonwealth Street | | | | | | | | | | | | | | | |
| 24 | L2 | All MCs | 41 | 7.7 | 41 | 7.7 | 0.462 | 11.3 | LOS A | 0.7 | 5.2 | 0.86 | 1.04 | 1.20 | 13.8 |
| 25 | T1 | All MCs | 12 | 0.0 | 12 | 0.0 | 0.462 | 25.8 | LOS B | 0.7 | 5.2 | 0.86 | 1.04 | 1.20 | 13.8 |
| 26 | R2 | All MCs | 58 | 0.0 | 58 | 0.0 | 0.462 | 31.9 | LOS C | 0.7 | 5.2 | 0.86 | 1.04 | 1.20 | 20.3 |
| Approach | | | 111 | 2.9 | 111 | 2.9 | 0.462 | 23.6 | LOS B | 0.7 | 5.2 | 0.86 | 1.04 | 1.20 | 17.6 |
| NorthWest: Durham Street | | | | | | | | | | | | | | | |
| 27 | L2 | All MCs | 67 | 0.0 | 67 | 0.0 | 0.346 | 7.6 | LOS A | 0.2 | 1.6 | 0.11 | 0.19 | 0.11 | 45.0 |
| 28 | T1 | All MCs | 542 | 3.1 | 542 | 3.1 | 0.346 | 0.4 | LOS A | 0.2 | 1.6 | 0.11 | 0.19 | 0.11 | 49.4 |
| 29 | R2 | All MCs | 24 | 0.0 | 24 | 0.0 | 0.346 | 10.3 | LOS A | 0.2 | 1.6 | 0.11 | 0.19 | 0.11 | 49.4 |
| Approach | | | 634 | 2.7 | 634 | 2.7 | 0.346 | 1.6 | NA | 0.2 | 1.6 | 0.11 | 0.19 | 0.11 | 48.6 |
| SouthWest: Commonwealth Street | | | | | | | | | | | | | | | |
| 30 | L2 | All MCs | 42 | 0.0 | 42 | 0.0 | 0.302 | 10.2 | LOS A | 0.4 | 2.9 | 0.79 | 0.96 | 0.95 | 28.4 |
| 31 | T1 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.302 | 23.0 | LOS B | 0.4 | 2.9 | 0.79 | 0.96 | 0.95 | 28.4 |
| 32 | R2 | All MCs | 32 | 3.3 | 32 | 3.3 | 0.302 | 31.7 | LOS C | 0.4 | 2.9 | 0.79 | 0.96 | 0.95 | 24.6 |
| 32u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.302 | 8.3 | LOS A | 0.4 | 2.9 | 0.79 | 0.96 | 0.95 | 24.6 |

| | | | | | | | | | | | | | |
|--------------|------|-----|------|-----|-------|------|-------|-----|-----|------|------|------|------|
| Approach | 80 | 1.3 | 80 | 1.3 | 0.302 | 19.5 | LOS B | 0.4 | 2.9 | 0.79 | 0.96 | 0.95 | 27.0 |
| All Vehicles | 1589 | 3.0 | 1589 | 3.0 | 0.462 | 3.6 | NA | 0.7 | 5.2 | 0.16 | 0.23 | 0.20 | 46.8 |

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

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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

SIDRA INTERSECTION 9.1 | Copyright © 2000-2023 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TAYLOR THOMSON WHITTING | Licence: NETWORK / 1PC | Processed: Tuesday, 27 February 2024 9:36:25 AM

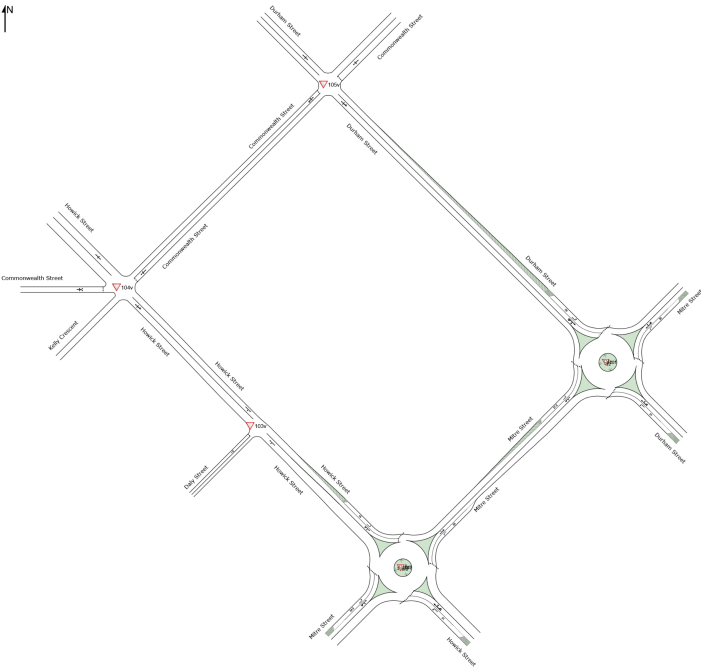
Project: P:\2022\2219\221946\Reports\TTWModelling\Bathurst - no Daly st.sip9

NETWORK LAYOUT

Network: N101 [Layout (Network Folder: Existing Site)]

New Network
Network Category: (None)

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



| SITES IN NETWORK | | |
|------------------|--------|-----------------------------|
| Site ID | CCG ID | Site Name |
| ▽101 | NA | Durham St & Mitre St |
| ▽102 | NA | Howick St & Mitre St |
| ▽103v | NA | Howick St & Daly St |
| ▽104v | NA | Howick St & Commonwealth St |
| ▽105v | NA | Durham St & Commonwealth St |

Appendix E

Turnover Study



ABN 18 434 565 435
3 Hepburn Way * Caroline Springs * Victoria * 3023 * Australia
Phone: 1300 883 936 * Fax: 1300 882 932

Parking Occupancy Survey

Weather

Fine

Area

Bathurst Hospital

Street

All Streets

Date

Tuesday, 18 July 2023

| | | | | | Average | 0.9 | 4.6 | 3.5 | 8.1 | 33% |
|-------------------|--|-------------------------------|--------|--|---------|------------------|----------------------|----------------------|------------------------|---------------------|
| | | | | | | (cars per space) | (hours) | hours per unique car | (hours per unique car) | (percent) |
| Area | Street | Section | Side | Restriction | Supply | Turn-over | Total Hours Occupied | Duration of Stay | Max Duration of Stay | Parking Utilization |
| Bathurst Hospital | Hospital Parking - Access From Howick St | Emergency Area Parking | On/Off | Emergency Dropoff Zone & Patient Pickup Zone | 0 | 0.5 | 0.5 | 0.3 | 1.0 | 4% |
| Bathurst Hospital | | Emergency Area Parking | On/Off | 3P | 10 | 4.0 | 12.4 | 3.3 | 7.0 | 89% |
| Bathurst Hospital | | Emergency Area Parking | On/Off | Disabled | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Emergency Area Parking | On/Off | Unrestricted | 28 | 4.3 | 12.9 | 4.5 | 14.0 | 92% |
| Bathurst Hospital | | Emergency Area Parking | On/Off | Disabled | 5 | 3.0 | 8.2 | 2.2 | 7.0 | 59% |
| Bathurst Hospital | | Emergency Area Parking | On/Off | Loading Zone | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Emergency Area Parking | On/Off | Community And Mental Health Vechiles Only | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Rural Clinical School Parking | On/Off | 3P | 11 | 2.1 | 12.0 | 6.7 | 14.0 | 86% |
| Bathurst Hospital | | Rural Clinical School Parking | On/Off | Disabled | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Cancer Care Parking | On/Off | Unrestricted | 6 | 0.8 | 2.7 | 2.0 | 8.0 | 19% |
| Bathurst Hospital | Hospital Parking - Access From Commonw | Gwahs Fleet Vechiles Only | On/Off | Unrestricted | 40 | 1.1 | 7.8 | 6.3 | 14.0 | 56% |
| Bathurst Hospital | | Gwahs Fleet Vechiles Only | On/Off | Loading Zone | 15 | 0.7 | 4.7 | 4.6 | 13.0 | 34% |
| Bathurst Hospital | Hospital Parking - Access From Mitre St | Gwahs Fleet Vechiles Only | On/Off | Unrestricted (Open Area) | 103 | 1.6 | 9.4 | 6.6 | 14.0 | 67% |
| Bathurst Hospital | | Gwahs Fleet Vechiles Only | On/Off | 3P (Undercover, Open-Public) | 35 | 1.4 | 7.7 | 5.7 | 14.0 | 55% |
| Bathurst Hospital | | Gwahs Fleet Vechiles Only | On/Off | Disabled | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Gwahs Fleet Vechiles Only | On/Off | Restricted Parking (Undercover) | 53 | 0.9 | 6.0 | 5.5 | 14.0 | 43% |
| Bathurst Hospital | | Gwahs Fleet Vechiles Only | On/Off | Disabled | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | Commonwealth St | Russell St To Howick St | N | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Russell St To Howick St | N | Unrestricted | 15 | 0.6 | 5.7 | 5.7 | 14.0 | 41% |
| On Street Parking | | Russell St To Howick St | N | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Howick St To Durham St | N | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Howick St To Durham St | N | Unrestricted | 21 | 1.0 | 7.9 | 7.0 | 12.0 | 56% |
| On Street Parking | | Howick St To Durham St | N | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Durham St To Morrisset St | N | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Durham St To Morrisset St | N | Unrestricted | 23 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Morrisset St To Short St | S | Unrestricted | 8 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Short St To Durham St | S | Unrestricted | 10 | 0.5 | 2.5 | 1.7 | 10.0 | 18% |
| On Street Parking | | Short St To Durham St | S | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Durham St To Howick St | S | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Durham St To Howick St | S | Unrestricted | 7 | 1.1 | 10.7 | 10.1 | 14.0 | 77% |
| On Street Parking | | Durham St To Howick St | S | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Durham St To Howick St | S | Unrestricted | 8 | 1.4 | 9.8 | 7.7 | 11.0 | 70% |
| On Street Parking | | Durham St To Howick St | S | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Durham St To Howick St | S | Unrestricted | 5 | 1.8 | 9.4 | 6.9 | 11.0 | 67% |
| On Street Parking | | Howick St To Russell St | S | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | Kelley Cres | Russell St To Howick St | N | No Parking | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Howick St To Russell St | S | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Howick St To Russell St | S | Unrestricted | 15 | 0.9 | 3.3 | 2.6 | 9.0 | 23% |
| On Street Parking | | Howick St To Russell St | S | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | Mitre St | Russell St To Howick St | N | Unrestricted | 18 | 1.2 | 8.9 | 7.4 | 13.0 | 64% |
| On Street Parking | | Howick St To Durham St | N | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Howick St To Durham St | N | Unrestricted | 5 | 2.0 | 7.8 | 5.3 | 7.0 | 56% |
| On Street Parking | | Howick St To Durham St | N | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Howick St To Durham St | N | Unrestricted | 4 | 1.0 | 7.0 | 7.0 | 7.0 | 50% |
| On Street Parking | | Howick St To Durham St | N | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Howick St To Durham St | N | Unrestricted | 6 | 1.2 | 9.2 | 8.3 | 10.0 | 65% |
| On Street Parking | | Durham St To Clu Da Sec | N | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Durham St To Clu Da Sec | N | Unrestricted | 15 | 0.7 | 2.5 | 1.9 | 8.0 | 18% |
| On Street Parking | | Clu Da Sect To Durham St | S | Unrestricted | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Clu Da Sect To Durham St | S | Unrestricted 90D Angle Parking | 15 | 2.3 | 8.1 | 4.3 | 13.0 | 58% |
| On Street Parking | | Clu Da Sect To Durham St | S | Unrestricted | 5 | 0.8 | 1.8 | 1.3 | 3.0 | 13% |
| On Street Parking | | Durham St To Howick St | S | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Durham St To Howick St | S | Unrestricted 45D Angle Parking | 37 | 1.4 | 9.6 | 7.9 | 12.0 | 68% |
| On Street Parking | | Durham St To Howick St | S | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Howick St To Russell St | S | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Howick St To Russell St | S | Unrestricted | 18 | 0.6 | 4.1 | 4.1 | 10.0 | 29% |
| On Street Parking | Hope St | Russell St To Howick St | N | Unrestricted | 24 | 0.3 | 1.2 | 1.0 | 9.0 | 8% |
| On Street Parking | | Howick St To Durham St | N | Unrestricted | 28 | 0.9 | 2.9 | 1.5 | 8.0 | 20% |
| On Street Parking | | Durham St To Loftus St | S | Unrestricted | 10 | 0.5 | 1.4 | 1.1 | 8.0 | 10% |
| On Street Parking | | Loftus St To Howick St | S | Unrestricted | 10 | 0.1 | 0.2 | 0.2 | 2.0 | 1% |
| On Street Parking | | Howick St To Russell St | S | Unrestricted | 24 | 0.3 | 0.9 | 0.7 | 10.0 | 6% |
| On Street Parking | Dhuram St | Beddie St To Commonwealth St | E | Unrestricted | 12 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Commonwealth St To Mitre St | E | Unrestricted | 19 | 0.7 | 3.7 | 2.4 | 10.0 | 26% |
| On Street Parking | | Mitre St To Hope St | E | Unrestricted | 6 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Mitre St To Hope St | E | Disabled 45D Angle Parking | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Mitre St To Hope St | E | Unrestricted 45D Angle Parking | 21 | 0.6 | 4.1 | 4.1 | 14.0 | 29% |
| On Street Parking | | Mitre St To Hope St | E | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Mitre St To Hope St | E | Unrestricted | 8 | 0.3 | 0.6 | 0.6 | 3.0 | 4% |
| On Street Parking | | Mitre St To Hope St | E | Bus Zone | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Hope St To Mitre St | W | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Hope St To Mitre St | W | Unrestricted | 5 | 0.2 | 0.2 | 0.2 | 1.0 | 1% |
| On Street Parking | | Hope St To Mitre St | W | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |

