BUS DEPOT – RACECOURSE ROAD, WEST GOSFORD

UPDATED TRANSPORT IMPACT ASSESSMENT

PREPARED FOR WALUYA PTY LTD
17 JULY 2024 | 300304375

Stantec

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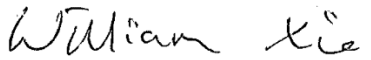
Prepared by: 

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1 Introduction

1.1 Background

A Development Application was lodged for a proposed bus depot on land at 7A-11 Racecourse Road, 5-9 Faunce Street and 36 Young Street, West Gosford.

Urbis on behalf of Waluya Pty Ltd engaged Stantec to complete a Transport Impact Assessment (TIA) for the proposed development. The TIA has been subsequently updated to address stakeholder comments and to provide additional information as relevant.

1.2 Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the proposed development, including consideration of the following:

- existing traffic and parking conditions surrounding the site
- suitability of the proposed parking in terms of supply (quantum) and layout
- service vehicle requirements
- pedestrian and bicycle requirements
- suitability of the proposed access arrangements for the site
- the traffic generating characteristics of the proposed development
- the transport impact of the development proposal on the surrounding road network.

1.3 References

In preparing this report, reference has been made to the following:

- an inspection of the site and its surrounds
- Central Coast Development Control Plan 2022 (DCP 2022)
- Central Coast Local Environmental Plan 2022 (LEP 2022)
- State Environmental Planning Policy (Gosford City Centre) 2018 (SEPP 2018)
- other documents and data as referenced in this report.

2 Existing Conditions

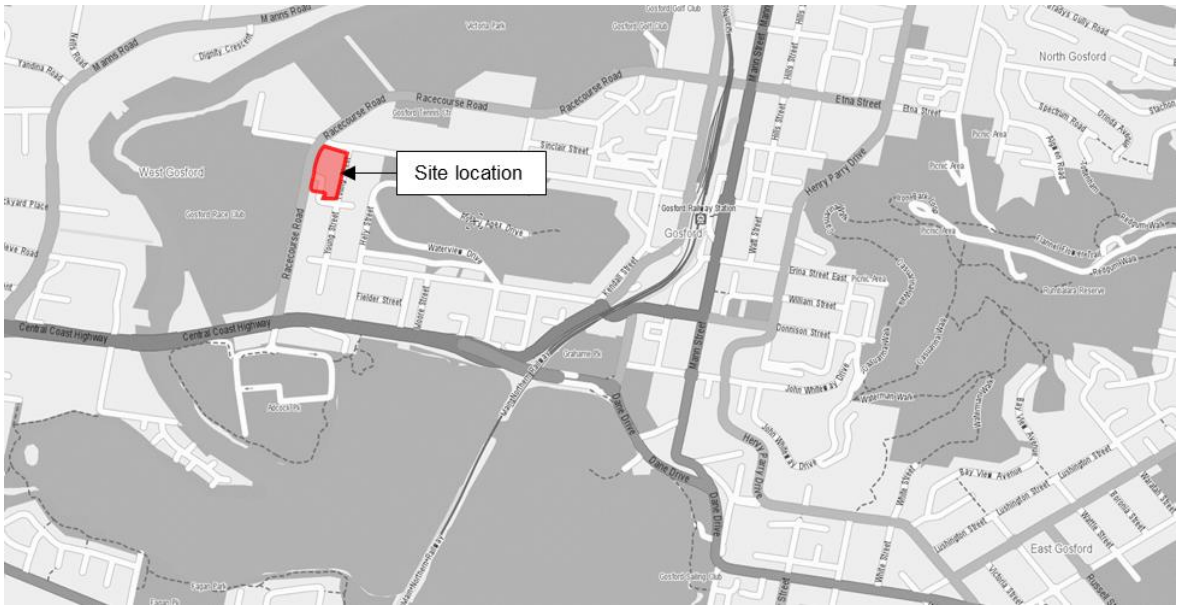
2.1 Location

The subject site comprises land at 7A-11 Racecourse Road, 5-9 Faunce Street and 36 Young Street, West Gosford. The site of approximately 2.5 hectares has frontages of 120 metres to Racecourse Road to the west, 33 metres to Faunce Street to the north and 124 metres to Young Street to the east. The site currently has a land use classification of B6 Enterprise Corridor and is occupied by two residential properties on the western portion with the remainder of the site largely vacant.

The surrounding properties mostly include recreational uses east and west of the site and residential development that is common throughout West Gosford.

The location of the subject site and its surrounding environs is shown in Figure 1 and Figure 2.

Figure 1: Subject site and its environs



Base image source: street-directory.com.au

Figure 2: Subject site aerial view

Base image source: Nearmap

2.2 Transport Network

2.2.1 ROAD HIERARCHY

Roads are classified according to the functions they perform. The main purpose of defining a road's functional class is to provide a basis for establishing the policies which guide the management of the road according to their intended service or qualities.

In terms of functional road classification, State roads are strategically important as they form the primary network used for the movement of people and goods between regions, and throughout the State. Transport for NSW (TfNSW) is responsible for funding, prioritising and carrying out works on State roads. State roads generally include roads classified as freeways, state highways, and main roads under the Roads Act 1993, and the regulation to manage the road system is stated in the Australian Road Rules.

TfNSW defines four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility, to high accessibility and low mobility. These road classes are:

- Arterial Roads – Controlled by TfNSW, typically no limit in flow and designed to carry vehicles long distance between regional centres.
- Sub-Arterial Roads – Managed by either Council or TfNSW under a joint agreement. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and their aim is to carry through traffic between specific areas in a sub region or provide connectivity from arterial road routes (regional links).
- Collector Roads – Provide connectivity between local sites and the sub-arterial road network, and typically carry between 2,000 and 10,000 vehicles per day.

- Local Roads – Provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles per day.

2.2.2 SURROUNDING ROAD NETWORK

Key roads surrounding the site include Racecourse Road, Young Street, Faunce Street, Central Coast Highway and Pacific Highway with a summary provided in Table 1.

Table 1: Surrounding road network

Road	Classification	Description
Racecourse Road	Unclassified Regional Road	• Two-way road that runs in an east-west and north-south direction (over different sections) between Mann Street in the north and Central Coast Highway in the south. • Approximately 13-metre-wide carriageway, effectively allowing for kerbside parking on both sides and a single lane of traffic in each direction. • Kerbside parking restrictions vary along the length of the road. • 50km/h speed limit.
Young Street	Local Road	• Two-way local road that runs in a north-south direction between Faunce Street in the north and Donnison Street in the south. • Approximately 10-metre-wide carriageway, effectively allowing for kerbside parking on both sides of the road and a single lane of traffic in each direction. • Unrestricted parking is permitted along the length of the road. • 50km/h speed limit.
Faunce Street	Local Road	• Two-way local road that runs in an east-west direction between Racecourse Road in the west and Showground Road in the east. • Approximately 12-metre-wide carriageway, effectively allowing for kerbside parking on both sides of the road and a single lane of traffic in each direction. • Faunce Street is a combination of restricted and unrestricted parking along both sides of the road. • 50km/h speed limit noting a 40km/h School Zone within the vicinity of Gosford Public School.
Central Coast Highway	State Highway	• Two-way road that generally runs in an east-west direction south of the site and serves as a connection between Pacific Highway and the Central Coast. • Approximately 24-metre-wide divided carriageway with three lanes of traffic in each direction. • 70km/h speed limit.

Road	Classification	Description
Pacific Highway	Sub-arterial Road	• Two-way road that generally runs in a north-south direction running between Central Coast Highway in the south and Pacific Motorway in the north. • Approximately 8-metre-wide carriageway, effectively allowing for kerbside parking and a single lane of traffic in each direction. •

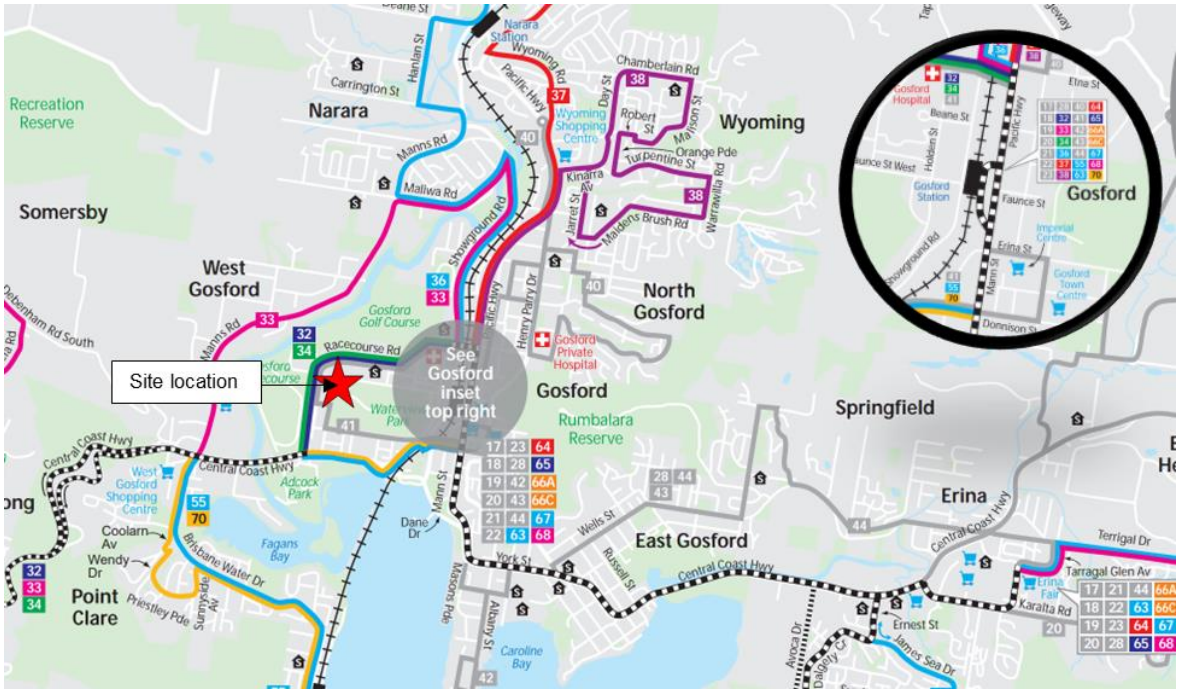
2.3 Public Transport

The site is well serviced by public transport services with frequent bus services and Gosford Station within 1km (east) of the site. A review of the public transport available near the site is summarised in Table 2 and shown indicatively in Figure 3.

Table 2: Public transport provision

Service	Route number	Route description	Location of stop	Distance to nearest stop	Frequency on/ off-peak
Bus	20	Gosford to Matcham	Donnison Street West at Young Street	350m	60 mins (morning and afternoon services only)
	32	Spencer to Gosford	Racecourse Road opposite Gosford Racecourse	0m	60 mins (morning and afternoon services only)
	32/4	Mangrove Mountain to Gosford			30-60 mins (morning services only)
	33	Gosford to Somersby Industrial Estate and Kariong			15- 30 mins (morning and afternoon services only)
	34	Gosford to Kariong			30 mins/ 60 mins
Train	-	Newcastle to Central	Gosford Station	1.1km	15 mins/ 30 mins

Figure 3: Surrounding public transport network



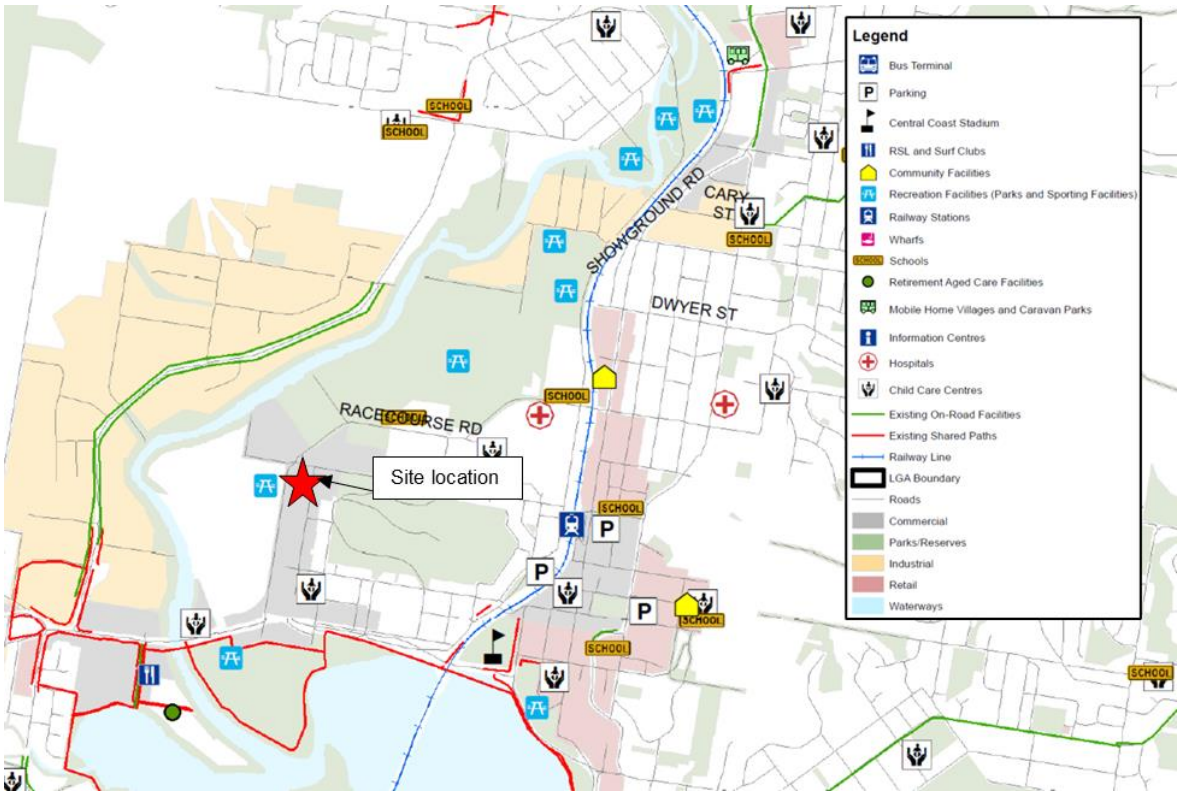
Base image source: busways.com.au/sites/default/files/network-maps/, accessed November 2022

2.4 Walking and Cycling Infrastructure

Pedestrian footpaths in the immediate vicinity of the site are limited. Pedestrian footpaths are generally provided on both sides of Faunce Street and on the western side of Racecourse Road. Formalised crossing points are provided at the signalised intersection of Racecourse Road and Central Coast Highway.