| | | | | | | | | | | |
|-------------------|------------|---------------------------------|---|---|----|-----|------|-----|------|-----|
| On Street Parking | | Hope St To Mitre St | W | Unrestricted 45D Angle Parking | 8 | 0.9 | 2.8 | 2.3 | 8.0 | 20% |
| On Street Parking | | Hope St To Mitre St | W | Unrestricted | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Hope St To Mitre St | W | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Mitre St To Commonwealth St | W | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Mitre St To Commonwealth St | W | Unrestricted | 25 | 1.1 | 6.7 | 5.4 | 14.0 | 48% |
| On Street Parking | | Mitre St To Commonwealth St | W | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Commonwealth St To Beddie St | W | Unrestricted | 12 | 0.3 | 1.3 | 1.3 | 9.0 | 10% |
| On Street Parking | Howick St | Macquarie St To Commonwealth St | E | Unrestricted | 14 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Commonwealth St To Mitre St | E | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Commonwealth St To Mitre St | E | No Parking | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Commonwealth St To Mitre St | E | Disabled | 1 | 2.0 | 7.0 | 3.5 | 6.0 | 50% |
| On Street Parking | | Commonwealth St To Mitre St | E | No Parking, Daffadil Cottage Authorised Parking | 5 | 2.6 | 6.8 | 2.5 | 6.0 | 49% |
| On Street Parking | | Commonwealth St To Mitre St | E | 2P 8:30Am-8Pm Daffadil Cottage Authorised Parking | 5 | 2.4 | 8.6 | 4.9 | 12.0 | 61% |
| On Street Parking | | Commonwealth St To Mitre St | E | Loading Zone 8Am-3Pm Mon-Fri; 2P All Other Times | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Commonwealth St To Mitre St | E | Disabled | 3 | 1.3 | 3.3 | 2.8 | 5.0 | 24% |
| On Street Parking | | Commonwealth St To Mitre St | E | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Commonwealth St To Mitre St | E | Bus Zone | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Commonwealth St To Mitre St | E | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Commonwealth St To Mitre St | E | Unrestricted 45D Angle Parking | 9 | 1.0 | 9.6 | 9.6 | 14.0 | 68% |
| On Street Parking | | Commonwealth St To Mitre St | E | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Commonwealth St To Mitre St | E | Unrestricted Parallel Parking | 3 | 1.3 | 11.7 | 9.8 | 12.0 | 83% |
| On Street Parking | | Commonwealth St To Mitre St | E | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Mitre St To Hope St | E | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Mitre St To Hope St | E | Unrestricted | 10 | 1.2 | 9.0 | 8.7 | 12.0 | 64% |
| On Street Parking | | Mitre St To Hope St | E | Taxi Zone | 0 | 1.0 | 1.0 | 0.5 | 1.0 | 7% |
| On Street Parking | | Mitre St To Hope St | E | Unrestricted | 16 | 0.9 | 5.8 | 5.6 | 14.0 | 41% |
| On Street Parking | | Hope St To Mitre St | W | Unrestricted | 23 | 1.1 | 8.1 | 7.2 | 14.0 | 58% |
| On Street Parking | | Hope St To Mitre St | W | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Mitre St To Daly St | W | Unrestricted | 19 | 1.3 | 9.9 | 9.1 | 14.0 | 71% |
| On Street Parking | | Mitre St To Daly St | W | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Daly St To Commonwealth St | W | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Daly St To Commonwealth St | W | Bus Zone | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Daly St To Commonwealth St | W | Unrestricted | 6 | 1.2 | 8.7 | 8.0 | 11.0 | 62% |
| On Street Parking | | Daly St To Commonwealth St | W | No Stopping | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Commonwealth St To Beddie St | W | Unrestricted | 15 | 0.9 | 6.0 | 5.9 | 14.0 | 43% |
| On Street Parking | Daly St | Howick St To Russell St | S | Unrestricted | 23 | 1.0 | 6.5 | 6.0 | 14.0 | 47% |
| On Street Parking | | Russell St To Howick St | N | Unrestricted | 21 | 0.9 | 6.4 | 5.9 | 14.0 | 46% |
| On Street Parking | Russell St | Commonwealth St To Daly St | E | Unrestricted | 11 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| On Street Parking | | Daly St To Mitre St | E | Unrestricted | 11 | 0.2 | 1.0 | 1.0 | 10.0 | 7% |
| On Street Parking | | Mitre St To Hope St | E | Unrestricted | 22 | 0.1 | 0.4 | 0.4 | 5.0 | 3% |
| On Street Parking | | Hope St To Mitre St | W | Unrestricted | 20 | 0.2 | 1.0 | 1.0 | 9.0 | 7% |
| On Street Parking | | Mitre St To Commonwealth St | W | Unrestricted | 24 | 0.2 | 2.6 | 2.6 | 14.0 | 18% |



ABN 18 434 565 435
3 Hepburn Way * Caroline Springs * Victoria * 3023 * Australia
Phone: 1300 883 936 * Fax: 1300 882 932

Fine

Bathurst Hospital

All Streets

| Area | Street | Section | Side | Restriction | Supply | 6:00 | 7:00 | 8:00 | 9:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 |
|-------------------|---|-------------------------------|------|--|--------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Bathurst Hospital | Hospital Parking - Access From Howick St & Exit From Mitre St | Emergency Area Parking | | Emergency Dropoff Zone & Patient Pickup Zone | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | | | 3P | 10 | 4 | 10 | 8 | 10 | 9 | 10 | 10 | 10 | 10 | 9 | 9 | 10 | 10 | 5 |
| Bathurst Hospital | | | | Disabled | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | | | Unrestricted | 28 | 26 | 27 | 28 | 27 | 27 | 26 | 27 | 28 | 26 | 25 | 28 | 26 | 26 | 15 |
| Bathurst Hospital | | | | Disabled | 5 | 0 | 2 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 2 | 2 |
| Bathurst Hospital | | | | Loading Zone | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | | | Community and Mental Health Vechiles Only | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Rural Clinical School Parking | | 3P | 11 | 4 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 9 | 5 | 4 |
| Bathurst Hospital | | | | Disabled | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Cancer Care Parking | | Unrestricted | 6 | 0 | 0 | 1 | 3 | 3 | 2 | 1 | 2 | 3 | 1 | 2 | 0 | 0 | 0 |
| Bathurst Hospital | Hospital Parking - Access From Commonwealth St | Gwaahs Fleet Vechiles Only | | Unrestricted | 40 | 27 | 25 | 27 | 22 | 20 | 17 | 25 | 20 | 25 | 25 | 23 | 22 | 0 | 0 |
| Bathurst Hospital | | | | Loading Zone | 15 | 5 | 8 | 7 | 6 | 6 | 6 | 6 | 6 | 3 | 3 | 3 | 0 | 0 | 0 |
| Bathurst Hospital | Hospital Parking - Access From Mitre St | | | Unrestricted (Open Area) | 103 | 40 | 45 | 59 | 69 | 74 | 80 | 88 | 95 | 88 | 87 | 73 | 68 | 65 | 36 |
| Bathurst Hospital | | | | 3P (Undercover, Open-Public) | 35 | 20 | 24 | 22 | 29 | 25 | 28 | 17 | 15 | 13 | 13 | 23 | 17 | 13 | 12 |
| Bathurst Hospital | | | | Disabled | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | | | Restricted Parking (Undercover) | 53 | 11 | 17 | 10 | 16 | 11 | 23 | 24 | 31 | 21 | 28 | 31 | 28 | 17 | 25 |
| Bathurst Hospital | | | | Disabled | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | Commonwealth St | Russell St To Howick St | N | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | Unrestricted | 15 | 4 | 7 | 8 | 8 | 8 | 8 | 7 | 7 | 7 | 6 | 6 | 4 | 3 | 3 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | Howick St To Durham St | N | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | Unrestricted | 21 | 11 | 17 | 18 | 18 | 18 | 18 | 17 | 17 | 8 | 8 | 10 | 6 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | Durham St To Morrisset St | N | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | Unrestricted | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | Morrisset St To Short St | S | Unrestricted | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | Short St To Durham St | S | Unrestricted | 10 | 1 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | Durham St To Howick St | S | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | Unrestricted | 7 | 4 | 7 | 7 | 7 | 7 | 7 | 7 | 4 | 4 | 4 | 5 | 4 | 4 | 4 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | Unrestricted | 8 | 6 | 7 | 7 | 8 | 8 | 8 | 8 | 8 | 7 | 5 | 4 | 2 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | Unrestricted | 5 | 4 | 5 | 4 | 5 | 3 | 5 | 5 | 5 | 2 | 3 | 1 | 2 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | Howick St To Russell St | S | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | Russell St To Howick St | N | No Parking | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | Howick St To Russell St | S | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | Unrestricted | 15 | 2 | 3 | 9 | 6 | 4 | 5 | 6 | 4 | 4 | 2 | 2 | 1 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | Russell St To Howick St | N | Unrestricted | 18 | 10 | 13 | 13 | 14 | 14 | 16 | 14 | 14 | 14 | 14 | 12 | 9 | 3 | 1 |
| On Street Parking | | Howick St To Durham St | N | No Stopping | 5 | 0 | 4 | 4 | 5 | 5 | 5 | 3 | 5 | 5 | 2 | 3 | 1 | 2 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | Unrestricted | 4 | 0 | 2 | 2 | 4 | 4 | 4 | 4 | 4 | 2 | 2 | 2 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | Unrestricted | 6 | 2 | 3 | 3 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 3 | 2 | 0 | 0 |
| On Street Parking | | Durham St To Clu Da Sec | N | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | Unrestricted | 15 | 0 | 1 | 1 | 4 | 4 | 7 | 6 | 5 | 2 | 2 | 4 | 0 | 0 | 0 |
| On Street Parking | | Clu Da Sect To Durham St | S | Unrestricted | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | S | Unrestricted 90D Angle Parking | 15 | 6 | 7 | 7 | 11 | 12 | 13 | 11 | 10 | 7 | 7 | 7 | 10 | 8 | 6 |
| On Street Parking | | | | Unrestricted | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 1 | 0 | 0 |
| On Street Parking | | Durham St To Howick St | S | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | Unrestricted 45D Angle Parking | 37 | 23 | 29 | 31 | 36 | 35 | 35 | 31 | 36 | 26 | 27 | 27 | 16 | 2 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | Howick St To Russell St | | Unrestricted | 18 | 2 | 4 | 6 | 9 | 9 | 11 | 9 | 9 | 5 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | N | Unrestricted | 24 | 0 | 0 | 3 | 3 | 2 | 4 | 3 | 5 | 3 | 3 | 2 | 0 | 0 | 0 |
| On Street Parking | | Howick St To Durham St | N | Unrestricted | 28 | 4 | 5 | 6 | 8 | 9 | 11 | 7 | 8 | 4 | 6 | 5 | 5 | 2 | 0 |
| On Street Parking | | Durham St To Loftus St | S | Unrestricted | 10 | 0 | 0 | 1 | 3 | 2 | 2 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 |
| On Street Parking | | Loftus St To Howick St | S | Unrestricted | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | Howick St To Russell St | S | Unrestricted | 24 | 0 | 0 | 1 | 3 | 1 | 3 | 2 | 3 | 2 | 2 | 2 | 2 | 0 | 0 |
| On Street Parking | | Beddie St To Commonwealth St | E | Unrestricted | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | Commonwealth St To Mitre St | E | Unrestricted | 19 | 2 | 5 | 7 | 7 | 7 | 7 | 7 | 8 | 6 | 6 | 6 | 1 | 1 | 0 |
| On Street Parking | | Mitre St To Hope St | E | Unrestricted | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | Disabled 45D Angle Parking | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | Unrestricted 45D Angle Parking | 21 | 3 | 4 | 4 | 4 | 4 | 7 | 6 | 6 | 6 | 11 | 12 | 11 | 5 | 3 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | Unrestricted | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 |
| On Street Parking | | | | Bus Zone | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | Hope St To Mitre St | W | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | Unrestricted | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | Unrestricted 45D Angle Parking | 8 | 0 | 0 | 0 | 2 | 2 | 4 | 2 | 3 | 2 | 8 | 4 | 4 | 0 | 0 |
| On Street Parking | | | | Unrestricted | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | No Stopping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Street Parking | | | | | | | | | | | | | | | | | | | |

Parking Occupancy Survey

Weather

Fine

Area

Bathurst Hospital

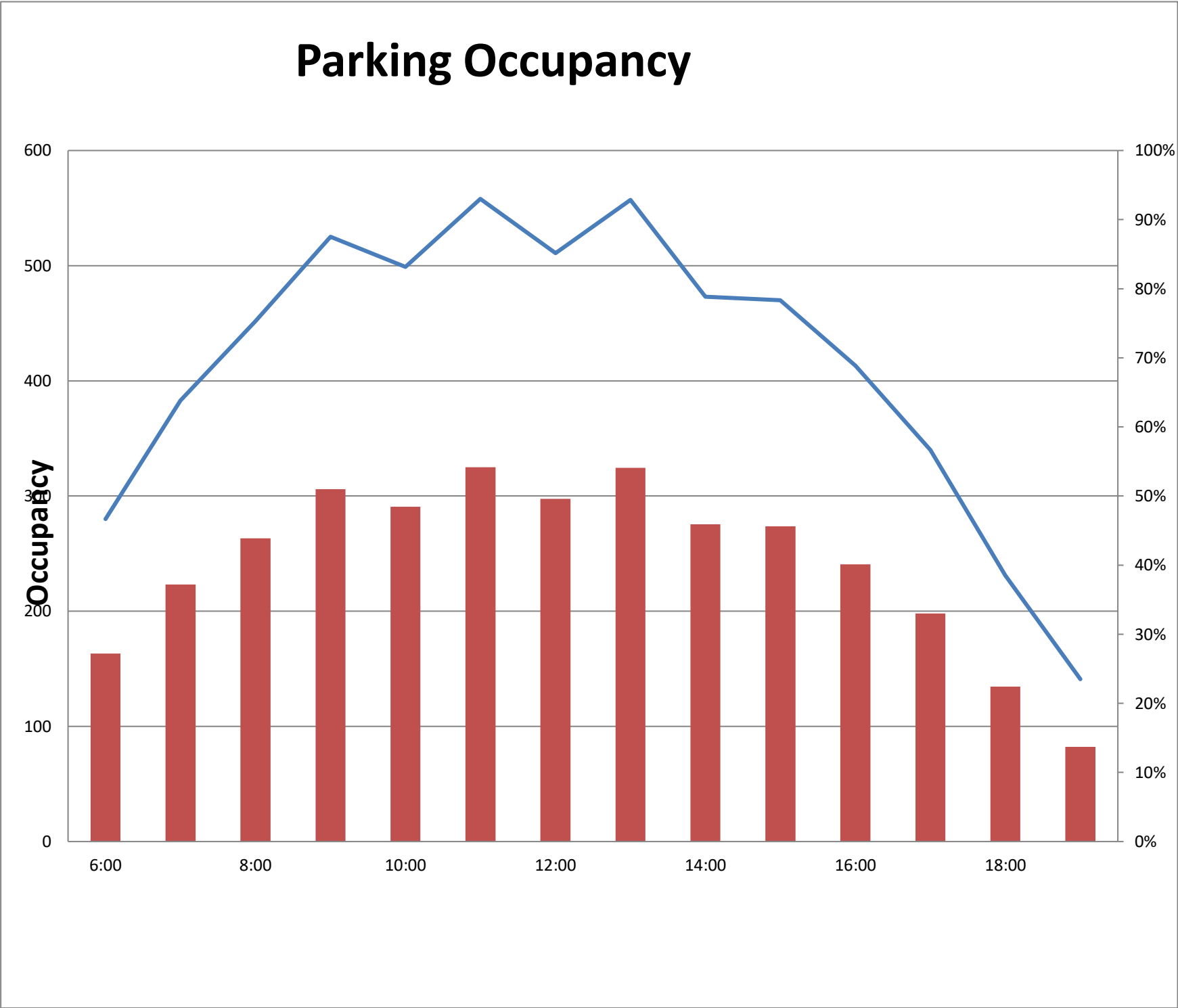
Street

All Streets

Date

Tuesday, 18 July 2023

| | 6:00 | 7:00 | 8:00 | 9:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 |
|-------------------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Parking Supply | 1030 | 1030 | 1030 | 1030 | 1030 | 1030 | 1030 | 1030 | 1030 | 1030 | 1030 | 1030 | 1030 | 1030 |
| Parking Occupancy | 280 | 383 | 452 | 525 | 499 | 558 | 511 | 557 | 473 | 470 | 413 | 340 | 231 | 141 |
| Occupancy Percent | 27% | 37% | 44% | 51% | 48% | 54% | 50% | 54% | 46% | 46% | 40% | 33% | 22% | 14% |