There is limited cycling infrastructure near the site, with the surrounding cycling infrastructure shown in Figure 4.

Figure 4: Surrounding cycling network

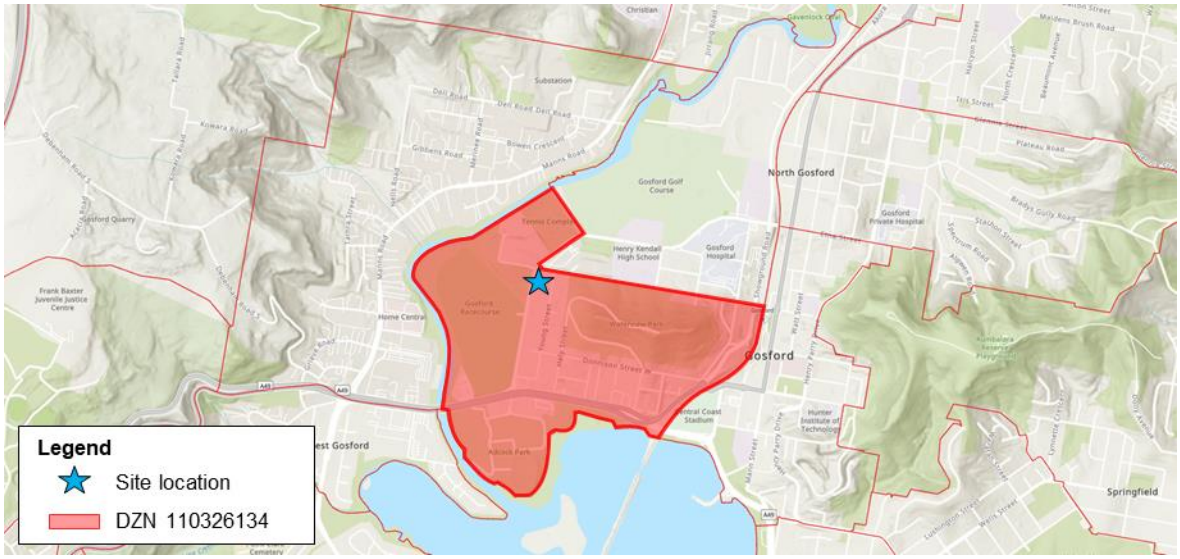


Base image source: Central Coast Bike Plan, Central Coast Council, accessed November 2022

2.5 Existing Travel Behaviour – Journey to Work

Journey to Work (JTW) data has been sourced from the Australian Bureau of Statistics (ABS) 2016 census and provides an indication of existing travel patterns to the site and surrounding area. Due to the impacts of COVID-19 on travel behaviours the 2021 census data has not been used. Figure 5 details the catchment of census data analysed which corresponds to the ABS 2016 Destination Zone (DZN) 110326134.

Figure 5: Destination Zone containing the subject site (DZN 110326134)



Base image source: ABS Maps, accessed 29 January 2024

2 Existing Conditions

The ABS 2016 census indicates that about 730 people work within the Destination Zone with their place of usual residence detailed in Table 3.

Table 3: Place of usual residence for those that work within the Destination Zone

Area	Percentage	Area	Percentage
Avoca Beach/ Copacabana	2.2%	Blue Haven/ San Remo	1.6%
Box Head/ MacMasters Beach	3.6%	Budgewoi/ Buff Point/ Halekulani	0.4%
Calga/ Kulnura	1.1%	Chittaway Bay/ Tumbi Umbi	3.2%
Erina/ Green Point	4.7%	Gorokan – Kanwal/ Charmhaven	1.8%
Gosford/ Springfield	16.0%	Ourimbah/ Fountaindale	2.3%
Kariong	6.3%	The Entrance	2.6%
Kincumber/ Picketts Valley	2.5%	Toukley/ Norah Head	0.4%
Narara	5.2%	Tuggerah/ Kangy Angy	0.7%
Niagara Park/ Lisarow	4.3%	Warnervale/ Wadalba	1.1%
Point Clare/ Koolewong	4.7%	Wyong	1.6%
Saratoga/ Davistown	2.9%	Bonnells Bay/ Silverwater	0.4%
Terrigal/ North Avoca	5.6%	Morisset/ Cooranbong	1.0%
Umina/ Booker Bay/ Patonga	6.0%	West Wallsend/ Barnsley/ Killingworth	0.7%
Wamberal/ Forresters Beach	3.7%	Darlinghurst	0.5%
Woy Woy/ Blackwall	2.9%	Kensington (NSW)	0.5%
Wyoming	4.9%	Gordon/ Killara	0.5%
Bateau Bay/ Killarney Vale	3.4%	Lidcombe	0.7%

Worker's places of residence are evenly distributed surrounding the subject site, with many residing in the north and eastern areas of the Central Coast local government area. A smaller portion is located west and immediately south of the site, with some also residing in Sydney.

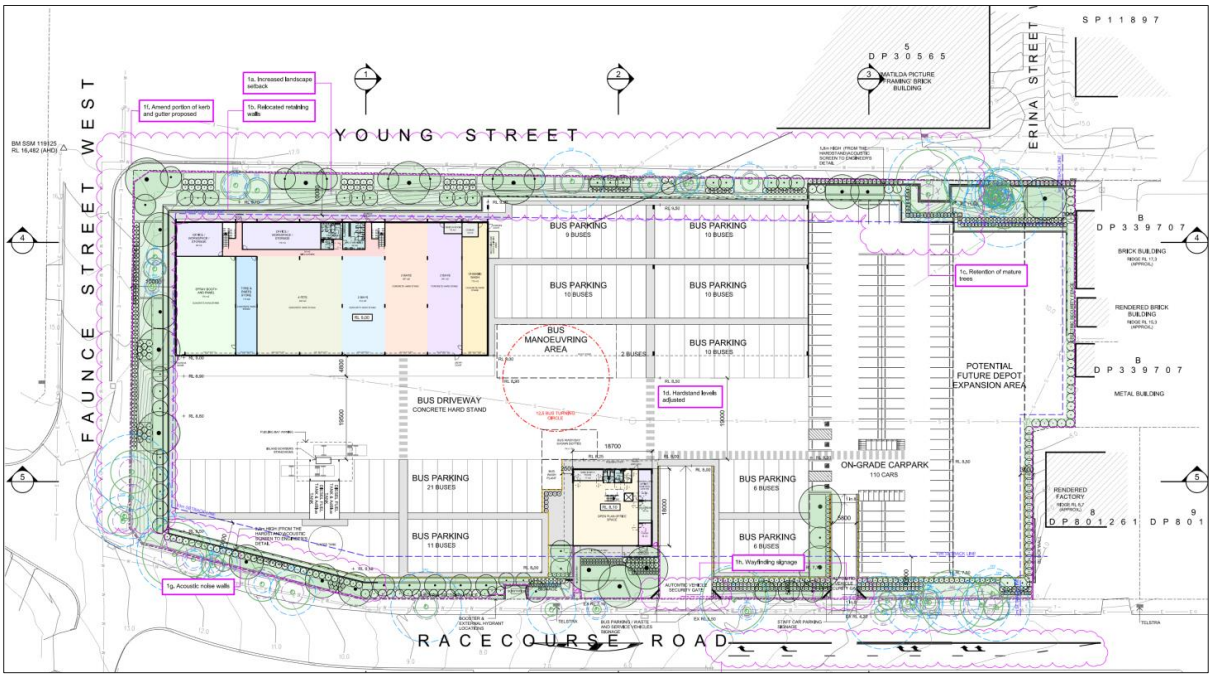
3 Development Proposal

The proposal involves the development of a bus depot which includes an at grade car park to provide a dedicated off-street car parking area for the staff associated with the development. The proposal seeks to provide the following:

- 95 bus parking spaces
- maintenance shed/ workshop with capacity for 12 buses
- 110 at-grade car parking spaces
- ancillary office space.

The site layout is illustrated in Figure 6. It is noted that there will be no adverse impact to the road surface at the northeastern corner of the site. It is also noted that works within the road reserve are shown for assessment purposes only and not for approval.

Figure 6: Site layout



Source: Site Plan, Drawing No. ar-0200, Revision No. a07, prepared by dem, dated 15 July 2024 (received 17 July 2024).

3.1 Vehicle Access

The proposal includes the provision of two access driveways on the eastern side of Racecourse Road along the western site boundary. The northern driveway is proposed for use by buses only (plus waste and service vehicles when / as required) and the southern driveway for light vehicles (staff movements) to and from the at-grade car park at the southern end of the site. The northern access (bus) would be restricted to left out movements only for egressing vehicles during peak periods, with appropriate signage erected adjacent to the access driveway.

Each access would be fitted with automatic security gating that would remain open during operational periods to minimise delays on ingress/ egress and thereby mitigate any potential queuing onto Racecourse Road. Outside operational periods, the gates can be operated remotely such that there is no requirement for a vehicle to stop on entry to either driveway. This arrangement has been included as part of the operational management plan prepared by others for the site, which amongst other things details the proposed times of operation for the access gates and the access controls to/from the site.

Refer to the architectural plans which include the proposed signage arrangements to clearly identify the intended users of each access and the access restrictions for buses.

4 Parking Assessment

4.1 Car Parking

Car parking demand will comprise of both office and maintenance workers, as well as bus drivers arriving at the site by car prior to the start of their shift and departing the site at the end of a shift.

4.1.1 OFFICE/ MAINTENANCE WORKERS

The car parking requirements for various development types are set out in Central Coast Development Control Plan 2022 (DCP 2022). A review of the types of land use provided within DCP 2022 indicates that the proposed development resembles an industrial development compared to other uses provided within the document. The following are rates associated with industrial developments:

- industrial floor space — 1 space per 100m^2
- warehouse/ bulk stores/ self-storage units — 1 space per 300m^2
- ancillary office space — 1 space per 40m^2.

Application of the above industrial rates to the maintenance/ workshop space and the applicable office space would result in the need to provide a minimum of 33 parking spaces. This is based on about 1,880m^2 of maintenance/ workshop space and 535m^2 of ancillary office (equating to a total of about 2,415m^2 GFA).

4.1.2 BUS DRIVERS

A first principles assessment has also been completed to ensure a robust assessment of the expected parking demand associated with bus drivers. This relies on reference to the operational details provided by Busways (see Appendix D) from a comparable bus depot comprising 163 bus spaces. The data provides arrival/ departure times for buses throughout the day, which indicates that during the morning peak a maximum of 131 buses departed the facility (i.e. a ratio of circa 80 per cent when compared to the depot's bus parking provision of 163 bus spaces). Applying this ratio to the subject site which proposes to provide 95 bus parking spaces equates to a peak departure of 76 buses. Assuming that 90 per cent of bus drivers would travel to/ from the subject site by private vehicle equates to a peak parking demand of 69 parking spaces.

4.1.3 PARKING SUMMARY

On the above basis, the proposed development requires up to 102 on-site parking spaces to account for both office/ maintenance staff and bus drivers. With the site plan including 110 parking spaces, the proposed development includes an appropriate supply of on-site parking and would readily accommodate the estimated parking demand of the proposed development.

4.2 Accessible Parking

DCP 2022 refers to the Building Code of Australia (BCA) when referring to accessible parking requirements. With the need to dedicate a minimum of one to two per cent of car parking spaces to

accessible parking, the proposal requires two to three dedicated accessible spaces. The at-grade car park includes four accessible spaces and therefore meets the requirements of the BCA.

4.3 Motorcycle Parking

DCP 2022 requires one motorcycle space be provided for every 50 car spaces. Application of this rate on the proposed 110 car spaces results in a minimum requirement of two to three motorcycle spaces. The at-grade car park includes provision of fifteen motorcycle spaces which meets the requirements stipulated in DCP 2022.

4.4 Bicycle Facilities

DCP 2022 does not include bicycle parking rates for workshop type developments. However, to ensure that sufficient bicycle parking is provided to promote alternative modes of transport, the one space per 200m^2 GFA commercial rate has also been adopted for the workshop floor space.

With about 2,415m^2 GFA, the above results in a bicycle parking requirement of 12 bicycle spaces. The development will ensure that the spaces are provided to satisfy the Class 1 category requirements detailed in Austroads Part 14: Bicycles, as specified in DCP 2022.

DCP 2022 also recommends the provision of the following end of trip facilities:

- One shower for the first five bicycle spaces plus an additional shower for each additional 10 bicycle spaces.
- One change room for every shower where two or more showers are provided, then separate male and female facilities.

The proposal meets this requirement with separate male and female facilities to be provided and each providing two showers and adequate lockers.

4.5 Loading Facilities

The proposed development has been designed to accommodate turning movements of vehicles up to 12.5m long buses. Therefore, it is anticipated that waste collection vehicles which are typically between 10 and 12m long will have sufficient space to enter the site in a forward direction, manoeuvre within the site and exit in a forward direction.

The buses typically commence departure at 5:00am and hence there will be ample space for the waste collection vehicle to temporarily stand on-site and service the site as required. The expected daily site operations will ensure on-site personnel are present to manage and control access by all vehicles as necessary. A site management plan will be implemented to ensure appropriate access by waste and service vehicles.

5 Traffic Assessment

The following sections describe the various components of the traffic assessment undertaken for the proposed development. It should be noted that the road Network AM and PM peaks (corresponding to 8:00am to 9:00am and 5:00pm to 6:00pm on weekdays respectively) represent the key reference points for the assessment, since these are the periods during which the adjacent external road network is potentially most constrained. However, some sensitivity testing based on the Site Peaks for the subject development has also been undertaken to ensure that the peak movements generated by the site can also be accommodated. Further discussion is provided at the relevant sections within.

5.1 Cumulative Assessment

It is understood that there are sites within the vicinity of the subject site that are currently undergoing or have received approval for development. A high-level summary of the developments is provided below, with the location of the sites illustrated in Figure 7.

5.1.1 NORTHSIDE PRIVATE HOSPITAL

A development application has been submitted for the Northside Private Hospital with an expected completion date in early 2025. The site is at 22-48 Faunce Street, West Gosford located north of the proposed development. The site has a total area of 11,880 square metres with access via Faunce Street and Racecourse Road.

The former Ausgrid Depot is proposed to be redeveloped into a 224-bed private hospital with 389 on-site parking spaces. The Traffic Impact Assessment prepared by Traffix dated September 2019 provides an estimate of the development traffic generation, with those using Racecourse Road to and from the south summarised as follows:

- AM peak period +160 vehicular trips (+112 northbound, +48 southbound)
- PM peak period +160 vehicular trips (+52 northbound, +108 southbound).