Parking Occupancy Survey

Weather

Fine

Area

Bathurst Hospital

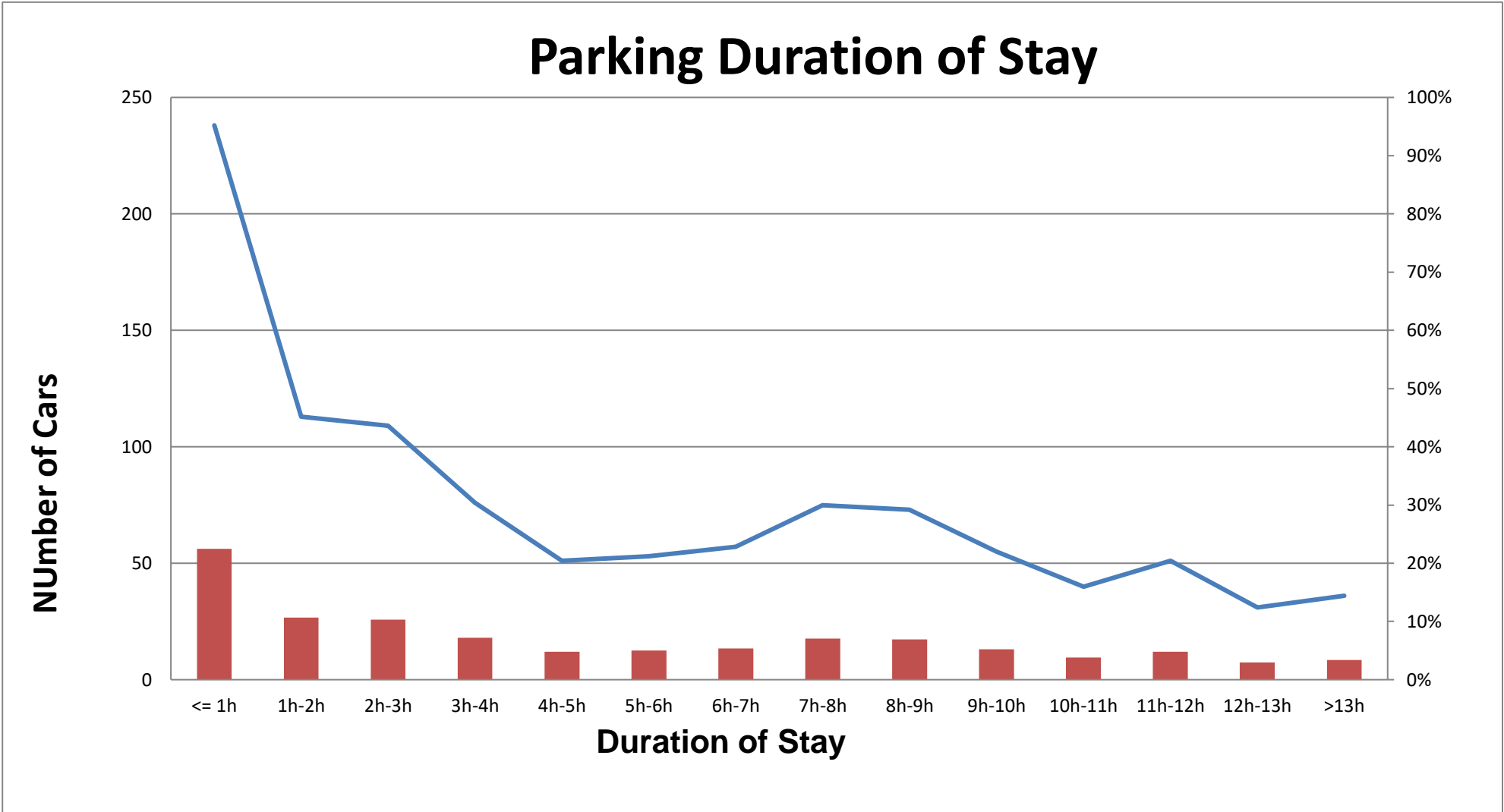
Street

All Streets

Date

Tuesday, 18 July 2023

| Hours | <= 1h | 1h-2h | 2h-3h | 3h-4h | 4h-5h | 5h-6h | 6h-7h | 7h-8h | 8h-9h | 9h-10h | 10h-11h | 11h-12h | 12h-13h | >13h |
|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|---------|---------|---------|------|
| Total Turn Over | 1058 | 1058 | 1058 | 1058 | 1058 | 1058 | 1058 | 1058 | 1058 | 1058 | 1058 | 1058 | 1058 | 1058 |
| Vehicles @ DOS | 238 | 113 | 109 | 76 | 51 | 53 | 57 | 75 | 73 | 55 | 40 | 51 | 31 | 36 |
| Percentage | 22% | 11% | 10% | 7% | 5% | 5% | 5% | 7% | 7% | 5% | 4% | 5% | 3% | 3% |



| Area | Street | Section | Side | Restriction | Supply | Includes? |
|-------------------|---|-------------------------------|------|---|--------|-----------|
| Bathurst Hospital | Hospital Parking - Access From Howick St & Exit From Mitre St | Emergency Area Parking | | Emergency Drop Off Zone & Patient Pickup Zone | 6 | 0 |
| | | | | 3 Hour Limit | 10 | 0 |
| | | | | Disabled | 1 | 0 |
| | | | | Unrestricted | 28 | 0 |
| | | | | Disabled | 5 | 0 |
| | | | | Loading Zone | 1 | 0 |
| | | | | Community and Mental Health Vechiles Only | 2 | 0 |
| | | Rural Clinical School Parking | | 3 Hour Parking | 11 | 0 |
| | | | | Disabled | 2 | 0 |
| | | Cancer Care Parking | | Unrestricted | 6 | 0 |
| | Hospital Parking - Access From Commonwealth St | GWAHS Fleet Vechiles Only | | Unrestricted | 40 | 0 |
| | | | | Loading Zone | 15 | 0 |
| | Hospital Parking - Access From Mitre St | | | Unrestricted (Open Area) | 103 | 0 |
| | | | | 3 Hour Limit (Undercover, Open To Public) | 35 | 0 |
| | | | | Disabled | 1 | 0 |
| | | | | Restricted Parking (Undercover) | 53 | 0 |
| | | | | Disabled | 2 | 0 |
| On Street Parking | Commonwealth St | Russell St To Howick St | N | No Stopping | 1 | 0 |
| | | | | Unrestricted | 15 | 0 |
| | | | | No Stopping | 1 | 0 |
| | | Howick St To Durham St | N | No Stopping | 1 | 0 |
| | | | | Unrestricted | 21 | 0 |
| | | | | No Stopping | 2 | 0 |
| | | Durham St To Morrisset St | N | No Stopping | 1 | 0 |
| | | | | Unrestricted | 23 | 0 |
| | | Morrisset St To Short St | S | Unrestricted | 8 | 0 |
| | | Short St To Durham St | S | Unrestricted | 10 | 0 |
| | | | | No Stopping | 1 | 0 |
| | | Durham St To Howick St | S | No Stopping | 2 | 0 |
| | | | | Unrestricted | 7 | 0 |
| | | | | No Stopping | 3 | 0 |
| | | | | Unrestricted | 8 | 0 |
| | | | | No Stopping | 2 | 0 |
| | | | | Unrestricted | 5 | 0 |
| | | Howick St To Russell St | S | No Stopping | 16 | 0 |
| | Kelley Cres | Russell St To Howick St | N | No Parking | 15 | 0 |
| | | Howick St To Russell St | S | No Stopping | 2 | 0 |

| | | | | | | |
|--|-----------|------------------------------|---|--------------------------------|----|---|
| | | | | Unrestricted | 15 | 0 |
| | | | | No Stopping | 2 | 0 |
| | Mitre St | Russell St To Howick St | N | Unrestricted | 18 | 0 |
| | | Howick St To Durham St | N | No Stopping | 1 | 0 |
| | | | | Unrestricted | 5 | 0 |
| | | | | No Stopping | 3 | 0 |
| | | | | Unrestricted | 4 | 0 |
| | | | | No Stopping | 3 | 0 |
| | | | | Unrestricted | 6 | 0 |
| | | Durham St To Enf of Road | N | No Stopping | 3 | 0 |
| | | | | Unrestricted | 15 | 0 |
| | | End of road To Durham St | S | Unrestricted | 3 | 0 |
| | | | S | Unrestricted 90D Angle Parking | 15 | 0 |
| | | | | Unrestricted | 5 | 0 |
| | | Durham St To Howick St | S | No Stopping | 1 | 0 |
| | | | | Unrestricted 45D Angle Parking | 37 | 0 |
| | | | | No Stopping | 1 | 0 |
| | | Howick St To Russell St | | No Stopping | 1 | 0 |
| | | | | Unrestricted | 18 | 0 |
| | Hope St | Russell St To Howick St | N | Unrestricted | 24 | 0 |
| | | Howick St To Durham St | N | Unrestricted | 28 | 0 |
| | | Durham St To Loftus St | S | Unrestricted | 10 | 0 |
| | | Loftus St To Howick St | S | Unrestricted | 10 | 0 |
| | | Howick St To Russell St | S | Unrestricted | 24 | 0 |
| | Dhuram St | Beddie St To Commonwealth St | E | Unrestricted | 12 | 0 |
| | | Commonwealth St To Mitre St | E | Unrestricted | 19 | 0 |
| | | Mitre St to Hope St | E | Unrestricted | 6 | 0 |
| | | | | Disabled 45D Angle Parking | 1 | 0 |
| | | | | Unrestricted 45D Angle Parking | 21 | 0 |
| | | | | No Stopping | 2 | 0 |
| | | | | Unrestricted | 8 | 0 |
| | | | | Bus Zone | 2 | 0 |
| | | Hope St To Mitre St | W | No Stopping | 1 | 0 |
| | | | | Unrestricted | 5 | 0 |
| | | | | No Stopping | 1 | 0 |
| | | | | Unrestricted 45D Angle Parking | 8 | 0 |
| | | | | Unrestricted | 2 | 0 |
| | | | | No Stopping | 2 | 0 |

| | | | | | | |
|--|------------|---------------------------------|---|---|----|---|
| | | Mitre St To Commomwealth St | W | No Stopping | 1 | 0 |
| | | | | Unrestricted | 25 | 0 |
| | | | | No Stopping | 1 | 0 |
| | | Commonwealth St To Beddie St | W | Unrestricted | 12 | 0 |
| | Howick St | Macquarie St To Commonwealth St | E | Unrestricted | 14 | 0 |
| | | Commonwealth St To Mitre St | E | No Stopping | 1 | 0 |
| | | | | No Parking | 1 | 0 |
| | | | | Disabled | 1 | 0 |
| | | | | No Parking, Daffadil Cottage Authorised Parking | 5 | 0 |
| | | | | 2P 8:30am-8pm Daffadil Cottage Authorised Parking | 5 | 0 |
| | | | | Loading Zone 8am-3pm Mon-Fri; 2P All Other Times | 1 | 0 |
| | | | | Disabled | 3 | 0 |
| | | | | No Stopping | 1 | 0 |
| | | | | Bus Zone | 3 | 0 |
| | | | | No Stopping | 1 | 0 |
| | | | | Unrestricted 45D Angle Parking | 9 | 0 |
| | | | | No Stopping | 1 | 0 |
| | | | | Unrestricted Parallel Parking | 3 | 0 |
| | | | | No Stopping | 1 | 0 |
| | | Mitre St to Hope St | E | No Stopping | 1 | 0 |
| | | | | Unrestricted | 10 | 0 |
| | | | | Taxi Zone | 2 | 0 |
| | | | | Unrestricted | 16 | 0 |
| | | Hope St To Mitre St | W | Unrestricted | 23 | 0 |
| | | | | No Stopping | 1 | 0 |
| | | Mitre St To Daly St | W | Unrestricted | 19 | 0 |
| | | | | No Stopping | 2 | 0 |
| | | Daly St To Commomwealth St | W | No Stopping | 1 | 0 |
| | | | | Bus Zone | 2 | 0 |
| | | | | Unrestricted | 6 | 0 |
| | | | | No Stopping | 1 | 0 |
| | | Commonwealth St To Beddie St | W | Unrestricted | 15 | 0 |
| | Daly St | Howick St To Russell St | S | Unrestricted | 23 | 0 |
| | | Russell St To Howick St | N | Unrestricted | 21 | 0 |
| | Russell St | Commonwealth St To Daly St | E | Unrestricted | 11 | 0 |
| | | Daly St To Mitre St | E | Unrestricted | 11 | 0 |
| | | Mitre St to Hope St | E | Unrestricted | 22 | 0 |
| | | Hope St To Mitre St | W | Unrestricted | 20 | 0 |
| | | Mitre St To Commonwealth St | W | Unrestricted | 24 | 0 |



ABN 18 434 565 435
3 Hepburn Way * Caroline Springs * Victoria * 3023 * Australia
Phone: 1300 883 936 * Fax: 1300 882 932

Parking Occupancy Survey

Weather

Fine

Area

Bathurst Hospital

Street

All Streets

Date

Tuesday, 12 December 2023

| | | | | | Average | 0.5 | 2.9 | 2.3 | 5.3 | 21% |
|-------------------|--|-------------------------------|------|---|---------|------------------|----------------------|----------------------|------------------------|---------------------|
| | | | | | | (cars per space) | (hours) | hours per unique car | (hours per unique car) | (percent) |
| Area | Street | Section | Side | Restriction | Supply | Turn-over | Total Hours Occupied | Duration of Stay | Max Duration of Stay | Parking Utilization |
| Bathurst Hospital | Hospital Parking - Access From Howick St & | Emergency Area Parking | | Emergency Drop Off Zone & Patient Pickup Zone | 6 | 1.0 | 1.0 | 0.7 | 1.0 | 7% |
| Bathurst Hospital | | Emergency Area Parking | | 3P | 10 | 5.4 | 11.0 | 2.3 | 9.0 | 79% |
| Bathurst Hospital | | Emergency Area Parking | | Disabled | 1 | 1.0 | 1.0 | 1.0 | 1.0 | 7% |
| Bathurst Hospital | | Emergency Area Parking | | Unrestricted | 28 | 3.7 | 9.0 | 2.3 | 10.0 | 64% |
| Bathurst Hospital | | Emergency Area Parking | | Disabled | 5 | 1.8 | 9.4 | 6.5 | 11.0 | 67% |
| Bathurst Hospital | | Emergency Area Parking | | Loading Zone | 1 | 1.0 | 1.0 | 1.0 | 1.0 | 7% |
| Bathurst Hospital | | Emergency Area Parking | | Community And Mental Health Vechiles - Only | 2 | 1.5 | 8.5 | 6.8 | 10.0 | 61% |
| Bathurst Hospital | | Rural Clinical School Parking | | 3P | 11 | 2.6 | 10.0 | 5.3 | 14.0 | 71% |
| Bathurst Hospital | | Rural Clinical School Parking | | Disabled | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Cancer Care Parking | | Unrestricted | 6 | 0.8 | 4.8 | 4.8 | 10.0 | 35% |
| Bathurst Hospital | Hospital Parking - Access From Commonwealth St | Gwahs Fleet Vechiles Only | | Unrestricted | 40 | 1.1 | 5.7 | 3.7 | 14.0 | 41% |
| Bathurst Hospital | | Gwahs Fleet Vechiles Only | | Loading Zone | 15 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | Hospital Parking - Access From Mitre St | Gwahs Fleet Vechiles Only | | Unrestricted (Open Area) | 103 | 1.3 | 10.9 | 9.3 | 14.0 | 78% |
| Bathurst Hospital | | Gwahs Fleet Vechiles Only | | 3P (Undercover) | 35 | 1.5 | 7.2 | 4.6 | 14.0 | 52% |
| Bathurst Hospital | | Gwahs Fleet Vechiles Only | | Disabled | 1 | 1.0 | 1.0 | 1.0 | 1.0 | 7% |
| Bathurst Hospital | | Gwahs Fleet Vechiles Only | | Unrestricted (Undercover) | 53 | 1.4 | 8.1 | 4.6 | 14.0 | 58% |
| Bathurst Hospital | | Gwahs Fleet Vechiles Only | | Disabled | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | Commonwealth St | Russell St To Howick St | N | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Russell St To Howick St | N | Unrestricted | 15 | 0.7 | 5.5 | 5.2 | 12.0 | 39% |
| Bathurst Hospital | | Russell St To Howick St | N | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Howick St To Durham St | N | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Howick St To Durham St | N | Unrestricted | 21 | 1.1 | 9.7 | 8.8 | 14.0 | 69% |
| Bathurst Hospital | | Howick St To Durham St | N | No Stopping | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Durham St To Morrisset St | N | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Durham St To Morrisset St | N | Unrestricted | 23 | 0.2 | 0.7 | 0.3 | 8.0 | 5% |
| Bathurst Hospital | | Morrisset St To Short St | S | Unrestricted | 8 | 0.3 | 1.4 | 1.4 | 7.0 | 10% |
| Bathurst Hospital | | Short St To Durham St | S | Unrestricted | 10 | 0.1 | 1.3 | 1.3 | 13.0 | 9% |
| Bathurst Hospital | | Short St To Durham St | S | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Durham St To Howick St | S | No Stopping | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Durham St To Howick St | S | Unrestricted | 7 | 1.3 | 10.4 | 8.7 | 14.0 | 74% |
| Bathurst Hospital | | Durham St To Howick St | S | No Stopping | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Durham St To Howick St | S | Unrestricted | 8 | 1.1 | 10.4 | 9.6 | 13.0 | 74% |
| Bathurst Hospital | | Durham St To Howick St | S | No Stopping | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Durham St To Howick St | S | Unrestricted | 5 | 1.4 | 9.8 | 7.7 | 10.0 | 70% |
| Bathurst Hospital | | Durham St To Howick St | S | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Howick St To Russell St | S | No Stopping | 16 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | Kelley Cres | Russell St To Howick St | N | No Parking | 15 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Howick St To Russell St | S | No Stopping | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Howick St To Russell St | S | Unrestricted | 15 | 0.7 | 5.7 | 4.6 | 13.0 | 40% |
| Bathurst Hospital | Mitre St | Russell St To Howick St | N | Unrestricted | 18 | 1.1 | 7.2 | 5.4 | 14.0 | 51% |
| Bathurst Hospital | | Russell St To Howick St | N | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Howick St To Durham St | N | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Howick St To Durham St | N | Unrestricted | 5 | 1.2 | 12.2 | 10.9 | 14.0 | 87% |
| Bathurst Hospital | | Howick St To Durham St | N | No Stopping | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Howick St To Durham St | N | Unrestricted | 4 | 1.3 | 10.5 | 8.9 | 11.0 | 75% |
| Bathurst Hospital | | Howick St To Durham St | N | No Stopping | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Howick St To Durham St | N | Unrestricted | 6 | 1.2 | 9.8 | 9.1 | 12.0 | 70% |
| Bathurst Hospital | | Howick St To Durham St | N | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Durham St To End Of Road | N | No Stopping | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Durham St To End Of Road | N | Unrestricted | 15 | 0.4 | 1.3 | 1.0 | 8.0 | 9% |
| Bathurst Hospital | | End Of Road To Durham St | S | Unrestricted | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | End Of Road To Durham St | S | Unrestricted 90 Degree Angle Parking | 15 | 0.8 | 2.1 | 1.5 | 7.0 | 15% |
| Bathurst Hospital | | End Of Road To Durham St | S | Unrestricted | 5 | 0.6 | 1.8 | 1.8 | 7.0 | 13% |
| Bathurst Hospital | | End Of Road To Durham St | S | No Stopping | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Durham St To Howick St | S | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Durham St To Howick St | S | Unrestricted 45 Degree Angle Parking | 37 | 1.2 | 11.1 | 9.7 | 14.0 | 79% |
| Bathurst Hospital | | Durham St To Howick St | S | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Howick St To Russell St | S | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Howick St To Russell St | S | Unrestricted | 18 | 0.6 | 5.3 | 5.0 | 13.0 | 38% |
| Bathurst Hospital | Hope St | Russell St To Howick St | N | Unrestricted | 24 | 0.2 | 1.2 | 0.9 | 12.0 | 8% |
| Bathurst Hospital | | Howick St To Durham St | N | Unrestricted | 28 | 0.5 | 2.1 | 1.6 | 11.0 | 15% |
| Bathurst Hospital | | Durham St To Loftus St | S | Unrestricted | 10 | 0.3 | 0.3 | 0.3 | 1.0 | 2% |
| Bathurst Hospital | | Loftus St To Howick St | S | Unrestricted | 10 | 0.1 | 0.4 | 0.4 | 4.0 | 3% |

| | | | | | | | | | | |
|-------------------|-------------|---------------------------------|---|---|----|-----|------|------|------|-----|
| Bathurst Hospital | | Howick St To Russell St | S | Unrestricted | 24 | 0.3 | 1.3 | 0.9 | 13.0 | 9% |
| Bathurst Hospital | Dhuratam St | Beddie St To Commonwealth St | E | Unrestricted | 12 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Beddie St To Commonwealth St | E | No Stopping | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | Unrestricted | 19 | 0.8 | 3.2 | 2.0 | 8.0 | 23% |
| Bathurst Hospital | | Mitre St To Hope St | E | Unrestricted | 6 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Mitre St To Hope St | E | Disabled (45 Degree Angle) | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Mitre St To Hope St | E | Unrestricted 45 Degree Angle Parking | 21 | 0.8 | 1.8 | 1.4 | 13.0 | 13% |
| Bathurst Hospital | | Mitre St To Hope St | E | No Stopping | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Mitre St To Hope St | E | Unrestricted | 8 | 0.3 | 0.5 | 0.5 | 2.0 | 4% |
| Bathurst Hospital | | Mitre St To Hope St | E | Bus Zone | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Hope St To Mitre St | W | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Hope St To Mitre St | W | Unrestricted | 5 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Hope St To Mitre St | W | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Hope St To Mitre St | W | Unrestricted 45 Degree Angle Parking | 8 | 0.8 | 3.5 | 1.8 | 9.0 | 25% |
| Bathurst Hospital | | Hope St To Mitre St | W | Unrestricted | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Hope St To Mitre St | W | No Stopping | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Mitre St To Commomwealth St | W | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Mitre St To Commomwealth St | W | Unrestricted | 25 | 1.0 | 5.5 | 5.2 | 11.0 | 39% |
| Bathurst Hospital | | Mitre St To Commomwealth St | W | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Commonwealth St To Beddie St | W | Unrestricted | 12 | 0.1 | 0.3 | 0.3 | 4.0 | 2% |
| Bathurst Hospital | Howick St | Macquarie St To Commonwealth St | E | Unrestricted | 14 | 0.7 | 5.4 | 5.1 | 10.0 | 39% |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | No Parking | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | Disabled | 1 | 1.0 | 1.0 | 1.0 | 1.0 | 7% |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | No Parking Daffadil Cottage Authorised Parking | 5 | 2.2 | 9.0 | 4.2 | 9.0 | 64% |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | 2P 8:30Am-8Pm Daffadil Cottage Authorised Parking | 5 | 2.0 | 12.2 | 6.9 | 12.0 | 87% |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | Loading Zone 8Am-3Pm Mon-Fri & 2P All Other Times | 1 | 1.0 | 6.0 | 6.0 | 6.0 | 43% |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | Disabled | 3 | 0.7 | 4.0 | 4.0 | 10.0 | 29% |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | Bus Zone | 3 | 0.7 | 1.7 | 1.7 | 4.0 | 12% |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | Unrestricted 45 Degree Angle Parking | 9 | 1.2 | 8.2 | 7.2 | 9.0 | 59% |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | Unrestricted | 3 | 1.0 | 10.7 | 10.7 | 12.0 | 76% |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Mitre St To Hope St | E | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Mitre St To Hope St | E | Unrestricted | 11 | 1.0 | 9.4 | 9.4 | 13.0 | 67% |
| Bathurst Hospital | | Mitre St To Hope St | E | Taxi Zone | 2 | 0.5 | 0.5 | 0.5 | 1.0 | 4% |
| Bathurst Hospital | | Mitre St To Hope St | E | Unrestricted | 16 | 0.9 | 7.1 | 6.8 | 13.0 | 50% |
| Bathurst Hospital | | Hope St To Mitre St | W | Unrestricted | 23 | 1.1 | 8.3 | 7.5 | 14.0 | 60% |
| Bathurst Hospital | | Hope St To Mitre St | W | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Mitre St To Daly St | W | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Mitre St To Daly St | W | Unrestricted | 21 | 1.0 | 9.3 | 9.2 | 14.0 | 67% |
| Bathurst Hospital | | Mitre St To Daly St | W | No Stopping | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Daly St To Commomwealth St | W | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Daly St To Commomwealth St | W | Bus Zone | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Daly St To Commomwealth St | W | Unrestricted | 7 | 1.0 | 9.7 | 9.7 | 13.0 | 69% |
| Bathurst Hospital | | Daly St To Commomwealth St | W | No Stopping | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Commonwealth St To Beddie St | W | Unrestricted | 15 | 0.8 | 5.5 | 5.0 | 14.0 | 40% |
| Bathurst Hospital | Daly St | Howick St To Russell St | S | Unrestricted | 23 | 0.5 | 3.8 | 3.8 | 14.0 | 27% |
| Bathurst Hospital | | Russell St To Howick St | N | Unrestricted | 21 | 0.9 | 7.1 | 6.1 | 14.0 | 51% |
| Bathurst Hospital | Russell St | Commonwealth St To Daly St | E | Unrestricted | 11 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| Bathurst Hospital | | Daly St To Mitre St | E | Unrestricted | 11 | 0.2 | 0.5 | 0.5 | 4.0 | 3% |
| Bathurst Hospital | | Mitre St To Hope St | E | Unrestricted | 22 | 0.2 | 0.8 | 0.5 | 8.0 | 6% |
| Bathurst Hospital | | Hope St To Mitre St | W | Unrestricted | 20 | 0.4 | 1.3 | 1.0 | 8.0 | 9% |
| Bathurst Hospital | | Mitre St To To Commonwealth St | W | Unrestricted | 24 | 0.1 | 1.4 | 1.4 | 13.0 | 10% |