5.1.2 1A RACECOURSE ROAD, WEST GOSFORD

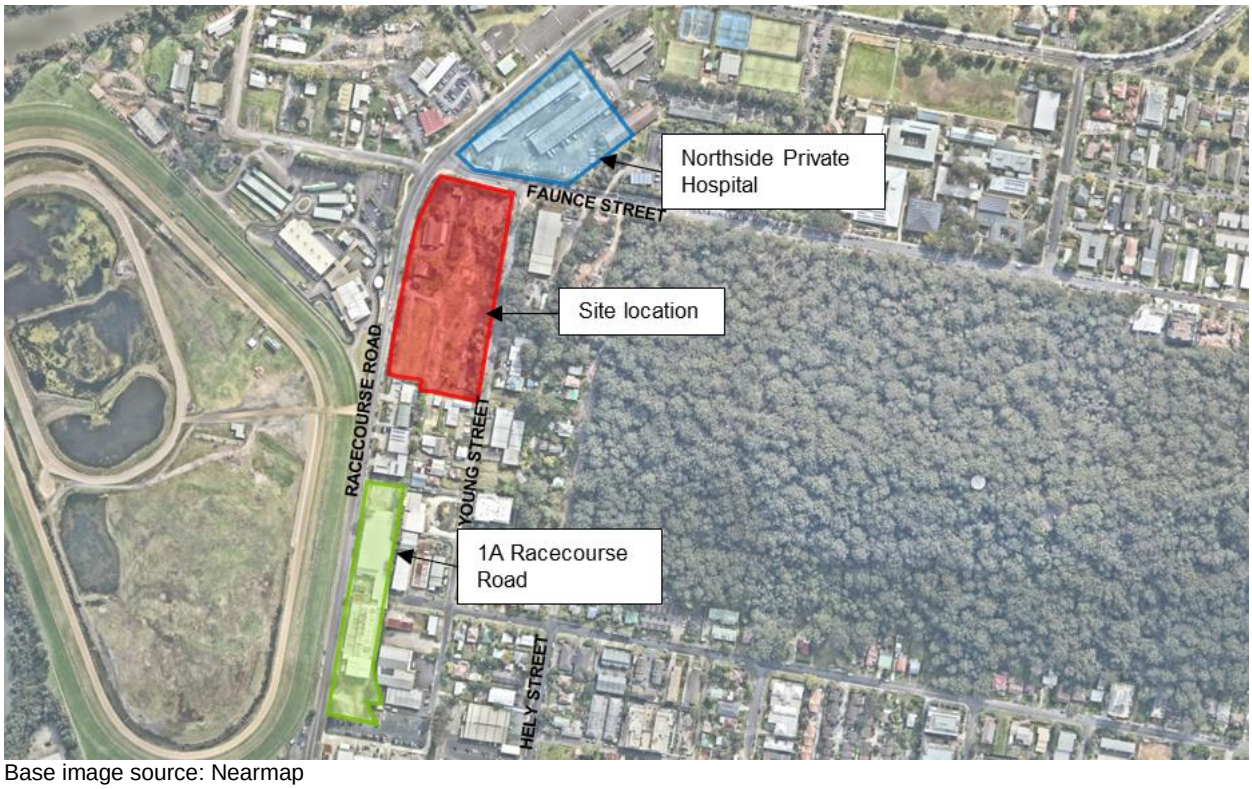
It is understood that the Planning Secretary's Environmental Assessment Requirements (SEARs) have been provided (dated 5 July 2021) as they relate to the mixed-use development proposed at 1A Racecourse Road, West Gosford. The SEARs Request prepared by Willow Tree Planning states that the development is to comprise 200 residential apartments, 196 hotel units and commercial uses with 527 on-site parking spaces.

It is also understood that no further progress has been made with the submission and hence, relevant information is not available at the time of writing. This includes any such detail on estimated traffic generation. Regardless, given the site's location and existing traffic volumes through the area, most site generated traffic would likely arrive and depart to and from the south. Overall, it is estimated that this development, if it were to proceed would have a minor impact on Racecourse Road further to the north.

It is also understood that the future development of this site may need to consider extending Donnison Street West further west to connect with Racecourse Road north of Central Coast Highway.

Such details will be subject to a future development application with any such broader road network impacts and/ or benefits to be considered as part of the associated traffic assessment at the time.

Figure 7: Surrounding proposed and approved developments



Base image source: Nearmap

5.2 Proposed Development Trip Generation

5.2.1 BUS TRIPS

The bus arrival and departure data provided by Busways for a comparable bus depot site (as discussed in Section 4.1.2) has been referenced to better understand the anticipated traffic generation of the proposed development. The data provides scheduled times and number of buses that are arriving / departing the site. This allows a robust traffic assessment to assess the likely impact of the proposal on the surrounding road network during the actual road network peak hours ("Network AM Peak and Network PM Peak", as shown in Figure 8). It is noted that the data considers a bus depot providing 163 bus parking spaces, representing a considerable increase on the proposed provision of 95 bus parking spaces for the subject site. As a worst-case assessment the traffic generation data has not been discounted.

As denoted in Appendix D, the schedule provides the following information:

- Arrival (inbound trip) and Departure (outbound trip)
- Scheduled time of commencement of service
- Number of buses entering / exiting at the scheduled time

The above information was analysed to calculate the bus trip generation (inbound and outbound) throughout the 24 hour operation of the bus depot and to determine the peak AM and PM periods.

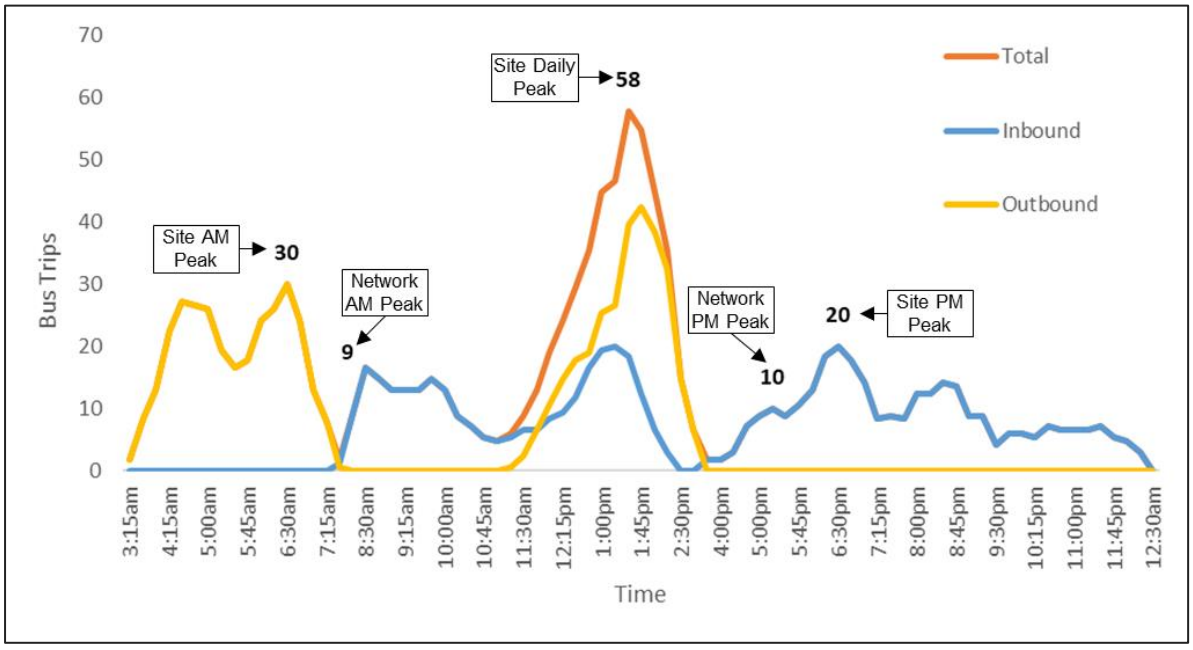
The peak AM and PM arrival and departure times for buses along with the estimated bus trip generation during those periods are as follows:

- "Site AM Peak" 6:30am to 7:30am 30 bus trips (shown in Figure 8)
- "Site PM Peak" 6:30pm to 7:30pm 20 bus trips (shown in Figure 8).

The actual peak for bus movements across the day ("Site Daily Peak", as shown in Figure 8) occurs during the middle of the day between 1:30pm and 2:30pm, corresponding to when buses return to the site to refuel and drivers complete the shift changeover before the buses depart the site again. The analysis indicates that the peak bus trip generation would be 58 bus trips during this peak hour, with approximately 19 inbound trips (split between left-in and right-in movements and in total equating to less than one bus movement every three minutes) and 39 outbound trips.

However, with the surrounding AM and PM Network Peak periods being from 8:00am to 9:00am and 5:00pm to 6:00pm on weekdays, the above assessment confirms that all Site Peak demand periods would occur outside the Network Peak periods. If considering the bus trips during the Network Peak hours only, the site is estimated to generate up to 10 bus trips, as shown in Figure 8.

Figure 8: Estimated bus generation



5.2.2 LIGHT VEHICLE TRIPS

The following are assumptions that have been applied to the methodology of estimating the anticipated light vehicle traffic generation of the proposed development during the Network Peak periods (in addition to the bus trips):

- **Bus Drivers:** As a conservative assessment it has been assumed that all bus drivers would drive to/ from the site. Therefore, in addition to the 10 bus trips during each Network Peak hour it is assumed that an additional 10 light vehicle trips would be generated during the Network Peak hours. As a worst case it is further assumed that inbound bus trips correlate with outbound bus driver light vehicle trips (i.e. departure of bus drivers in their cars following completion of their

shift) while outbound bus trips are associated with inbound bus driver light vehicle trips (i.e. arrival of bus drivers in their cars prior to commencement of their shift).

- **Office/ Maintenance Staff:** Section 4.1 detailed that the maintenance/ workshop space and the applicable office space would generate a minimum requirement of 33 on-site parking spaces. Assuming that 80 per cent would travel to/ from the site during the Network Peaks, this equates to an additional 26 vehicle trips during these peak hours. Application of an 80 per cent inbound and 20 percent outbound split, results in about 21 vehicles entering and five vehicles exiting the site in the AM Network Peak, and vice versa in the PM Network Peak.

Based on the above, an estimated 36 light vehicles (bus drivers and office/ maintenance staff) would either enter or exit the site in the respective Network Peak hours. The remaining spaces within the at-grade car park would be occupied by bus drivers commencing shifts prior to the Network Peak hours (as shown in Figure 8).

5.2.3 SUMMARY

Table 4 details the cumulative traffic generated by the site during the AM and PM Network Peak hours based on the analysis presented in Section 5.2.1 and 5.2.2.

Table 4: Estimated traffic generation during AM and PM Network Peak hours

Vehicle Type	User	Network Peak Hour Vehicle Trips			
		AM Network Peak Hour		PM Network Peak Hour	
		Inbound	Outbound	Inbound	Outbound
Bus	-	10	0	10	0
Light Vehicle	Bus Driver	0	10	0	10
	Office/ Maintenance Staff	21	5	5	21

The volumes presented in Table 4 are low and equate to less than two per cent of the projected 2033 Racecourse Road traffic volumes. The proposed development is therefore not anticipated to have a noticeable impact on the operation of the surrounding road network.

5.3 Distribution and Assignment

The directional distribution and assignment of traffic generated by the proposed development will be influenced by a number of factors, including the:

- configuration of the arterial road network in the immediate vicinity of the site
- existing operation of intersections providing access between the local and arterial road network
- distribution of households in the vicinity of the site
- likely distribution of staff residences in relation to the site
- types of developments within the vicinity of the site
- configuration of access points to the site
- catchments that the buses will be servicing.

5.3.1 BUS TRIPS

Busways has provided high level bus routing advice for the proposed development (refer to Appendix E). The advice provides details of the bus service routes that will be serviced by the proposed development and which direction the buses are required to travel when arriving / departing the site (refer to last column in Appendix E).

Using this information, the bus trips have been distributed on the basis that 70 per cent of buses will arrive and depart from/ to the north along Racecourse Road and 30 per cent from/ to the south.

It is noted that to ensure that buses are able to exit the site in an efficient and safe manner, a right turn out ban will be implemented during both the AM and PM Network Peak and Site Peak hours. The final bus trip distribution adopted for the site has taken this ban into consideration and the resulting bus volumes are detailed in Section 5.3.3.

It is not considered necessary to extend enforcement of the right turn ban for buses exiting the site during other periods of the day (including the Site Daily Peak hour from 1:30pm to 2:30pm). Although a higher number of buses are expected to egress the site during this period, the through volumes on Racecourse Road would be considerably lower when compared to the Network Peak and Site Peak hours thereby creating suitable opportunities for buses to exit.

5.3.2 LIGHT VEHICLE TRIPS

To understand light vehicle trips associated with staff arrivals and departures, reference has been made to the Journey to Work census (discussed at Section 2.5), which detailed place of usual residence data for those working within the Destination Zone. This has been categorised into key directional routes below, and is shown diagrammatically in Figure 9:

- North: 32 per cent
- South-East: 9 per cent
- East: 36 per cent
- South-West: 16 per cent
- West: 7 per cent.

Figure 9: Directional distributions

Base image source: Nearmap

5.3.3 SUMMARY

Considering the directional distributions for both buses and light vehicles discussed in Section 5.3.1 and 5.3.2 respectively, and the traffic generation estimates detailed in Table 4, the traffic volumes during the AM and PM Network Peak hours are presented in detail in the turning movement diagrams provided in Appendix F. These diagrams include breakdowns for Background traffic, Northside Private Hospital traffic and Development traffic (including separate tabulations of bus and light vehicle trips) for the years 2023 (existing conditions), 2026 (year of opening) and 2033.

Additional turning movement diagrams are also provided in Appendix F for the 2033 AM and PM Network Peak periods only, which adopt the Site AM Peak, Site PM Peak and Site Daily Peak generated traffic volumes for the proposed development as a worst case sensitivity test. Further discussion on these sensitivity tests is provided in Section 5.6.

5.4 Site Access – Channelised Right Turn

5.4.1 ASSESSMENT AND DESIGN

There would be a requirement for the construction of a channelised right turn (CHR) to mitigate potential impacts to northbound traffic on Racecourse Road due to queuing buses/cars entering the site. A separate approval under section 138 of the *Roads Act 1993* will be sought for this work. Information about the construction of the channelised right turn is given for assessment purposes not approval.

A turn warrant assessment has been completed for the site accesses proposed to service the proposed bus depot and staff car park respectively. The turn warrant assessments have been based on the periods of highest right-turn demand during the network peaks for each access, which equates

to the AM Network Peak for the staff carpark access and the PM Network Peak for the bus depot access. Reference has been made to the Austroads Guide to Traffic Management Part 6, with the relevant warrant extracted and shown in Figure 10 and Figure 11 for the staff carpark access (AM Network Peak) and bus depot access (PM Network Peak) respectively.

Figure 10: Warrants for turn treatments on major roads at unsignalised intersections AM Network Peak – staff car park

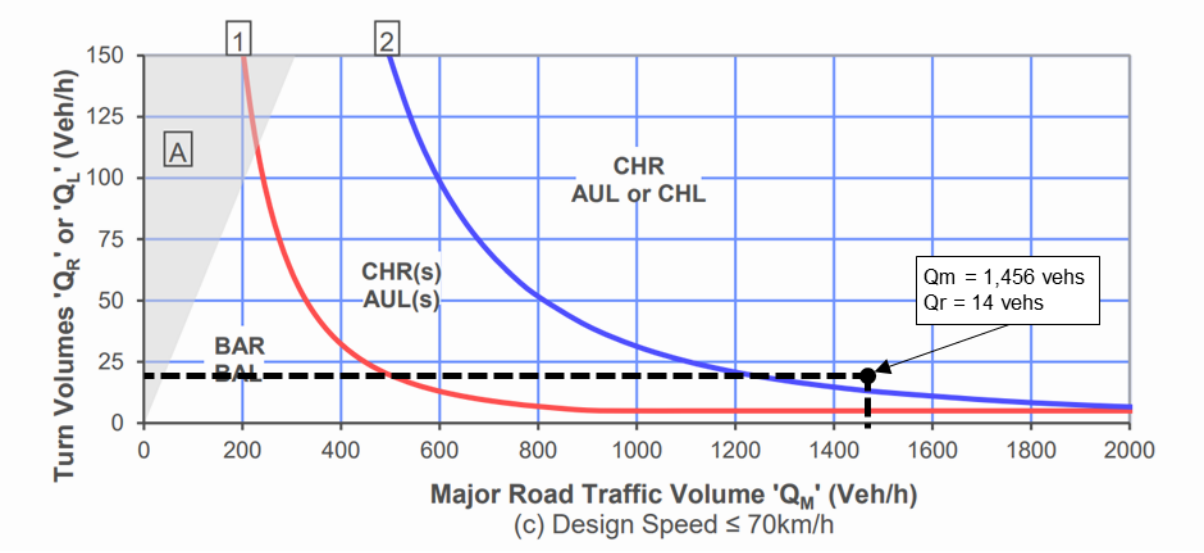
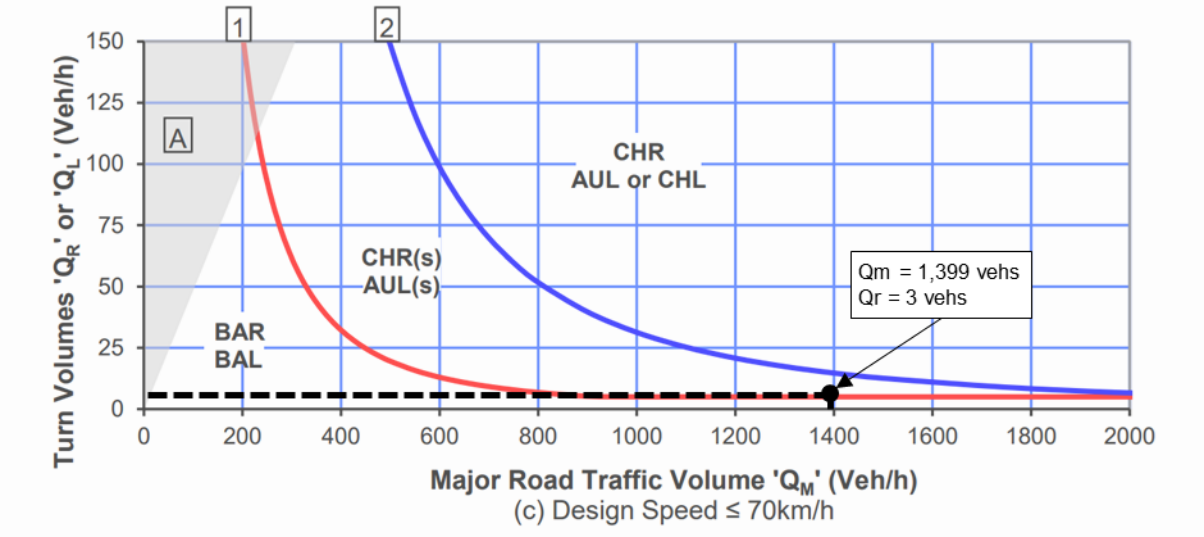


Figure 11: Warrants for turn treatments on major roads at unsignalised intersections PM Network Peak – bus access



Based on the warrant assessment, a CHR turn treatment can be supported for both the bus access and the at-grade car park access. With the respective accesses separated by about 30 metres, there is limited opportunity to practically separate the two driveways with the most appropriate outcome therefore being a single CHR treatment covering both accesses. Such a layout is supported on account of low traffic volumes, peak generation for the development being outside the Network Peak hours, familiar users and a low crossover between bus and car activity.

5 Traffic Assessment

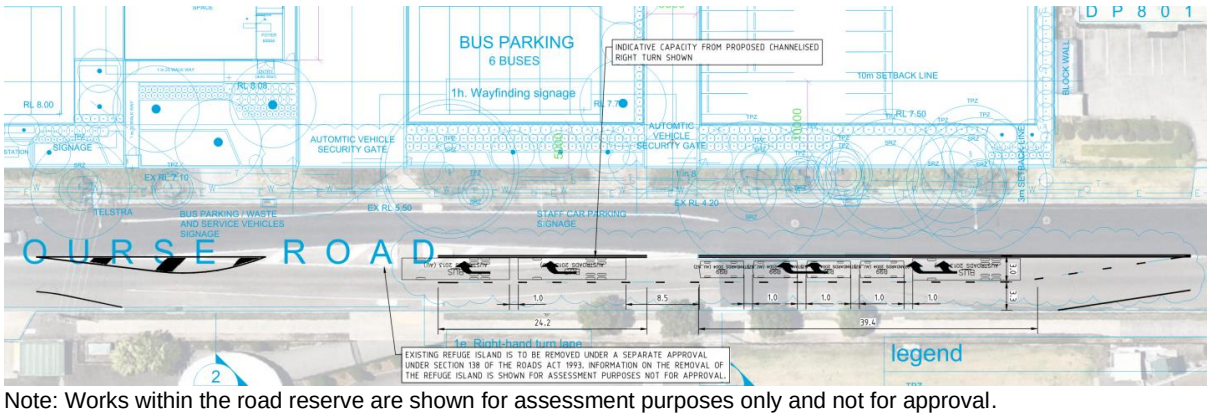
An extract of the concept design proposed for the CHR site access is presented in Figure 12, with the actual concept layout drawing included at the start of Appendix C (Drawing No. 300304375-02-01 Rev P8). The proposed design takes into consideration several factors which affect the existing on-street parking arrangements. The following have been considered when designing the CHR:

- The proposal involves provision of two access driveways (one for buses, the other for staff) which is a net increase of one access driveway when compared to the existing condition.
- The existing bus zone on the eastern side of Racecourse Road is required to be relocated due to the proposed location of the staff access driveway. It is noted that the existing bus stop is non-compliant with the requirements stipulated in Section 3.7 of the Bus Infrastructure Guide 2011. Therefore, the proposed relocation extends the length of the bus zone to ensure it meets the requirements.

The implementation of the proposed CHR design with consideration to the above results in a net loss of four (4) on-street parking spaces on the eastern side of Racecourse Road. The proposed changes to the existing bus zone and parking are illustrated in Figure 13, with the full details included on the Concept Layout drawing provided at the start of Appendix C (Drawing No. 300304375-02-01 Rev P8).

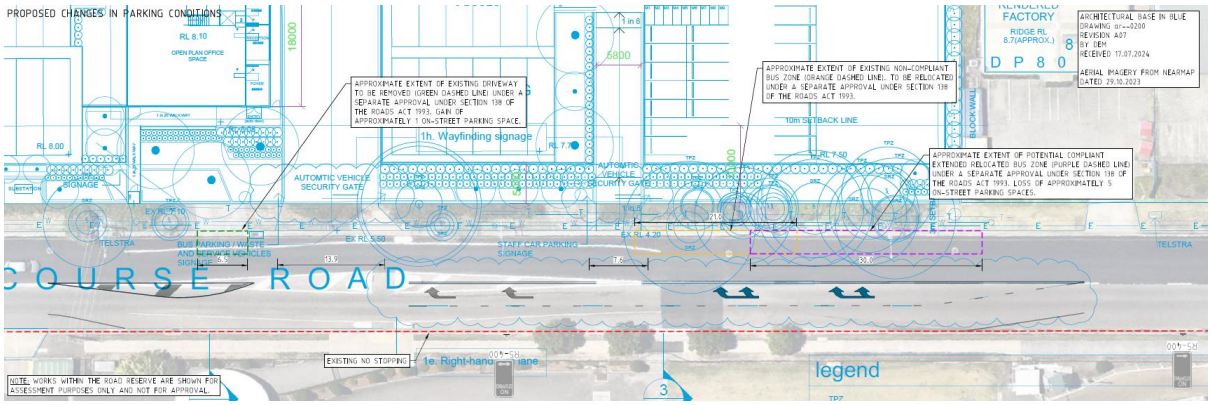
Further to the above, it is noted that on-street 'no-stopping' signage on the western side of Racecourse Road is inconsistent, with a sign located near the existing pedestrian refuge applying to both north and south directions and another sign located near the racecourse watchtower applying to the southern direction only, as shown in Figure 13. As such, on-street parking within the CHR footprint is considered to currently not be permitted. However, to confirm if on-street parking was still observed to occur, Stantec completed a desktop analysis of Nearmap aerial imagery across 2023. Only one vehicle was observed to be stopped within the CHR footprint during the study period indicating that vehicles currently adhere to the no-stopping restriction. Therefore, it is not expected that the CHR layout would result in any loss to on-street parking on the western side of Racecourse Road.

Figure 12: Concept Channelised Right Turn Concept Design



Note: Works within the road reserve are shown for assessment purposes only and not for approval.

Figure 13: On-street Parking and Bus Zone Relocation Inventory



Note: Works within the road reserve are shown for assessment purposes only and not for approval.

It is noted that the existing mid-block pedestrian crossing located on Racecourse Road will be impacted with the introduction of the proposed CHR treatment. Therefore, the purpose of the mid-block crossing has been considered when determining the appropriateness of potentially relocating or removing the refuge island.

The following factors have been considered:

- The eastern side of Racecourse Road currently does not have an existing footpath and therefore cannot be considered as a pedestrian desire line.
- There is currently a License Agreement between Busways Gosford and Gosford Race Club which grants permission for the race club to use the subject site as overflow parking for its patrons during functions and events (refer to Appendix A). The purpose of the pedestrian crossing is to predominantly serve the patrons parking within the subject site and crossing to the racecourse. Hence, noting that the subject site will no longer be available as overflow parking post development of the site, it is anticipated that the refuge island will no longer be required for this purpose.

Therefore, taking the above into consideration, it is considered appropriate to remove the refuge island. A separate approval under section 138 of the *Roads Act 1993* will be sought for this work. Information about the removal of the refuge island is shown for assessment purposes only not for approval. The design of the site access arrangements will be further refined in consultation with relevant stakeholders.

5.4.2 LAYOUT JUSTIFICATION

The following commentary details the justification for the proposed CHR layout:

- The layout fits within existing constraints along Racecourse Road with the right turn lane taper starting at a point such that it does not impact vehicle access to the adjacent southern site (7 Racecourse Road). It is to be noted that the right turn lane cannot be extended any further as vehicle access into this adjacent site will be impacted.
- The proposal does not involve significant public domain works (apart from those needed along the frontage of the site), involving the removal of a pedestrian refuge and relocated signage. No road widening is required as part of the works. It also can accommodate a relocated compliant bus zone south of the car park driveway.

- This proposed layout accommodates two buses in the right turn lane with an approximate clearance of one metre before the car park driveway. Queues longer than two buses are unlikely (discussed further in Section 5.6.3), however should it be necessary, further bus queuing can be accommodated within the right turn lane south of the car park driveway.

- In the situation where cars are waiting to turn right into the car park driveway, a bus can queue behind the car and move north to access the bus driveway. This arrangement eliminates the safety risk of a bus overhanging into the adjacent through lane to the west while it is stopped waiting to turn into the bus car park driveway.

- Further separation of the driveway is deemed to not be appropriate, noting that to accommodate a third bus to queue, the separation would have to be increased by 12.5 metres to the south. Such an arrangement would reduce the available queue length at the car park driveway by two cars or one bus, while also reducing the number of car parking spaces given it would reduce the extent of the proposed car park on site. The likelihood of three buses queuing is low and therefore the benefit of the additional bus queuing length does not outweigh these disadvantages.

- A layout where there are separate right turn lanes for each driveway and the need to accommodate three buses in the bus right turn lane would also be deemed to not be appropriate for the site. In such a case, the car park driveway would need to be relocated at least some 32.5 metres south (12.5 metres for the bus, 20 metres for the entry turn lane taper). Such an arrangement would reduce the available queue length at the car park driveway by 5 cars, leaving capacity for only two cars and significantly increasing the risk of a queue obstructing through traffic. The resultant driveway position would leave a narrow residual site area to the south of the driveway that would not be sufficient for a full parking module (5.8m wide aisle with 5.4m long spaces on either side) and therefore an inefficient site layout with reduced car parking.

- A combined site access is also not considered to be appropriate for the site. Both light vehicles and buses would be required to enter and exit out of the same access which is not ideal from a road safety perspective, as it increases the chance of conflicts between vehicles. The current proposal achieves separation of such user classes which is deemed a good outcome for the site from a transport perspective.

There are some opportunities to further improve the layout that would be addressed as part of future detailed design:

- Plans in Attachment 1 show the comfortable queuing position of the first bus. The double barrier line marking has been recessed in the current design such that entering buses do not traverse over the line marking. This line marking can be adjusted to align with the edge of the driveway and the first bus position for clarity.

- There is an opportunity to further improve the safety of the layout by providing rumble bars along the first 5 metres of the double barrier line marking at the car park driveway entrance which would prevent vehicles from cutting the corner and entering the site at unsafe speeds.

5.5 Intersection Operation

The operation of the key intersections within the study area has been assessed using SIDRA INTERSECTION (SIDRA), a computer-based modelling package which calculates intersection performance.

The commonly used measure of intersection performance, as defined by TfNSW, is vehicle delay. SIDRA determines the average delay that vehicles encounter and provides a measure of the level of service. The relevant criteria are summarised in Table 5.