Fine

Bathurst Hospital

All Streets

Tuesday, 12 December 2023

| Area | Street | Section | Side | Restriction | Supply | 6:00 | 7:00 | 8:00 | 9:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 |
|-------------------|---|---------------------------------|------|---|--------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Bathurst Hospital | Hospital Parking - Access From Howick St & Exit From Mitre St | Emergency Area Parking | | Emergency Drop Off Zone & Patient Pickup Zone | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Emergency Area Parking | | 3P | 10 | 5 | 7 | 8 | 8 | 8 | 9 | 7 | 9 | 8 | 7 | 6 | 9 | 9 | 10 |
| Bathurst Hospital | | Emergency Area Parking | | Disabled | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Emergency Area Parking | | Unrestricted | 28 | 15 | 19 | 22 | 16 | 22 | 19 | 21 | 20 | 22 | 15 | 15 | 18 | 18 | 10 |
| Bathurst Hospital | | Emergency Area Parking | | Disabled | 5 | 0 | 1 | 2 | 4 | 4 | 5 | 5 | 5 | 4 | 4 | 4 | 4 | 4 | 1 |
| Bathurst Hospital | | Emergency Area Parking | | Loading Zone | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Emergency Area Parking | | Community And Mental Health Vechiles - Only | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 |
| Bathurst Hospital | | Rural Clinical School Parking | | 3P | 11 | 3 | 8 | 11 | 11 | 11 | 9 | 5 | 5 | 11 | 6 | 5 | 8 | 8 | 9 |
| Bathurst Hospital | | Rural Clinical School Parking | | Disabled | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Cancer Care Parking | | Unrestricted | 6 | 0 | 1 | 2 | 4 | 3 | 4 | 4 | 4 | 3 | 2 | 2 | 0 | 0 | 0 |
| Bathurst Hospital | Hospital Parking - Access From Commonwealth St | Gwahs Fleet Vechiles Only | | Unrestricted | 40 | 10 | 14 | 14 | 20 | 20 | 15 | 9 | 22 | 17 | 17 | 14 | 18 | 18 | 20 |
| Bathurst Hospital | | Gwahs Fleet Vechiles Only | | Loading Zone | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | Hospital Parking - Access From Mitre St | Gwahs Fleet Vechiles Only | | Unrestricted (Open Area) | 103 | 55 | 79 | 103 | 103 | 103 | 103 | 101 | 102 | 98 | 71 | 41 | 41 | 16 | |
| Bathurst Hospital | | Gwahs Fleet Vechiles Only | | 3P (Undercover) | 35 | 6 | 7 | 10 | 28 | 28 | 27 | 27 | 22 | 23 | 18 | 15 | 11 | 11 | 20 |
| Bathurst Hospital | | Gwahs Fleet Vechiles Only | | Disabled | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Gwahs Fleet Vechiles Only | | Unrestricted (Undercover) | 53 | 6 | 15 | 25 | 28 | 28 | 27 | 30 | 30 | 40 | 40 | 40 | 40 | 40 | 40 |
| Bathurst Hospital | | Gwahs Fleet Vechiles Only | | Disabled | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | Commonwealth St | Russell St To Howick St | N | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Russell St To Howick St | N | Unrestricted | 15 | 2 | 3 | 5 | 8 | 8 | 8 | 8 | 9 | 9 | 8 | 7 | 3 | 3 | 1 |
| Bathurst Hospital | | Russell St To Howick St | N | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Howick St To Durham St | N | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Howick St To Durham St | N | Unrestricted | 21 | 9 | 14 | 19 | 19 | 19 | 19 | 19 | 19 | 18 | 17 | 13 | 8 | 8 | 3 |
| Bathurst Hospital | | Howick St To Durham St | N | No Stopping | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Durham St To Morrisset St | N | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Durham St To Morrisset St | N | Unrestricted | 23 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 2 | 2 | 1 |
| Bathurst Hospital | | Morrisset St To Short St | S | Unrestricted | 8 | 0 | 0 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Short St To Durham St | S | Unrestricted | 10 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Bathurst Hospital | | Short St To Durham St | S | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Durham St To Howick St | S | No Stopping | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Durham St To Howick St | S | Unrestricted | 7 | 2 | 4 | 7 | 7 | 7 | 6 | 6 | 6 | 6 | 6 | 5 | 4 | 4 | 3 |
| Bathurst Hospital | | Durham St To Howick St | S | No Stopping | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Durham St To Howick St | S | Unrestricted | 8 | 3 | 6 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 5 | 2 | 2 | 1 |
| Bathurst Hospital | | Durham St To Howick St | S | No Stopping | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Durham St To Howick St | S | Unrestricted | 5 | 1 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 1 | 1 | 0 |
| Bathurst Hospital | | Durham St To Howick St | S | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Howick St To Russell St | S | No Stopping | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | Kelley Cres | Russell St To Howick St | N | No Parking | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Howick St To Russell St | S | No Stopping | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Howick St To Russell St | S | Unrestricted | 15 | 1 | 2 | 6 | 7 | 7 | 7 | 6 | 7 | 8 | 8 | 8 | 8 | 8 | 2 |
| Bathurst Hospital | Mitre St | Russell St To Howick St | N | Unrestricted | 18 | 4 | 8 | 10 | 13 | 13 | 13 | 12 | 11 | 11 | 10 | 9 | 5 | 5 | 5 |
| Bathurst Hospital | | Russell St To Howick St | N | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Howick St To Durham St | N | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Howick St To Durham St | N | Unrestricted | 5 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 4 | 4 | 1 |
| Bathurst Hospital | | Howick St To Durham St | N | No Stopping | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Howick St To Durham St | N | Unrestricted | 4 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 2 | 2 | 0 |
| Bathurst Hospital | | Howick St To Durham St | N | No Stopping | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Howick St To Durham St | N | Unrestricted | 6 | 2 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 4 | 1 | 1 | 0 |
| Bathurst Hospital | | Howick St To Durham St | N | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Durham St To End Of Road | N | No Stopping | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Durham St To End Of Road | N | Unrestricted | 15 | 0 | 0 | 1 | 2 | 2 | 2 | 1 | 4 | 3 | 3 | 1 | 0 | 0 | 0 |
| Bathurst Hospital | | End Of Road To Durham St | S | Unrestricted | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | End Of Road To Durham St | S | Unrestricted 90 Degree Angle Parking | 15 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 7 | 5 | 3 | 3 | 0 | 0 | 2 |
| Bathurst Hospital | | End Of Road To Durham St | S | Unrestricted | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 1 | 1 | 1 |
| Bathurst Hospital | | End Of Road To Durham St | S | No Stopping | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Durham St To Howick St | S | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Durham St To Howick St | S | Unrestricted 45 Degree Angle Parking | 37 | 16 | 25 | 36 | 36 | 36 | 36 | 35 | 36 | 36 | 36 | 31 | 18 | 18 | 16 |
| Bathurst Hospital | | Durham St To Howick St | S | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Howick St To Russell St | S | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Howick St To Russell St | S | Unrestricted | 18 | 3 | 6 | 10 | 10 | 10 | 10 | 8 | 7 | 7 | 7 | 8 | 3 | 3 | 3 |
| Bathurst Hospital | Hope St | Russell St To Howick St | N | Unrestricted | 24 | 0 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 1 |
| Bathurst Hospital | | Howick St To Durham St | N | Unrestricted | 28 | 2 | 3 | 7 | 8 | 9 | 3 | 3 | 7 | 5 | 3 | 3 | 2 | 2 | 3 |
| Bathurst Hospital | | Durham St To Loftus St | S | Unrestricted | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Loftus St To Howick St | S | Unrestricted | 10 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Howick St To Russell St | S | Unrestricted | 24 | 0 | 2 | 3 | 3 | 3 | 2 | 1 | 3 | 2 | 2 | 3 | 2 | 2 | 2 |
| Bathurst Hospital | Dhuram St | Beddie St To Commonwealth St | E | Unrestricted | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Beddie St To Commonwealth St | E | No Stopping | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | Unrestricted | 19 | 0 | 0 | 2 | 4 | 6 | 6 | 6 | 7 | 7 | 7 | 4 | 4 | 4 | 3 |
| Bathurst Hospital | | Mitre St To Hope St | E | Unrestricted | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Mitre St To Hope St | E | Disabled (45 Degree Angle) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Mitre St To Hope St | E | Unrestricted 45 Degree Angle Parking | 21 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 8 | 8 | 11 |
| Bathurst Hospital | | Mitre St To Hope St | E | No Stopping | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Mitre St To Hope St | E | Unrestricted | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 |
| Bathurst Hospital | | Mitre St To Hope St | E | Bus Zone | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Hope St To Mitre St | W | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Hope St To Mitre St | W | Unrestricted | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Hope St To Mitre St | W | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Hope St To Mitre St | W | Unrestricted 45 Degree Angle Parking | 8 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Bathurst Hospital | | Hope St To Mitre St | W | Unrestricted | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Hope St To Mitre St | W | No Stopping | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Mitre St To Commonwealth St | W | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Mitre St To Commonwealth St | W | Unrestricted | 25 | 0 | 0 | 0 | 9 | 16 | 22 | 22 | 22 | 16 | 14 | 9 | 2 | 2 | 4 |
| Bathurst Hospital | | Mitre St To Commonwealth St | W | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Commonwealth St To Beddie St | W | Unrestricted | 12 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | Howick St | Macquarie St To Commonwealth St | E | Unrestricted | 14 | 2 | 4 | 9 | 9 | 9 | 9 | 9 | 9 | 5 | 5 | 6 | 0 | 0 | 0 |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | No Parking | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | | | | |
|-------------------|------------|------------------------------|---|---|----|---|----|----|----|----|----|----|----|----|----|----|---|---|---|
| Bathurst Hospital | | Commonwealth St To Mitre St | E | Disabled | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | No Parking Daffadil Cottage Authorised Parking | 5 | 0 | 2 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 1 | 2 | 2 | 1 |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | 2P 8:30Am-8Pm Daffadil Cottage Authorised Parking | 5 | 1 | 2 | 5 | 5 | 5 | 5 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | Loading Zone 8Am-3Pm Mon-Fri & 2P All Other Times | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | Disabled | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | Bus Zone | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | Unrestricted 45 Degree Angle Parking | 9 | 2 | 4 | 8 | 8 | 8 | 8 | 8 | 9 | 8 | 5 | 3 | 1 | 1 | |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | Unrestricted | 3 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 0 | |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bathurst Hospital | | Mitre St To Hope St | E | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bathurst Hospital | | Mitre St To Hope St | E | Unrestricted | 11 | 4 | 6 | 8 | 10 | 10 | 10 | 10 | 11 | 10 | 10 | 6 | 4 | 0 | |
| Bathurst Hospital | | Mitre St To Hope St | E | Taxi Zone | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bathurst Hospital | | Mitre St To Hope St | E | Unrestricted | 16 | 5 | 9 | 13 | 14 | 14 | 13 | 13 | 12 | 9 | 5 | 2 | 2 | 0 | |
| Bathurst Hospital | | Hope St To Mitre St | W | Unrestricted | 23 | 5 | 11 | 20 | 20 | 20 | 20 | 19 | 21 | 14 | 13 | 11 | 6 | 6 | |
| Bathurst Hospital | | Hope St To Mitre St | W | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bathurst Hospital | | Mitre St To Daly St | W | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bathurst Hospital | | Mitre St To Daly St | W | Unrestricted | 21 | 5 | 11 | 18 | 20 | 20 | 20 | 20 | 21 | 18 | 12 | 12 | 8 | 3 | |
| Bathurst Hospital | | Mitre St To Daly St | W | No Stopping | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bathurst Hospital | | Daly St To Commonwealth St | W | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bathurst Hospital | | Daly St To Commonwealth St | W | Bus Zone | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bathurst Hospital | | Daly St To Commonwealth St | W | Unrestricted | 7 | 1 | 3 | 5 | 7 | 7 | 7 | 7 | 7 | 7 | 4 | 4 | 4 | 1 | |
| Bathurst Hospital | | Daly St To Commonwealth St | W | No Stopping | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bathurst Hospital | | Commonwealth St To Beddie St | W | Unrestricted | 15 | 2 | 4 | 8 | 9 | 9 | 7 | 7 | 9 | 6 | 6 | 6 | 3 | 4 | |
| Bathurst Hospital | Daly St | Howick St To Russell St | S | Unrestricted | 23 | 2 | 5 | 8 | 11 | 11 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | |
| Bathurst Hospital | | Russell St To Howick St | N | Unrestricted | 21 | 3 | 13 | 15 | 15 | 15 | 12 | 12 | 13 | 11 | 11 | 7 | 9 | 4 | |
| Bathurst Hospital | Russell St | Commonwealth St To Daly St | E | Unrestricted | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bathurst Hospital | | Daly St To Mitre St | E | Unrestricted | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | |
| Bathurst Hospital | | Mitre St To Hope St | E | Unrestricted | 22 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | |
| Bathurst Hospital | | Hope St To Mitre St | W | Unrestricted | 20 | 0 | 0 | 3 | 3 | 3 | 3 | 3 | 5 | 3 | 1 | 1 | 0 | 1 | |
| Bathurst Hospital | | Mitre St To Commonwealth St | W | Unrestricted | 24 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | |

Parking Occupancy Survey

Weather

Area

Street

Fine

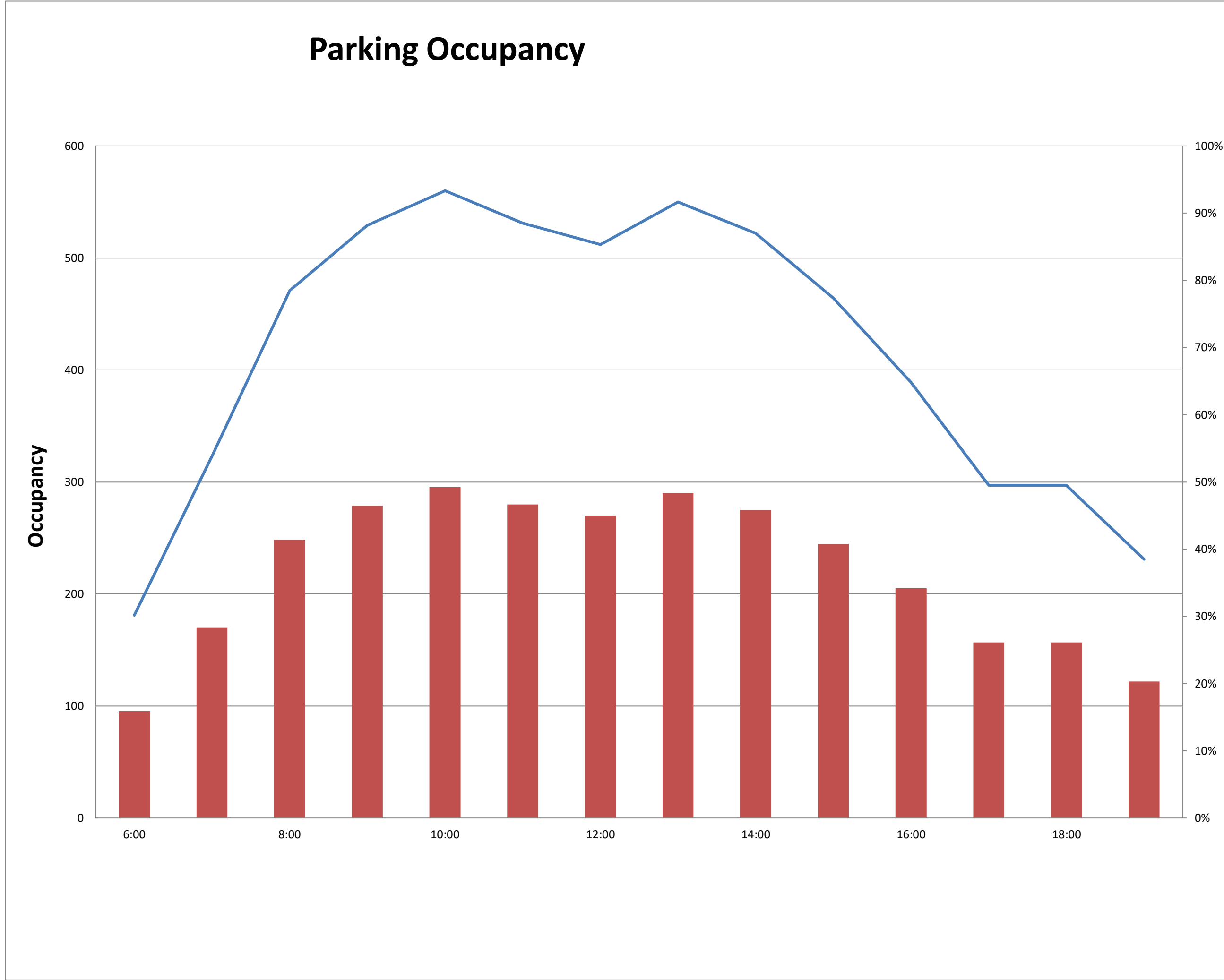
Bathurst Hospital

All Streets ▼

Date

Tuesday, 12 December 2023

| | 6:00 | 7:00 | 8:00 | 9:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 |
|-------------------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Parking Supply | 1138 | 1138 | 1138 | 1138 | 1138 | 1138 | 1138 | 1138 | 1138 | 1138 | 1138 | 1138 | 1138 | 1138 |
| Parking Occupancy | 181 | 323 | 471 | 529 | 560 | 531 | 512 | 550 | 522 | 464 | 389 | 297 | 297 | 231 |
| Occupancy Percent | 16% | 28% | 41% | 46% | 49% | 47% | 45% | 48% | 46% | 41% | 34% | 26% | 26% | 20% |



Parking Occupancy Survey

Weather

Fine

Area

Bathurst Hospital

Street

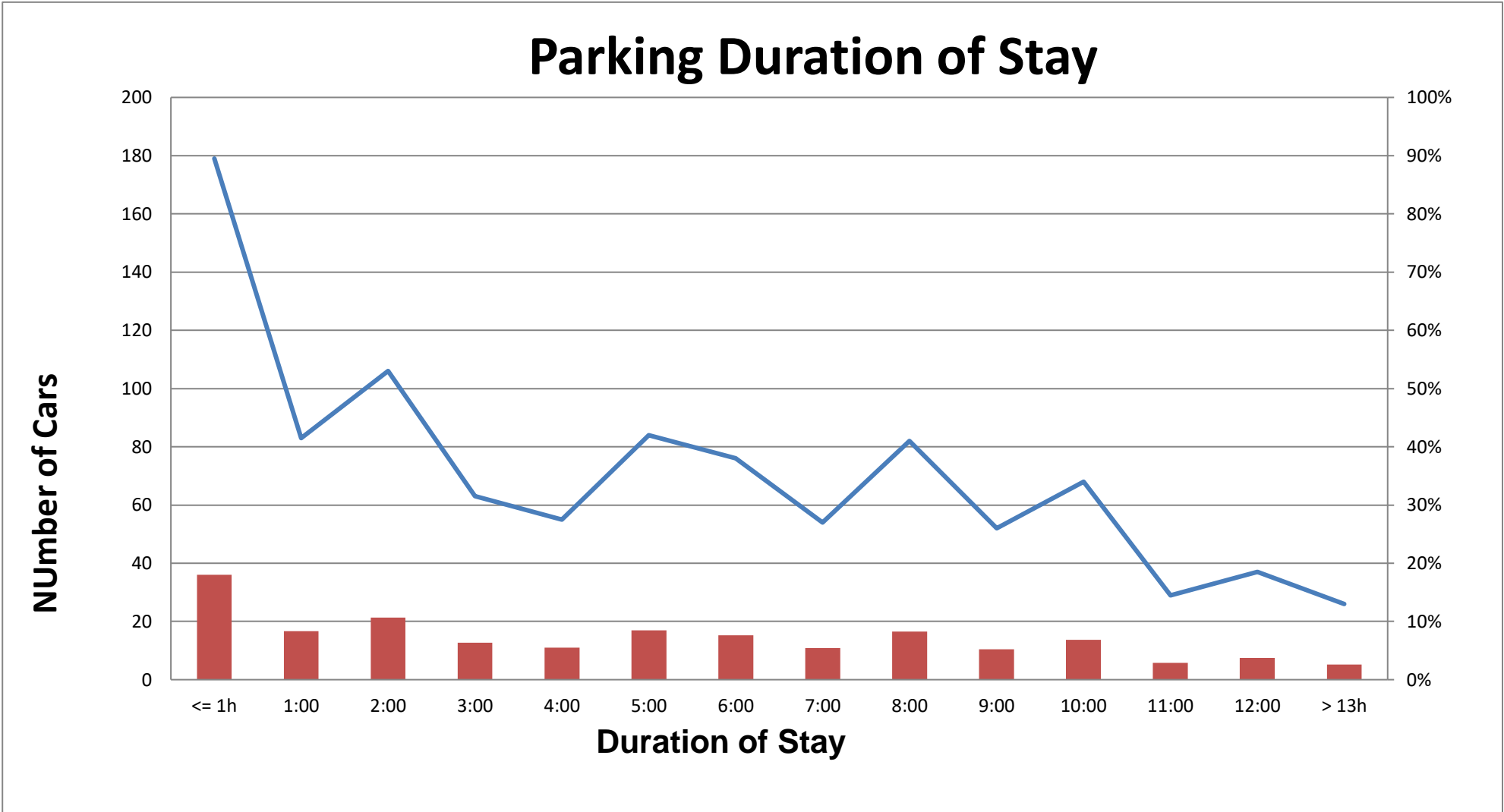
All Streets

▼

Date

Tuesday, 12 December 2023

| Hours | <= 1h | 1:00 | 2:00 | 3:00 | 4:00 | 5:00 | 6:00 | 7:00 | 8:00 | 9:00 | 10:00 | 11:00 | 12:00 | > 13h |
|-----------------|-------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|
| Total Turn Over | 994 | 994 | 994 | 994 | 994 | 994 | 994 | 994 | 994 | 994 | 994 | 994 | 994 | 994 |
| Vehicles @ DOS | 179 | 83 | 106 | 63 | 55 | 84 | 76 | 54 | 82 | 52 | 68 | 29 | 37 | 26 |
| Percentage | 18% | 8% | 11% | 6% | 6% | 8% | 8% | 5% | 8% | 5% | 7% | 3% | 4% | 3% |