Table 5: SIDRA Level of Service criteria

Level of service (LOS)	Average delay per vehicle (secs/veh)	Traffic signals, roundabout	Give way & stop sign
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Near capacity	Near capacity, accident study required
E	57 to 70	At capacity, at signals incidents will cause excessive delays	At capacity, requires other control mode
F	Greater than 70	Extra capacity required	Extreme delay, major treatment required

5.6 Traffic Impact Assessment

A robust assessment has been undertaken which includes assessment of various scenarios to understand the existing and projected performance and cumulative impact assessment on the local road network using SIDRA.

The following are the scenarios that have been analysed for the purpose of this assessment:

- Existing 2023 Base Case
- Scenario 1a 2026 Year of Opening – Base Case
- Scenario 1b 2026 Year of Opening – Base Case + Development
- Scenario 1c 2026 Year of Opening – Base Case + Development + Northside Private Hospital
- Scenario 2a 2033 10 Year Horizon – Base Case
- Scenario 2b 2033 10 Year Horizon – Base Case + Development
- Scenario 2c 2033 10 Year Horizon – Base Case + Development + Northside Private Hospital.

Each of the above scenarios has been analysed for the AM and PM Network Peak periods.

It is noted that the AM, PM and Daily Site Peak periods generate more bus trips compared to the Network Peak periods. Therefore, to ensure that the proposed site access treatments are appropriate throughout the operational hours of the proposed bus depot, the following additional scenarios have been analysed as a sensitivity test:

- Scenario 2d 2033 10 Year Horizon – Base Case + Development (Site AM or PM Peak Volume) + Northside Private Hospital
- Scenario 2e 2033 10 Year Horizon – Base Case + Development (Site Daily Peak Volume) + Northside Private Hospital

5 Traffic Assessment

It should be noted that the background traffic volumes along Racecourse Road throughout the Site Peak periods of 6:30am to 7:30am (AM peak), 1:30pm to 2:30pm (Daily peak) and 6:30pm to 7:30pm (PM peak) were not available at the time of preparing this report. Therefore, a conservative assessment has been undertaken whereby the Network Peak period traffic volumes for through traffic along Racecourse Road were used in conjunction with the applicable Site Peak traffic volumes turning into and out of the subject development to assess the performance of the adjacent road network intersections during each of the Site Peak periods.

In the case of Scenario 2e, the PM Network Peak background traffic volumes were used as a worst case and the results for Scenario 2e are therefore tabulated for the PM peak only.

Given the use of the Network Peak traffic volumes for through traffic as part of the sensitivity test, all buses exiting the site were assumed to turn left out only for this sensitivity test. This is considered a significantly robust and conservative assessment given that the Network Peak background traffic volumes are typically substantially higher than during other periods including the Site Peak periods detailed above.

To ensure a consistent approach with recent transport assessments in the local area and consistency with respect to understanding traffic related impacts, this traffic assessment has referenced the traffic data included as part of the private hospital development. This includes data at the following key intersections noting incorporation of the same two per cent annual growth in background traffic:

- Central Coast Highway/ Racecourse Road
- Faunce Street/ Racecourse Road.

The SIDRA results for the various scenarios for each of the AM and PM Network Peak periods are summarised in Table 6 with detailed results provided in Appendix B. Given the proximity between the bus and car CHR turn bays, these accesses have been modelled as a network in SIDRA to effectively assess their potential interaction with respect to queuing. It is noted that Scenarios 1a and 2a are not applicable to the site access assessments, since these intersections do not exist in the Base Case.

Table 6: SIDRA Results

Intersection	Period	Scenario	Degree of saturation (DOS)	Average delay (sec)	95th percentile queue (m)	Level of service (LOS)
Central Coast Highway/ Racecourse Road	AM Peak	Existing	0.88	45	369	D
		Scenario 1a	0.94	55	466	D
		Scenario 1b	0.94	56	467	D
		Scenario 1c	0.96	63	489	E
		Scenario 2a	1.08	110	788	F
		Scenario 2b	1.08	111	790	F
		Scenario 2c	1.08	120	794	F
		Scenario 2d	1.12	121	795	F
	PM Peak	Existing	0.94	41	455	C
		Scenario 1a	0.99	52	594	D
		Scenario 1b	0.99	55	596	D
		Scenario 1c	1.02	78	732	F
		Scenario 2a	1.14	104	1032	F
		Scenario 2b	1.14	110	1035	F

Intersection	Period	Scenario	Degree of saturation (DOS)	Average delay (sec)	95th percentile queue (m)	Level of service (LOS)
		Scenario 2c	1.17	138	1155	F
		Scenario 2d	1.17	143	1187	F
		Scenario 2e	1.21	163	1248	F
Faunce Street West (west)/ Racecourse Road	AM Peak	Existing	0.07	17	2	B
		Scenario 1a	0.08	19	2	B
		Scenario 1b	0.08	20	2	B
		Scenario 1c	0.10	26	3	B
		Scenario 2a	0.12	25	3	B
		Scenario 2b	0.12	26	3	B
		Scenario 2c	0.16	36	4	C
		Scenario 2d	0.17	38	13	C
	PM Peak	Existing	0.10	16	2	B
		Scenario 1a	0.12	18	3	B
		Scenario 1b	0.12	18	3	B
		Scenario 1c	0.16	24	4	B
		Scenario 2a	0.18	24	4	B
		Scenario 2b	0.19	25	4	B
		Scenario 2c	0.26	36	6	C
		Scenario 2d	0.27	37	6	C
		Scenario 2e	0.28	38	7	C
Faunce Street West (east)/ Racecourse Road	AM Peak	Existing	0.13	16	3	B
		Scenario 1a	0.15	18	4	B
		Scenario 1b	0.15	18	4	B
		Scenario 1c	0.18	24	5	B
		Scenario 2a	0.21	24	5	B
		Scenario 2b	0.21	25	5	B
		Scenario 2c	0.26	34	7	C
		Scenario 2d	0.27	35	7	C
	PM Peak	Existing	0.12	15	3	B
		Scenario 1a	0.14	16	4	B
		Scenario 1b	0.14	17	4	B
		Scenario 1c	0.17	22	4	B
		Scenario 2a	0.19	22	5	B
		Scenario 2b	0.20	22	5	B
		Scenario 2c	0.25	30	6	C
		Scenario 2d	0.25	31	6	C
		Scenario 2e	0.26	32	7	C
Racecourse Road/ site access (bus)	AM Peak	Scenario 1b	0.02	13	1	A
		Scenario 1c	0.03	14	1	A
		Scenario 2b	0.03	14	1	A
		Scenario 2c	0.03	16	1	B
		Scenario 2d	0.10	16	4	B
	PM Peak	Scenario 1b	0.01	15	1	B
		Scenario 1c	0.02	20	1	B

Intersection	Period	Scenario	Degree of saturation (DOS)	Average delay (sec)	95th percentile queue (m)	Level of service (LOS)
		Scenario 2b	0.02	20	1	B
		Scenario 2c	0.02	29	1	B
		Scenario 2d	0.05	31	2	C
		Scenario 2e	0.33	40	14	C
Racecourse Road/ site access (car park)	AM Peak	Scenario 1b	0.02	30	<1	C
		Scenario 1c	0.03	42	1	C
		Scenario 2b	0.03	45	1	D
		Scenario 2c	0.04	67	1	E
		Scenario 2d	0.05	73	1	F
	PM Peak	Scenario 1b	0.10	27	2	B
		Scenario 1c	0.13	37	3	C
		Scenario 2b	0.14	38	3	C
		Scenario 2c	0.20	57	4	E
		Scenario 2d	0.26	59	6	E
		Scenario 2e	0.30	75	7	F

5.6.1 CENTRAL COAST HIGHWAY/ RACECOURSE ROAD

The SIDRA results indicate that the Central Coast Highway/ Racecourse Road signalised intersection is close to or exceeding practical capacity under existing conditions. It should be noted that the TfNSW modelling guideline suggests that a degree of saturation of 0.9 is the maximum practical threshold for a signalised intersection with the following factors to be considered when assessing the impact of the proposed development on intersection operation.

- Application of the two per cent annual growth rate results in the degree of saturation exceeding 0.9 which indicates that the intersection would exceed maximum practical capacity without the proposed development by 2026.
- The estimated development traffic volumes contribute less than one per cent of total traffic through the signalised intersection when assessed against existing conditions. This ratio would naturally reduce with future year background growth. It is evident that application of the development traffic has minimal impact on the intersection, with the Northside Hospital traffic having a more noticeable impact on the intersection.
- Peak bus depot periods are distinctly outside the surrounding road Network Peak periods.
- The intersection exceeds maximum capacity of 1.0 in the 2033 base case and in such scenarios, any additional (and minor) traffic tends to show an unrealistic corresponding impact.

In this regard, the proposed development is not noticeably contributing to any such decline in the operation or function of the Central Coast Highway/ Racecourse Road signalised intersection. Broader road network improvements and/ or upgrades may be considered as part of NSW Government planning and unrelated to the proposed development.

5.6.2 FAUNCE STREET WEST/ RACECOURSE ROAD

The SIDRA results indicate that average delays on Faunce Street increase as traffic volumes along Racecourse Road increase in the future year scenarios. The following factors should be considered when assessing the impacts of the proposal on the intersection:

- The 'worst' movement remains the right turn from Faunce Street West at Racecourse Road with delays typically expected and accepted for such low volume turns.
- All other movements are at acceptable levels of service with average delays largely unaffected by the proposed development.

5.6.3 RACECOURSE ROAD/ SITE ACCESS

SIDRA network analysis has been completed for the site access driveways (i.e. bus access and staff carpark access) to assess the potential impact of the channelised right turn (CHR) site access along Racecourse Road that would be required. The network model allows the interaction between the two access points and associated vehicle queues to be appropriately assessed.

A separate approval under Section 138 of the *Roads Act 1993* will be sought for this work. Information about the CHR is shown for assessment purposes only not for approval.

The modelling results indicate the following:

- The CHR would accommodate all traffic from the development with no vehicles expected to encroach on the northbound lane of Racecourse Road, even under the worst case scenario assessed as part of the sensitivity test (i.e. using Site Peak development volumes).
- Light vehicles egressing the car park travelling northbound on Racecourse Road are expected to experience some delays under the 2033 scenario (with hospital and development traffic). This is not considered an issue due to the following reasons:
    - The majority of vehicles are anticipated to travel southbound on Racecourse Road with only five and ten light vehicles travelling northbound during the AM and PM Network Peak hours, respectively.
    - Vehicles would be contained within the site and therefore have no impact on through traffic on Racecourse Road.
    - 95th percentile queue lengths within the at-grade car park are predicted to be no more than one vehicle length.

Further to Section 3.1, the bus driveway is proposed to operate as left-out only for exit movements (via signage internal to the site) during the road network peak hours (8-9am and 5-6pm) given the required extended gap in through traffic for a bus to safely turn right. These time restrictions do not materially impact bus operations. Right turn entry movements would be available at all times.

The car park driveway would retain all movements permitted to avoid any unnecessary traffic circulation on the adjacent road network. No significant safety issue has been identified with retaining the right turn movements out of the car park driveway during the road network peak hours, noting that the forecast delays for right-turning vehicles are considered manageable.

6 Site Layout & Design

A review of the proposed site layout plans has been completed to confirm appropriate access arrangements, internal layout and capacity. The staff car park and bus parking areas have been reviewed against the requirements of the Australian Standard for Off Street Parking (AS2890.1:2004, AS2890.2:2018 and AS2890.6:2009). This assessment included a review of the following:

- site access arrangements, gradients and queuing capacity
- bay and aisle widths
- car parking layout and circulation
- turnaround facilities
- parking for persons with disabilities
- pedestrian amenity and paths of travel.

The assessment includes swept paths using 99th percentile passenger vehicles and 12.5-metre-long rigid buses to assess the ability of the circulation aisles to accommodate two-way traffic flows of the largest vehicles at key locations.

The review indicates that the site has the capacity to accommodate two-way traffic flows where necessary while allowing independent access to and from all bus parking spaces, although the southern spaces adjacent to the car park would require some level of on-site management to ensure all buses can access each of the bays as required. Buses can enter the site, access the necessary spaces, wash areas, workshop/ maintenance areas and turnaround facilities as required.

There are some gradients across the site that result in necessary access ramp grades, however, these are all in accordance with Australian Standard requirements having regard to the largest design vehicle and with consideration to all sightlines and gradients across the site boundary. Swept path assessment, sightline assessment and vertical clearance assessments are included in Appendix C.

The bus travel routes to and from the site have also been considered. In this regard, the following are roads that are in the vicinity of the site and routes approved by the National Heavy Vehicle Regulator (NHVR) to be accessible by vehicles up to 26.0 metre B-Double vehicles:

- Racecourse Road
- Central Coast Highway
- Manns Road
- Pacific Highway.

On this basis, all key roads surrounding the site are anticipated to be able to cater for regular use by 12.5-metre-long buses.

The proposal involves reconfiguration of the Faunce Street West / Young Street intersection. Therefore, safe intersection sight distance assessment has been undertaken with reference to Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (AGRD Part 4A) to ensure that the proposed reconfiguration provides sufficient visibility to oncoming vehicles along Faunce Street West. The equation extracted from Section 3.2.2 of AGRD Part 4A was used to determine that a safe intersection sight distance of approximately 130 metres is required.

6 Site Layout & Design

It is noted that the western leg of the Faunce Street West / Young Street intersection is approximately 80 metres in length. Therefore, the 130 metres of sight distance cannot practically be provided on the western side. However, given that the assessment indicates that there is clear visibility through the entirety of the western leg, it is considered that the design meets the intent of the Austroads requirement and is considered acceptable.

The sight distance assessment can be found in Appendix C.

7 Overview Construction Traffic Management

7.1 Overview

This section sets out an overview and preliminary assessment of the construction traffic management initiatives to be implemented as part of the works associated with the proposed development.

The appointed contractor(s) will be required to prepare a more detailed Construction Traffic Management Plan (CTMP), providing traffic and pedestrian management measures to be implemented during construction. This CTMP will include, but not be limited to:

- Construction site access and circulation arrangements.
- Construction personnel parking provisions and management measures.
- Construction traffic volumes.
- Impact of construction activities on the surrounding transport network with consideration of pedestrians, cyclists, public transport, road network and nearby construction sites.
- Mitigation and management measures to minimise the impact during construction.

Traffic Guidance Schemes (previously Traffic Control Plans) would be prepared to accompany the detailed CTMP to appropriately manage traffic and pedestrians near the work site.

The overall principles of traffic management during construction include:

- Minimising the impact on pedestrian movements.
- Maintaining appropriate public transport access.
- Minimising the impact to existing traffic on adjacent roads and intersections.
- Maintaining access to/ from any adjacent properties.
- Restricting construction vehicle movements to designated routes to/ from the site.
- Managing and controlling construction vehicle activity near the site.
- Ensuring construction activity is carried out in accordance with Council's approved hours of works.

7.1.1 WORK HOURS

Construction will be carried out during the approved hours of work as defined in any future development consent conditions. The expected work hours are:

- 7am to 6pm Monday to Friday
- 8am to 3pm Saturdays
- No work Sundays or public holidays.

The appointed contractor will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work or deliveries required outside the approved construction hours will be subject to specific prior approval from Council.

7.1.2 CONSTRUCTION WORKERS

It is anticipated that there will be up to 20 workers on-site during peak construction activities.

No worker parking will be provided on-site. Notwithstanding, workers would be advised to use public transport where possible, with appropriate tool/ equipment drop-off arrangements provided. Given the anticipated work hours, workers will tend to arrive and depart outside peak hours.

7.2 Site Access and Loading

Construction vehicle site access will be via Racecourse Road noting flexibility dependent on the particular construction methodology as proposed by the appointed contractor. It is expected that no on-street works zone will be required given the site has ample space within the site to provide appropriate on-site haulage routes that allow construction vehicles to enter, manoeuvre through and exit the site in a forward direction.

Accredited traffic controllers will be positioned at any site access to manage construction vehicles in the vicinity. Relevant signs will be provided at the site accesses to warn general traffic of trucks turning and the presence of traffic controllers, where required.

7.3 Heavy Vehicle Traffic Generation

Construction vehicle access will involve a range of vehicles with the largest anticipated vehicle being an 18-20 metre truck and dog.

It is anticipated that the earthworks stage will represent the most intensive period of construction traffic movements. During that period it is estimated that the construction works would generate an average of 38 truck movements per day with a peak movement of 76 trucks per day. This equates to 4 truck movements per hour on average and 7 truck movements per hour during peak construction works, assuming a 2 month duration for the earthworks stage as a worst case. Other construction phases (including the concrete delivery phase) are expected to generate lower peak construction traffic demands. Based on this, the anticipated construction traffic volumes would not be expected to impact on the performance of the surrounding road network.

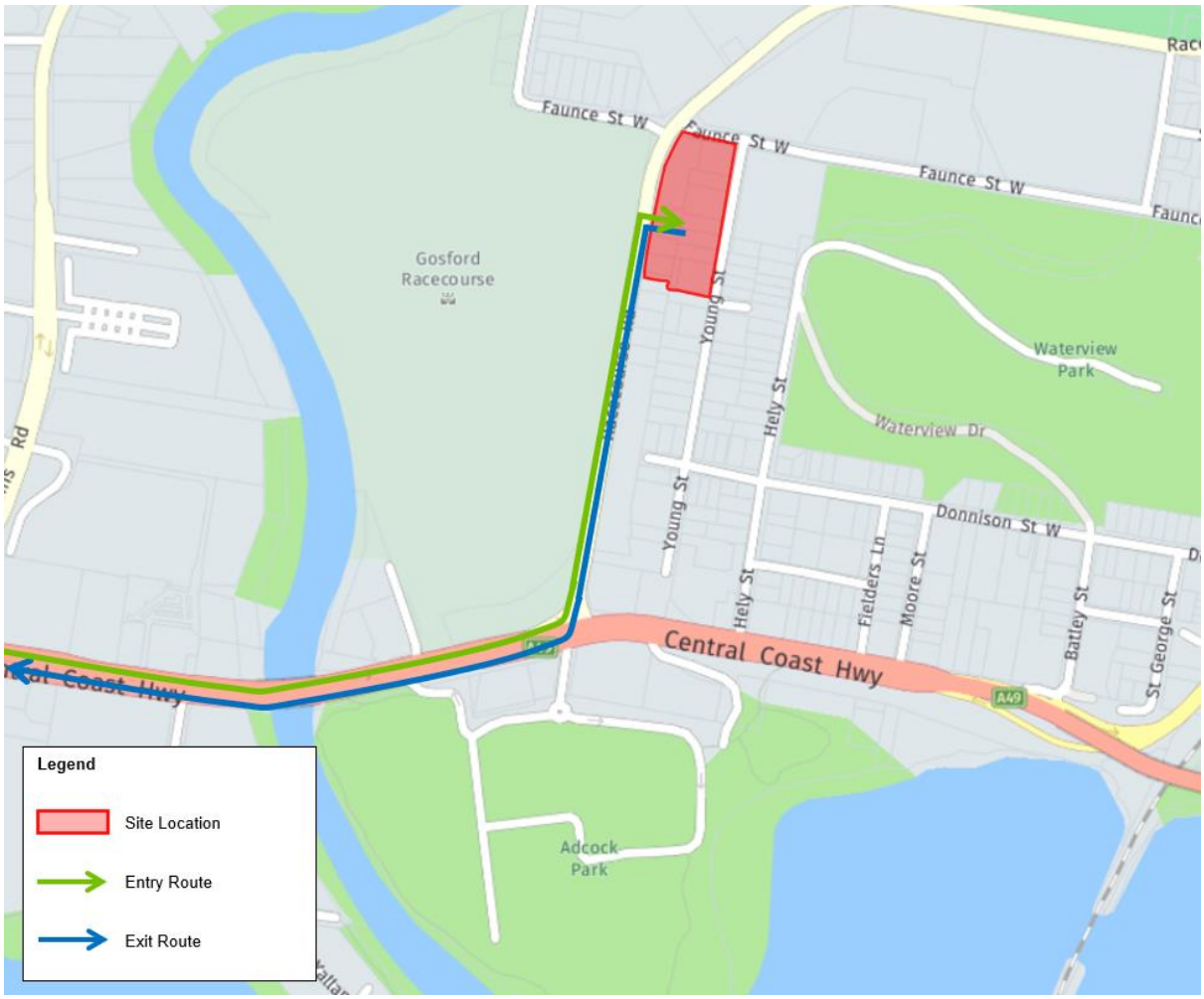
7.4 Heavy Vehicle Access Routes

The movement of all construction vehicles will be restricted to designated routes and confined to the regional road network. Designated routes will be identified as part of the detailed Construction Traffic Management Plan with the aim of minimising impacts on the local road network.

The directional distribution and assignment of traffic generated by the construction works will be influenced by several factors, most notably the origin/ destination of materials, site access points and the configuration of the regional road network.

The approach and departure routes will be via Racecourse Road, Central Coast Highway and Pacific Motorway. Construction vehicles will enter and exit the site in a forward direction. The indicative routes are illustrated in Figure 14.

Figure 14: Indicative Construction Traffic Route



The designated truck routes and detailed swept paths will be included in the detailed CTMP once the details of the proposed construction methodology and site layout are established.

7.5 Pedestrian and Cyclist Management

All works will occur internal to the site boundaries. There is no pedestrian footpath along the frontage of the site, however pedestrians and cyclists will be considered as part of any construction methodology and site access arrangements. Should any on-street work zone be required, Class A fencing will be provided to maintain setbacks along the frontage of the site.

Overall, the construction activities are not expected to materially impact pedestrians and cyclists along the site frontage. Pedestrian and cyclist management may be temporarily necessary at times when construction vehicles are entering and exiting the site, with the detailed CTMP to include measures to control and maintain paths of travel.

7.6 Emergency Access

Emergency vehicle access to the site and surrounding properties will be maintained at all times. Liaison with police and emergency services will be maintained as required throughout construction and a 24-hour contact would be made available for out of hours emergencies.

Emergency protocols would include a requirement for the appointed contractor to assist with emergency access. Thus, there will be no adverse impacts to the provision of existing emergency vehicle access to other neighbouring properties as a result of construction activity.

8 Conclusion

Based on the analysis completed the following points are made:

- The proposal involves construction of a bus depot at 7A-11 Racecourse Road, 5-9 Faunce Street and 36 Young Street, West Gosford, with access proposed via separate driveways on Racecourse Road.
- Based on the applicable industrial and commercial parking rates, on-site staff generate demand for around 33 parking spaces. When considering a first principles assessment to assess the practical parking demand associated with bus driver demand profiles across the day, the anticipated demand for all land uses is up to 102 parking spaces. The proposed 110 spaces can readily accommodate this demand.
- Based on a comparable site assessment and timetable of bus route activity the site could generate up to 10 bus trips during the morning and afternoon Network Peak hours.
- The Transport for NSW Technical Direction (TDT 2013/04a) rate for office land uses has been referenced to estimate traffic generation during the road network peak periods.
- With an estimated 36 light vehicle trips and 10 bus trips during the weekday Network Peak hours, the proposed development would not have a noticeable impact on the surrounding road network. Such volumes are low and equate to less than two per cent of the projected 2033 Racecourse Road traffic volumes.
- SIDRA analysis has been completed referencing the traffic data included as part of the private hospital development north of the site. The assessment indicates that the Central Coast Highway/ Racecourse Road signalised intersection will be close to or exceed capacity by 2026 without the proposed development. A relatively minor reduction in intersection operation will result when including proposed development traffic. On this basis, the proposed development has a nominal impact on the future operation of the intersection.
- A review of the proposed site layout plans has been completed to confirm appropriate access arrangements, internal layout and capacity. All design vehicles will enter and exit the site in a forward direction with a channelised right turn (CHR) treatment to be implemented for both the proposed bus depot and car park site accesses. Sensitivity testing undertaken using the Site Peak development volumes indicates that even under the worst case scenario, the proposed CHR treatment can accommodate the 95th percentile queues predicted to occur without impacting northbound traffic on Racecourse Road and is therefore supportable.
- Based on detailed consideration, the proposed CHR layout provides the optimal design and use of the available street frontage along the subject site (given the identified constraints), with minor opportunities to further improve the layout during detailed design.
- An overview of the construction traffic management initiatives is included and intended to inform a future detailed CTMP following development approval.

Based on the details included in this report, the proposed development is supported from a transport and parking perspective.

Appendix A License Agreement

Racecourse Road License Agreement

THIS DEED Made 06/02/2018
BETWEEN:

GOSFORD RACE CLUB ACN "26 003 846 124"
AND
BUSWAYS GOSFORD PTY LTD ACN "055 471 782"

1. The Licensor herby grants to the Licensee a license to use the Licensors parking and driveway as described in the schedule annexed hereto.
2. The term of the license period as set out in the schedule annexed here to.
3. The License fee shall be the amount of $1.00 + GST monthly which shall be paid to the Licensor by the Licensee within 60 Days of the end of month period (e.g. fees for the month of October be paid by 30 December etc).
4. The Licensee shall not use the parking and driveway facilities for anything other than:
   4.1. Patron parking during race day events (approximately 24 per year)
   4.2. Patron parking during Sunday markets
   4.3. Patron parking for functions and events (day and evening) – when required. The Licensee will notify the Licensor in writing seven (7) days in advance of said functions and events.
5. The Licensee at all times must:
   5.1. Maintain and keep in good condition the driveway and car park surface.
   5.2. Keep the Licensed premises clean and free from debris.
   5.3. Ensure that any and all rubbish (i.e. plastic, bags, bottles etc.) be cleared following each and every use.
   5.4. Ensure that the access to the licensed premises be securely locked at all times outside of the permitted uses outlined above (Within one hour of each event finishing)
   5.5. Ensure that patrons leave their vehicle only in the area shown in the attached Schedule.
   5.6. Not use the premises in any way as to cause any nuisance, damage, disturbance, annoyance, inconvenience or interference to the premises or adjoining or neighbouring property or the owners, occupiers or use of such adjoining or neighbouring property.
6. Neither the Licensor nor any agent or employee of the Licensor shall be liable to the Licensee for any injury or damage to the Licensee or any other person or for any damages to or loss (by theft or otherwise) of any property of Licensee or of any other person, except to the extent that same is caused by negligence on the part of the Licensor, its contractors or employees.
7. The Licensee shall not sub-license the premises or directly derive income from the Licensed premises (i.e. through paid parking, hiring out of the premises to a third party at a cost, holding functions or events inside parking premises)
8. The Licensee indemnifies and keeps indemnified the Licensor against all action, suits, claims, debts, obligations and other liabilities during the continuance of this license in the respect of the said suit or arising out of its use, except to the extent that same is caused by negligence on the part of the Licensor, its contractors or employees.
9. The Licensee must provide the Licensor with a Current Certificate of currency indicating suitable public liability covering the licensed premises.
10. License is on a month-to-month basis with one (1) month notice required for termination from either Licensee or Licensor.
11. Licensee must have a parking attendant for all events and race days.
    11.1. For a maximum of one hour before all events and one hour after events finishing.
    11.2. Appropriate Signage to ensure patrons and vehicles are removed prior to securing the site. (with phone number of site contact to unlock gate)
12. The Licensee agrees that by failing to uphold any of the above-mentioned Clauses' the License may be terminated within 7 days.