| Area | Street | Section | Side | Restriction | Supply | Includes? |
|-------------------|---|-------------------------------|------|---|--------|-----------|
| Bathurst Hospital | Hospital Parking - Access From Howick St & Exit From Mitre St | Emergency Area Parking | | Emergency Drop Off Zone & Patient Pickup Zone | 6 | 0 |
| Bathurst Hospital | | | | 3P | 10 | 0 |
| Bathurst Hospital | | | | Disabled | 1 | 0 |
| Bathurst Hospital | | | | Unrestricted | 28 | 0 |
| Bathurst Hospital | | | | Disabled | 5 | 0 |
| Bathurst Hospital | | | | Loading Zone | 1 | 0 |
| Bathurst Hospital | | | | Community and Mental Health Vehicles - Only | 2 | 0 |
| Bathurst Hospital | | Rural Clinical School Parking | | 3P | 11 | 0 |
| Bathurst Hospital | | | | Disabled | 2 | 0 |
| Bathurst Hospital | | Cancer Care Parking | | Unrestricted | 6 | 0 |
| Bathurst Hospital | Hospital Parking - Access From Commonwealth St | GWAHS Fleet Vehicles Only | | Unrestricted | 40 | 0 |
| Bathurst Hospital | | | | Loading Zone | 15 | 0 |
| Bathurst Hospital | Hospital Parking - Access From Mitre St | | | Unrestricted (Open Area) | 103 | 0 |
| Bathurst Hospital | | | | 3P (Undercover) | 35 | 0 |
| Bathurst Hospital | | | | Disabled | 1 | 0 |
| Bathurst Hospital | | | | Unrestricted (Undercover) | 53 | 0 |
| Bathurst Hospital | | | | Disabled | 2 | 0 |
| Bathurst Hospital | Commonwealth St | Russell St To Howick St | N | No Stopping | 1 | 0 |
| Bathurst Hospital | | | | Unrestricted | 15 | 0 |
| Bathurst Hospital | | | | No Stopping | 1 | 0 |
| Bathurst Hospital | | Howick St To Durham St | N | No Stopping | 1 | 0 |
| Bathurst Hospital | | | | Unrestricted | 21 | 0 |
| Bathurst Hospital | | | | No Stopping | 2 | 0 |
| Bathurst Hospital | | Durham St To Morrisset St | N | No Stopping | 1 | 0 |
| Bathurst Hospital | | | | Unrestricted | 23 | 0 |
| Bathurst Hospital | | Morrisset St To Short St | S | Unrestricted | 8 | 0 |
| Bathurst Hospital | | Short St To Durham St | S | Unrestricted | 10 | 0 |
| Bathurst Hospital | | | | No Stopping | 1 | 0 |
| Bathurst Hospital | | Durham St To Howick St | S | No Stopping | 2 | 0 |
| Bathurst Hospital | | | | Unrestricted | 7 | 0 |
| Bathurst Hospital | | | | No Stopping | 3 | 0 |
| Bathurst Hospital | | | | Unrestricted | 8 | 0 |
| Bathurst Hospital | | | | No Stopping | 2 | 0 |
| Bathurst Hospital | | | | Unrestricted | 5 | 0 |
| Bathurst Hospital | | | | No Stopping | 1 | 0 |
| Bathurst Hospital | | Howick St To Russell St | S | No Stopping | 16 | 0 |
| Bathurst Hospital | Kelley Cres | Russell St To Howick St | N | No Parking | 15 | 0 |
| Bathurst Hospital | | Howick St To Russell St | S | No Stopping | 2 | 0 |
| Bathurst Hospital | | | | Unrestricted | 15 | 0 |
| Bathurst Hospital | Mitre St | Russell St To Howick St | N | Unrestricted | 18 | 0 |
| Bathurst Hospital | | | | No Stopping | 1 | 0 |
| Bathurst Hospital | | Howick St To Durham St | N | No Stopping | 1 | 0 |
| Bathurst Hospital | | | | Unrestricted | 5 | 0 |
| Bathurst Hospital | | | | No Stopping | 3 | 0 |
| Bathurst Hospital | | | | Unrestricted | 4 | 0 |
| Bathurst Hospital | | | | No Stopping | 3 | 0 |
| Bathurst Hospital | | | | Unrestricted | 6 | 0 |
| Bathurst Hospital | | | | No Stopping | 1 | 0 |
| Bathurst Hospital | | Durham St To End of road | N | No Stopping | 3 | 0 |
| Bathurst Hospital | | | | Unrestricted | 15 | 0 |
| Bathurst Hospital | | End of road To Durham St | S | Unrestricted | 3 | 0 |

| | | | | | | |
|-------------------|-----------|---------------------------------|---|---|----|---|
| Bathurst Hospital | | | S | Unrestricted 90 Degree Angle Parking | 15 | 0 |
| Bathurst Hospital | | | | Unrestricted | 5 | 0 |
| Bathurst Hospital | | | | No Stopping | 2 | 0 |
| Bathurst Hospital | | Durham St To Howick St | S | No Stopping | 1 | 0 |
| Bathurst Hospital | | | | Unrestricted 45 Degree Angle Parking | 37 | 0 |
| Bathurst Hospital | | | | No Stopping | 1 | 0 |
| Bathurst Hospital | | Howick St To Russell St | | No Stopping | 1 | 0 |
| Bathurst Hospital | | | | Unrestricted | 18 | 0 |
| Bathurst Hospital | Hope St | Russell St To Howick St | N | Unrestricted | 24 | 0 |
| Bathurst Hospital | | Howick St To Durham St | N | Unrestricted | 28 | 0 |
| Bathurst Hospital | | Durham St To Loftus St | S | Unrestricted | 10 | 0 |
| Bathurst Hospital | | Loftus St To Howick St | S | Unrestricted | 10 | 0 |
| Bathurst Hospital | | Howick St To Russell St | S | Unrestricted | 24 | 0 |
| Bathurst Hospital | Dhuram St | Beddie St To Commonwealth St | E | Unrestricted | 12 | 0 |
| Bathurst Hospital | | | | No Stopping | 3 | 0 |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | Unrestricted | 19 | 0 |
| Bathurst Hospital | | Mitre St to Hope St | E | Unrestricted | 6 | 0 |
| Bathurst Hospital | | | | Disabled (45 Degree Angle) | 1 | 0 |
| Bathurst Hospital | | | | Unrestricted 45 Degree Angle Parking | 21 | 0 |
| Bathurst Hospital | | | | No Stopping | 2 | 0 |
| Bathurst Hospital | | | | Unrestricted | 8 | 0 |
| Bathurst Hospital | | | | Bus Zone | 2 | 0 |
| Bathurst Hospital | | Hope St To Mitre St | W | No Stopping | 1 | 0 |
| Bathurst Hospital | | | | Unrestricted | 5 | 0 |
| Bathurst Hospital | | | | No Stopping | 1 | 0 |
| Bathurst Hospital | | | | Unrestricted 45 Degree Angle Parking | 8 | 0 |
| Bathurst Hospital | | | | Unrestricted | 2 | 0 |
| Bathurst Hospital | | | | No Stopping | 2 | 0 |
| Bathurst Hospital | | Mitre St To Commomwealth St | W | No Stopping | 1 | 0 |
| Bathurst Hospital | | | | Unrestricted | 25 | 0 |
| Bathurst Hospital | | | | No Stopping | 1 | 0 |
| Bathurst Hospital | | Commonwealth St To Beddie St | W | Unrestricted | 12 | 0 |
| Bathurst Hospital | Howick St | Macquarie St To Commonwealth St | E | Unrestricted | 14 | 0 |
| Bathurst Hospital | | Commonwealth St To Mitre St | E | No Stopping | 1 | 0 |
| Bathurst Hospital | | | | No Parking | 1 | 0 |
| Bathurst Hospital | | | | Disabled | 1 | 0 |
| Bathurst Hospital | | | | No Parking Daffadil Cottage Authorised Parking | 5 | 0 |
| Bathurst Hospital | | | | 2P 8:30am-8pm Daffadil Cottage Authorised Parking | 5 | 0 |
| Bathurst Hospital | | | | Loading Zone 8am-3pm Mon-Fri & 2P All Other Times | 1 | 0 |
| Bathurst Hospital | | | | Disabled | 3 | 0 |
| Bathurst Hospital | | | | No Stopping | 1 | 0 |
| Bathurst Hospital | | | | Bus Zone | 3 | 0 |
| Bathurst Hospital | | | | No Stopping | 1 | 0 |
| Bathurst Hospital | | | | Unrestricted 45 Degree Angle Parking | 9 | 0 |
| Bathurst Hospital | | | | No Stopping | 1 | 0 |
| Bathurst Hospital | | | | Unrestricted | 3 | 0 |
| Bathurst Hospital | | | | No Stopping | 1 | 0 |
| Bathurst Hospital | | Mitre St to Hope St | E | No Stopping | 1 | 0 |
| Bathurst Hospital | | | | Unrestricted | 11 | 0 |
| Bathurst Hospital | | | | Taxi Zone | 2 | 0 |
| Bathurst Hospital | | | | Unrestricted | 16 | 0 |
| Bathurst Hospital | | Hope St To Mitre St | W | Unrestricted | 23 | 0 |
| Bathurst Hospital | | | | No Stopping | 1 | 0 |
| Bathurst Hospital | | Mitre St To Daly St | W | No Stopping | 1 | 0 |
| Bathurst Hospital | | Mitre St To Daly St | W | Unrestricted | 21 | 0 |

| | | | | | | |
|-------------------|------------|--------------------------------|---|--------------|----|---|
| Bathurst Hospital | | | | No Stopping | 2 | 0 |
| Bathurst Hospital | | Daly St To Commonwealth St | W | No Stopping | 1 | 0 |
| Bathurst Hospital | | | | Bus Zone | 2 | 0 |
| Bathurst Hospital | | | | Unrestricted | 7 | 0 |
| Bathurst Hospital | | | | No Stopping | 1 | 0 |
| Bathurst Hospital | | Commonwealth St To Beddie St | W | Unrestricted | 15 | 0 |
| Bathurst Hospital | Daly St | Howick St To Russell St | S | Unrestricted | 23 | 0 |
| Bathurst Hospital | | Russell St To Howick St | N | Unrestricted | 21 | 0 |
| Bathurst Hospital | Russell St | Commonwealth St To Daly St | E | Unrestricted | 11 | 0 |
| Bathurst Hospital | | Daly St To Mitre St | E | Unrestricted | 11 | 0 |
| Bathurst Hospital | | Mitre St to Hope St | E | Unrestricted | 22 | 0 |
| Bathurst Hospital | | Hope St To Mitre St | W | Unrestricted | 20 | 0 |
| Bathurst Hospital | | Mitre St To To Commonwealth St | W | Unrestricted | 24 | 0 |