Annexure A:

Schedule

1. Driveway and Parking Premises "9a-11 Racecourse Road Wet Gosford"

2. Commencing Monday 26/02/18 on a rolling month-to-month basis.
3. Licensee refers to "Gosford Race Club ACN 26 003 846 124"
4. Licensor refers to "BUSWAYS GOSFORD PTY LTD ACN 055 471 782 "
5. License Fee Payable: $1.10 (including GST)

Signed by the licensor

Busways Gosford Pty Ltd ACN 055 471 782

Name of Licensor: Chris Wolf

Signed _____

Date __/__/____

In the presence of
Name of Witness: Jaron Gawne

Signed _____

Date __/__/____

Signed by the licensee

Gosford Race Club ACN 26 003 846 124

Name of Licensee: _____

Signed _____

Date 5/3/18

In the presence of

Name of Witness: M. DAVID SHANAHAN

Signed _____

Date 5/3/18

Appendix B SIDRA Results

MOVEMENT SUMMARY

Site: 101 [AM - Central Coast Highway / Racecourse Road (Site Folder: 2023 Base)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	18	0	18	0.0	0.243	77.6	LOS F	2.3	16.0	0.98	0.72	0.98	25.9
2	T1	12	0	12	0.0	*0.243	73.1	LOS F	2.3	16.0	0.98	0.72	0.98	25.9
3	R2	26	0	26	0.0	0.243	81.0	LOS F	2.3	16.0	0.99	0.71	0.99	25.1
Approach		56	0	56	0.0	0.243	78.2	LOS F	2.3	16.0	0.98	0.72	0.98	25.5
East: Central Coast Highway														
4	L2	41	1	41	2.4	0.847	57.0	LOS E	46.3	334.9	0.97	0.93	1.00	32.0
5	T1	1958	78	1958	4.0	0.847	46.0	LOS D	46.4	336.0	0.96	0.90	0.99	37.1
6	R2	107	3	107	2.8	*0.490	74.4	LOS F	7.5	53.6	0.98	0.79	0.98	27.7
Approach		2106	82	2106	3.9	0.847	47.6	LOS D	46.4	336.0	0.96	0.90	0.99	36.4
North: Racecourse Road														
7	L2	49	2	49	4.1	0.485	54.8	LOS D	12.7	93.3	0.91	0.82	0.91	32.1
8	T1	8	0	8	0.0	*0.485	50.4	LOS D	12.7	93.3	0.91	0.82	0.91	30.2
9	R2	363	22	363	6.1	0.485	56.9	LOS E	13.1	96.1	0.91	0.82	0.91	31.3
Approach		420	24	420	5.7	0.485	56.5	LOS E	13.1	96.1	0.91	0.82	0.91	31.4
West: Central Coast Highway														
10	L2	625	22	625	3.5	0.530	17.4	LOS B	22.3	168.3	0.51	0.74	0.51	49.2
11	T1	1986	90	1986	4.5	*0.878	47.5	LOS D	51.6	369.0	0.94	0.92	1.02	36.7
12	R2	30	1	30	3.3	0.138	70.8	LOS F	2.0	14.3	0.93	0.73	0.93	27.4
Approach		2641	113	2641	4.3	0.878	40.7	LOS C	51.6	369.0	0.84	0.88	0.90	38.8
All Vehicles		5223	219	5223	4.2	0.878	45.1	LOS D	51.6	369.0	0.89	0.88	0.94	36.9

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93
North: Racecourse Road												

P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	34.2	LOS D	0.1	0.1	0.92	0.92	191.4	204.3	1.07
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.4	LOS F	0.2	0.2	0.96	0.96	229.1	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [AM - Faunce Street West / Racecourse Road (Site Folder: 2023 Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	22	2	23	9.1	0.352	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	57.6
2	T1	612	25	644	4.1	0.352	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach		634	27	667	4.3	0.352	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
North: Racecourse Road														
8	T1	468	21	493	4.5	0.291	0.6	LOS A	0.5	3.9	0.10	0.02	0.11	59.1
9	R2	19	5	20	26.3	0.291	11.7	LOS A	0.5	3.9	0.10	0.02	0.11	55.5
Approach		487	26	513	5.3	0.291	1.0	NA	0.5	3.9	0.10	0.02	0.11	58.9
West: Faunce Street West														
10	L2	18	4	19	22.2	0.066	9.5	LOS A	0.2	1.8	0.65	0.81	0.65	48.2
12	R2	10	2	11	20.0	0.066	17.4	LOS B	0.2	1.8	0.65	0.81	0.65	47.8
Approach		28	6	29	21.4	0.066	12.3	LOS A	0.2	1.8	0.65	0.81	0.65	48.0
All Vehicles		1149	59	1209	5.1	0.352	0.9	NA	0.5	3.9	0.06	0.04	0.06	58.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Faunce Street East / Racecourse Road (Site Folder: 2023 Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	499	18	525	3.6	0.439	2.3	LOS A	2.7	19.3	0.41	0.17	0.56	56.3
3	R2	131	9	138	6.9	0.439	10.7	LOS A	2.7	19.3	0.41	0.17	0.56	54.0
Approach		630	27	663	4.3	0.439	4.0	NA	2.7	19.3	0.41	0.17	0.56	55.8
East: Faunce Street West														
4	L2	78	4	82	5.1	0.131	7.4	LOS A	0.5	3.4	0.51	0.72	0.51	51.0
6	R2	15	1	16	6.7	0.131	16.3	LOS B	0.5	3.4	0.51	0.72	0.51	50.4
Approach		93	5	98	5.4	0.131	8.8	LOS A	0.5	3.4	0.51	0.72	0.51	50.9
North: Racecourse Road														
7	L2	167	5	176	3.0	0.325	5.7	LOS A	0.0	0.0	0.00	0.17	0.00	56.6
8	T1	409	21	431	5.1	0.325	0.1	LOS A	0.0	0.0	0.00	0.17	0.00	58.2
Approach		576	26	606	4.5	0.325	1.7	NA	0.0	0.0	0.00	0.17	0.00	57.7
All Vehicles		1299	58	1367	4.5	0.439	3.4	NA	2.7	19.3	0.24	0.21	0.31	56.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Central Coast Highway / Racecourse Road (Site Folder: 2023 Base)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	34	0	34	0.0	0.754	85.0	LOS F	6.8	47.4	1.00	0.87	1.18	24.6
2	T1	27	0	27	0.0	* 0.754	80.4	LOS F	6.8	47.4	1.00	0.87	1.18	24.6
3	R2	101	0	101	0.0	0.754	86.2	LOS F	6.8	47.4	1.00	0.86	1.19	24.3
Approach		162	0	162	0.0	0.754	85.0	LOS F	6.8	47.4	1.00	0.86	1.19	24.4
East: Central Coast Highway														
4	L2	124	0	124	0.0	0.643	37.7	LOS C	33.0	233.5	0.77	0.76	0.77	38.1
5	T1	1814	27	1814	1.5	0.643	28.0	LOS B	33.6	238.2	0.77	0.71	0.77	45.3
6	R2	34	0	34	0.0	0.392	85.7	LOS F	2.6	17.9	1.00	0.73	1.00	25.5
Approach		1972	27	1972	1.4	0.643	29.6	LOS C	33.6	238.2	0.77	0.72	0.77	44.2
North: Racecourse Road														
7	L2	120	1	120	0.8	0.875	72.2	LOS F	27.1	191.5	1.00	0.97	1.18	28.1
8	T1	27	0	27	0.0	* 0.875	67.9	LOS E	27.1	191.5	1.00	0.97	1.18	26.5
9	R2	555	9	555	1.6	0.875	75.4	LOS F	27.1	191.5	1.00	0.95	1.18	27.4
Approach		702	10	702	1.4	0.875	74.5	LOS F	27.1	191.5	1.00	0.96	1.18	27.4
West: Central Coast Highway														
10	L2	410	10	410	2.4	0.300	11.5	LOS A	8.6	63.3	0.31	0.67	0.31	53.3
11	T1	2507	38	2507	1.5	* 0.897	40.4	LOS C	64.4	454.8	0.91	0.90	0.99	39.4
12	R2	81	0	81	0.0	* 0.935	102.2	LOS F	7.0	48.7	1.00	0.96	1.56	22.2
Approach		2998	48	2998	1.6	0.935	38.1	LOS C	64.4	454.8	0.83	0.87	0.91	40.0
All Vehicles		5834	85	5834	1.5	0.935	40.9	LOS C	64.4	454.8	0.84	0.83	0.90	38.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93
North: Racecourse Road												

P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	35.3	LOS D	0.1	0.1	0.92	0.92	192.5	204.3	1.06
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.6	LOS F	0.2	0.2	0.96	0.96	229.2	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street West / Racecourse Road (Site Folder: 2023 Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	13	1	14	7.7	0.260	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	57.7
2	T1	462	8	486	1.7	0.260	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		475	9	500	1.9	0.260	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
North: Racecourse Road														
8	T1	675	6	711	0.9	0.389	0.2	LOS A	0.4	3.2	0.06	0.02	0.07	59.5
9	R2	18	4	19	22.2	0.389	9.9	LOS A	0.4	3.2	0.06	0.02	0.07	56.2
Approach		693	10	729	1.4	0.389	0.5	NA	0.4	3.2	0.06	0.02	0.07	59.5
West: Faunce Street West														
10	L2	24	4	25	16.7	0.099	8.0	LOS A	0.3	2.4	0.60	0.78	0.60	48.7
12	R2	21	0	22	0.0	0.099	15.7	LOS B	0.3	2.4	0.60	0.78	0.60	48.9
Approach		45	4	47	8.9	0.099	11.6	LOS A	0.3	2.4	0.60	0.78	0.60	48.8
All Vehicles		1213	23	1277	1.9	0.389	0.8	NA	0.4	3.2	0.05	0.04	0.06	59.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street East / Racecourse Road (Site Folder: 2023 Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	441	12	464	2.7	0.299	0.9	LOS A	0.8	5.7	0.19	0.06	0.22	58.3
3	R2	45	0	47	0.0	0.299	10.0	LOS A	0.8	5.7	0.19	0.06	0.22	56.2
Approach		486	12	512	2.5	0.299	1.7	NA	0.8	5.7	0.19	0.06	0.22	58.1
East: Faunce Street West														
4	L2	90	0	95	0.0	0.124	8.5	LOS A	0.5	3.2	0.56	0.78	0.56	51.2
6	R2	3	0	3	0.0	0.124	14.8	LOS B	0.5	3.2	0.56	0.78	0.56	50.7
Approach		93	0	98	0.0	0.124	8.8	LOS A	0.5	3.2	0.56	0.78	0.56	51.2
North: Racecourse Road														
7	L2	35	1	37	2.9	0.350	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	57.8
8	T1	604	12	636	2.0	0.350	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.5
Approach		639	13	673	2.0	0.350	0.4	NA	0.0	0.0	0.00	0.03	0.00	59.4
All Vehicles		1218	25	1282	2.1	0.350	1.6	NA	0.8	5.7	0.12	0.10	0.13	58.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Central Coast Highway / Racecourse Road (Site Folder: 2026 Year of Opening)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	20	0	20	0.0	0.263	77.8	LOS F	2.5	17.5	0.98	0.73	0.98	25.9
2	T1	13	0	13	0.0	*0.263	73.2	LOS F	2.5	17.5	0.98	0.73	0.98	25.9
3	R2	28	0	28	0.0	0.263	81.2	LOS F	2.5	17.5	0.99	0.72	0.99	25.1
Approach		61	0	61	0.0	0.263	78.4	LOS F	2.5	17.5	0.99	0.72	0.99	25.5
East: Central Coast Highway														
4	L2	44	1	44	2.3	0.899	66.1	LOS E	55.1	398.7	1.00	1.01	1.10	29.6
5	T1	2078	83	2078	4.0	0.899	55.1	LOS D	55.2	399.5	0.98	0.99	1.10	34.0
6	R2	113	3	113	2.7	*0.517	74.6	LOS F	7.9	56.8	0.99	0.79	0.99	27.6
Approach		2235	87	2235	3.9	0.899	56.3	LOS D	55.2	399.5	0.99	0.98	1.09	33.5
North: Racecourse Road														
7	L2	51	2	51	3.9	0.513	55.5	LOS D	13.6	99.7	0.92	0.83	0.92	31.9
8	T1	8	0	8	0.0	*0.513	51.2	LOS D	13.6	99.7	0.92	0.83	0.92	30.0
9	R2	385	23	385	6.0	0.513	57.4	LOS E	13.9	102.4	0.92	0.82	0.92	31.2
Approach		444	25	444	5.6	0.513	57.1	LOS E	13.9	102.4	0.92	0.82	0.92	31.3
West: Central Coast Highway														
10	L2	663	23	663	3.5	0.562	17.9	LOS B	24.5	185.6	0.53	0.75	0.53	49.0
11	T1	2107	96	2107	4.6	*0.941	64.4	LOS E	65.1	466.1	0.95	1.04	1.16	31.4
12	R2	32	1	32	3.1	0.147	70.9	LOS F	2.1	15.3	0.93	0.73	0.93	27.4
Approach		2802	120	2802	4.3	0.941	53.5	LOS D	65.1	466.1	0.85	0.97	1.01	34.2
All Vehicles		5542	232	5542	4.2	0.941	55.2	LOS D	65.1	466.1	0.91	0.96	1.03	33.5

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93
North: Racecourse Road												

P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	34.2	LOS D	0.1	0.1	0.92	0.92	191.4	204.3	1.07
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.4	LOS F	0.2	0.2	0.96	0.96	229.1	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [AM - Faunce Street West / Racecourse Road (Site Folder: 2026 Year of Opening)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	23	2	24	8.7	0.374	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	57.6
2	T1	649	27	683	4.2	0.374	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach		672	29	707	4.3	0.374	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
North: Racecourse Road														
8	T1	496	22	522	4.4	0.312	0.7	LOS A	0.7	5.0	0.11	0.03	0.14	58.9
9	R2	21	6	22	28.6	0.312	12.8	LOS A	0.7	5.0	0.11	0.03	0.14	55.2
Approach		517	28	544	5.4	0.312	1.2	NA	0.7	5.0	0.11	0.03	0.14	58.7
West: Faunce Street West														
10	L2	20	4	21	20.0	0.076	9.7	LOS A	0.2	2.0	0.67	0.83	0.67	47.8
12	R2	10	2	11	20.0	0.076	19.4	LOS B	0.2	2.0	0.67	0.83	0.67	47.3
Approach		30	6	32	20.0	0.076	13.0	LOS A	0.2	2.0	0.67	0.83	0.67	47.6
All Vehicles		1219	63	1283	5.2	0.374	1.0	NA	0.7	5.0	0.06	0.04	0.08	58.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Faunce Street East / Racecourse Road (Site Folder: 2026 Year of Opening)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	530	19	558	3.6	0.476	2.8	LOS A	3.2	23.1	0.45	0.17	0.65	55.8
3	R2	139	10	146	7.2	0.476	11.6	LOS A	3.2	23.1	0.45	0.17	0.65	53.5
Approach		669	29	704	4.3	0.476	4.6	NA	3.2	23.1	0.45	0.17	0.65	55.3
East: Faunce Street West														
4	L2	83	4	87	4.8	0.149	7.6	LOS A	0.5	3.9	0.54	0.74	0.54	50.7
6	R2	16	1	17	6.3	0.149	18.0	LOS B	0.5	3.9	0.54	0.74	0.54	50.2
Approach		99	5	104	5.1	0.149	9.3	LOS A	0.5	3.9	0.54	0.74	0.54	50.6
North: Racecourse Road														
7	L2	177	5	186	2.8	0.344	5.7	LOS A	0.0	0.0	0.00	0.17	0.00	56.6
8	T1	434	22	457	5.1	0.344	0.1	LOS A	0.0	0.0	0.00	0.17	0.00	58.2
Approach		611	27	643	4.4	0.344	1.7	NA	0.0	0.0	0.00	0.17	0.00	57.7
All Vehicles		1379	61	1452	4.4	0.476	3.7	NA	3.2	23.1	0.26	0.21	0.35	56.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Central Coast Highway / Racecourse Road (Site Folder: 2026 Year of Opening)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	36	0	36	0.0	0.801	86.7	LOS F	7.3	51.1	1.00	0.90	1.24	24.3
2	T1	29	0	29	0.0	* 0.801	82.1	LOS F	7.3	51.1	1.00	0.90	1.24	24.3
3	R2	107	0	107	0.0	0.801	87.7	LOS F	7.3	51.1	1.00	0.90	1.26	24.0
Approach		172	0	172	0.0	0.801	86.6	LOS F	7.3	51.1	1.00	0.90	1.25	24.2
East: Central Coast Highway														
4	L2	132	0	132	0.0	0.683	38.7	LOS C	36.2	256.4	0.80	0.78	0.80	37.8
5	T1	1925	29	1925	1.5	0.683	28.8	LOS C	36.8	261.1	0.79	0.74	0.79	44.9
6	R2	36	0	36	0.0	0.415	85.8	LOS F	2.7	19.0	1.00	0.73	1.00	25.5
Approach		2093	29	2093	1.4	0.683	30.4	LOS C	36.8	261.1	0.80	0.74	0.80	43.8
North: Racecourse Road														
7	L2	128	1	128	0.8	0.929	83.7	LOS F	31.6	223.6	1.00	1.02	1.29	25.8
8	T1	29	0	29	0.0	* 0.929	79.4	LOS F	31.6	223.6	1.00	1.02	1.29	24.4
9	R2	589	9	589	1.5	0.929	86.6	LOS F	31.6	223.6	1.00	1.01	1.30	25.3
Approach		746	10	746	1.3	0.929	85.8	LOS F	31.6	223.6	1.00	1.01	1.29	25.3
West: Central Coast Highway														
10	L2	435	11	435	2.5	0.318	11.6	LOS A	9.3	68.2	0.32	0.68	0.32	53.2
11	T1	2660	40	2660	1.5	* 0.957	61.0	LOS E	84.1	594.0	0.95	1.04	1.15	32.3
12	R2	86	0	86	0.0	* 0.992	120.1	LOS F	8.1	56.8	1.00	1.02	1.73	20.0
Approach		3181	51	3181	1.6	0.992	55.8	LOS D	84.1	594.0	0.86	0.99	1.05	33.5
All Vehicles		6192	90	6192	1.5	0.992	51.7	LOS D	84.1	594.0	0.86	0.91	1.00	34.5

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93
North: Racecourse Road												

P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	35.3	LOS D	0.1	0.1	0.92	0.92	192.5	204.3	1.06
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.6	LOS F	0.2	0.2	0.96	0.96	229.2	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street West / Racecourse Road (Site Folder: 2026 Year of Opening)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	14	1	15	7.1	0.276	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	57.7
2	T1	490	8	516	1.6	0.276	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		504	9	531	1.8	0.276	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.6
North: Racecourse Road														
8	T1	717	6	755	0.8	0.414	0.3	LOS A	0.5	3.9	0.06	0.02	0.08	59.5
9	R2	20	4	21	20.0	0.414	10.3	LOS A	0.5	3.9	0.06	0.02	0.08	56.2
Approach		737	10	776	1.4	0.414	0.6	NA	0.5	3.9	0.06	0.02	0.08	59.4
West: Faunce Street West														
10	L2	25	4	26	16.0	0.116	8.1	LOS A	0.4	2.8	0.64	0.80	0.64	48.1
12	R2	22	0	23	0.0	0.116	17.5	LOS B	0.4	2.8	0.64	0.80	0.64	48.3
Approach		47	4	49	8.5	0.116	12.5	LOS A	0.4	2.8	0.64	0.80	0.64	48.2
All Vehicles		1288	23	1356	1.8	0.414	0.9	NA	0.5	3.9	0.06	0.05	0.07	59.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street East / Racecourse Road (Site Folder: 2026 Year of Opening)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	468	13	493	2.8	0.322	1.1	LOS A	1.0	6.8	0.21	0.07	0.25	58.1
3	R2	48	0	51	0.0	0.322	10.6	LOS A	1.0	6.8	0.21	0.07	0.25	56.0
Approach		516	13	543	2.5	0.322	1.9	NA	1.0	6.8	0.21	0.07	0.25	57.9
East: Faunce Street West														
4	L2	95	0	100	0.0	0.138	8.9	LOS A	0.5	3.5	0.58	0.81	0.58	51.0
6	R2	3	0	3	0.0	0.138	16.3	LOS B	0.5	3.5	0.58	0.81	0.58	50.5
Approach		98	0	103	0.0	0.138	9.1	LOS A	0.5	3.5	0.58	0.81	0.58	50.9
North: Racecourse Road														
7	L2	37	1	39	2.7	0.372	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	57.7
8	T1	641	13	675	2.0	0.372	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.5
Approach		678	14	714	2.1	0.372	0.4	NA	0.0	0.0	0.00	0.03	0.00	59.4
All Vehicles		1292	27	1360	2.1	0.372	1.7	NA	1.0	6.8	0.13	0.11	0.14	58.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Central Coast Highway / Racecourse Road (Site Folder: 2026 Year of Opening - Base + Development)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	20	0	20	0.0	0.263	77.8	LOS F	2.5	17.5	0.98	0.73	0.98	25.9
2	T1	13	0	13	0.0	*0.263	73.2	LOS F	2.5	17.5	0.98	0.73	0.98	25.9
3	R2	28	0	28	0.0	0.263	81.2	LOS F	2.5	17.5	0.99	0.72	0.99	25.1
Approach		61	0	61	0.0	0.263	78.4	LOS F	2.5	17.5	0.99	0.72	0.99	25.5
East: Central Coast Highway														
4	L2	44	1	44	2.3	0.902	66.8	LOS E	55.8	403.3	1.00	1.02	1.11	29.4
5	T1	2078	83	2078	4.0	0.902	55.8	LOS D	55.8	404.0	0.98	0.99	1.10	33.8
6	R2	127	3	128	2.3	*0.583	75.2	LOS F	9.1	64.6	0.99	0.80	0.99	27.4
Approach		2249	87	2250	3.9	0.902	57.1	LOS E	55.8	404.0	0.98	0.98	1.09	33.2
North: Racecourse Road														
7	L2	60	9	60	15.5	0.535	55.2	LOS D	13.9	104.9	0.92	0.83	0.92	32.1
8	T1	8	0	8	0.0	*0.535	50.7	LOS D	13.9	104.9	0.92	0.83	0.92	30.1
9	R2	389	26	389	6.7	0.535	57.5	LOS E	14.5	107.7	0.92	0.83	0.92	31.5
Approach		457	35	458	7.8	0.535	57.1	LOS E	14.5	107.7	0.92	0.83	0.92	31.6
West: Central Coast Highway														
10	L2	670	23	670	3.4	0.568	17.9	LOS B	25.0	188.6	0.53	0.75	0.53	48.9
11	T1	2107	96	2107	4.6	*0.941	64.6	LOS E	65.3	467.0	0.95	1.04	1.16	31.4
12	R2	32	1	32	3.1	0.147	70.9	LOS F	2.1	15.3	0.93	0.73	0.93	27.4
Approach		2809	120	2809	4.3	0.941	53.5	LOS D	65.3	467.0	0.85	0.97	1.01	34.1
All Vehicles		5576	242	5578	4.3	0.941	55.6	LOS D	65.3	467.0	0.91	0.96	1.04	33.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93
North: Racecourse Road												

P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	34.2	LOS D	0.1	0.1	0.92	0.92	191.4	204.3	1.07
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.4	LOS F	0.2	0.2	0.96	0.96	229.1	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [AM - Faunce Street West / Racecourse Road (Site Folder: 2026 Year of Opening - Base + Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	23	2	24	8.7	0.375	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	57.6
2	T1	651	27	685	4.1	0.375	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach		674	29	709	4.3	0.375	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
North: Racecourse Road														
8	T1	506	22	533	4.3	0.318	0.7	LOS A	0.7	5.1	0.11	0.03	0.14	58.9
9	R2	21	6	22	28.6	0.318	12.9	LOS A	0.7	5.1	0.11	0.03	0.14	55.2
Approach		527	28	555	5.3	0.318	1.2	NA	0.7	5.1	0.11	0.03	0.14	58.7
West: Faunce Street West														
10	L2	20	4	21	20.0	0.077	9.8	LOS A	0.3	2.1	0.68	0.83	0.68	47.7
12	R2	10	2	11	20.0	0.077	19.7	LOS B	0.3	2.1	0.68	0.83	0.68	47.3
Approach		30	6	32	20.0	0.077	13.1	LOS A	0.3	2.1	0.68	0.83	0.68	47.6
All Vehicles		1231	63	1296	5.1	0.375	1.0	NA	0.7	5.1	0.06	0.04	0.08	58.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Faunce Street East / Racecourse Road (Site Folder: 2026 Year of Opening - Base + Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	532	19	560	3.6	0.480	2.9	LOS A	3.2	23.6	0.46	0.18	0.67	55.7
3	R2	139	10	146	7.2	0.480	11.7	LOS A	3.2	23.6	0.46	0.18	0.67	53.4
Approach		671	29	706	4.3	0.480	4.7	NA	3.2	23.6	0.46	0.18	0.67	55.2
East: Faunce Street West														
4	L2	83	4	87	4.8	0.152	7.6	LOS A	0.5	3.9	0.54	0.74	0.54	50.6
6	R2	16	1	17	6.3	0.152	18.3	LOS B	0.5	3.9	0.54	0.74	0.54	50.1
Approach		99	5	104	5.1	0.152	9.4	LOS A	0.5	3.9	0.54	0.74	0.54	50.5
North: Racecourse Road														
7	L2	177	5	186	2.8	0.350	5.7	LOS A	0.0	0.0	0.00	0.17	0.00	56.6
8	T1	444	22	467	5.0	0.350	0.1	LOS A	0.0	0.0	0.00	0.17	0.00	58.2
Approach		621	27	654	4.3	0.350	1.7	NA	0.0	0.0	0.00	0.17	0.00	57.8
All Vehicles		1391	61	1464	4.4	0.480	3.7	NA	3.2	23.6	0.26	0.21	0.36	56.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Racecourse Road / Site Access - Bus (Site Folder: 2026 Year of Opening - Base + Development)]

Network: N101 [2026_AM_SITE_ACCESS (Network Folder: 2026 - SITE ACCESS - Base + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	833	4.3	833	4.3	0.439	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
3	R2	1	0.0	1	0.0	0.001	4.7	LOS A	0.0	0.0	0.46	0.53	0.46	49.2
Approach		834	4.3	834	4.3	0.439	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
East: Bus Access														
4	L2	11	100.0	11	100.0	0.023	12.6	LOS A	0.1	1.1	0.59	0.73	0.59	42.7
Approach		11	100.0	11	100.0	0.023	12.6	LOS A	0.1	1.1	0.59	0.73	0.59	42.7
North: Racecourse Road														
7	L2	1	0.0	1	0.0	0.288	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
8	T1	544	4.6	544	4.6	0.288	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		545	4.6	545	4.6	0.288	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles		1389	5.2	1389	5.2	0.439	0.1	NA	0.1	1.1	0.00	0.01	0.00	59.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Racecourse Road / Site Access - Car Park (Site Folder: 2026 Year of Opening - Base + Development)]

Network: N101 [2026_AM_SITE_ACCESS (Network Folder: 2026 - SITE ACCESS - Base + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	831	4.3	831	4.3	0.440	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
3	R2	22	0.0	22	0.0	0.022	7.7	LOS A	0.1	0.6	0.47	0.67	0.47	51.4
Approach		853	4.2	853	4.2	0.440	0.4	NA	0.1	0.6	0.01	0.02	0.01	59.2
East: Car Access														
4	L2	4	0.0	4	0.0	0.020	7.7	LOS A	0.1	0.4	0.70	0.75	0.70	47.0
6	R2	2	0.0	2	0.0	0.020	30.1	LOS C	0.1	0.4	0.70	0.75	0.70	40.2
Approach		6	0.0	6	0.0	0.020	15.2	LOS B	0.1	0.4	0.70	0.75	0.70	45.4
North: Racecourse Road														
7	L2	11	0.0	11	0.0	0.297	2.9	LOS A	0.0	0.0	0.00	0.01	0.00	56.8
8	T1	544	6.6	544	6.6	0.297	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		555	6.5	555	6.5	0.297	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles		1414	5.1	1414	5.1	0.440	0.3	NA	0.1	0.6	0.01	0.02	0.01	59.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Central Coast Highway / Racecourse Road (Site Folder: 2026 Year of Opening - Base + Development)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	36	0	36	0.0	0.801	86.7	LOS F	7.3	51.1	1.00	0.90	1.24	24.3
2	T1	29	0	29	0.0	* 0.801	82.1	LOS F	7.3	51.1	1.00	0.90	1.24	24.3
3	R2	107	0	107	0.0	0.801	87.7	LOS F	7.3	51.1	1.00	0.90	1.26	24.0
Approach		172	0	172	0.0	0.801	86.6	LOS F	7.3	51.1	1.00	0.90	1.25	24.2
East: Central Coast Highway														
4	L2	132	0	132	0.0	0.683	38.7	LOS C	36.3	256.6	0.80	0.78	0.80	37.8
5	T1	1925	29	1925	1.5	0.683	28.8	LOS C	36.9	261.4	0.79	0.74	0.79	44.9
6	R2	38	0	38	0.0	0.440	85.9	LOS F	2.9	20.2	1.00	0.73	1.00	25.4
Approach		2095	29	2095	1.4	0.683	30.5	LOS C	36.9	261.4	0.80	0.74	0.80	43.7
North: Racecourse Road														
7	L2	142	1	143	0.7	0.977	105.9	LOS F	36.7	259.2	1.00	1.08	1.43	22.3
8	T1	29	0	29	0.0	* 0.977	101.6	LOS F	36.7	259.2	1.00	1.08	1.43	21.3
9	R2	596	9	596	1.5	0.977	106.0	LOS F	36.7	259.2	1.00	1.07	1.43	22.3
Approach		767	10	768	1.3	0.977	105.8	LOS F	36.7	259.2	1.00	1.07	1.43	22.3
West: Central Coast Highway														
10	L2	439	14	439	3.2	0.323	11.7	LOS A	9.5	69.6	0.32	0.68	0.32	53.2
11	T1	2660	40	2660	1.5	* 0.957	61.4	LOS E	84.4	596.2	0.95	1.04	1.15	32.2
12	R2	86	0	86	0.0	* 0.992	120.1	LOS F	8.1	56.8	1.00	1.02	1.73	20.0
Approach		3185	54	3185	1.7	0.992	56.1	LOS D	84.4	596.2	0.86	0.99	1.05	33.4
All Vehicles		6219	93	6220	1.5	0.992	54.5	LOS D	84.4	596.2	0.86	0.91	1.02	33.6

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93
North: Racecourse Road												

P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	35.3	LOS D	0.1	0.1	0.92	0.92	192.5	204.3	1.06
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.6	LOS F	0.2	0.2	0.96	0.96	229.2	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street West / Racecourse Road (Site Folder: 2026 Year of Opening - Base + Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	14	1	15	7.1	0.281	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	57.7
2	T1	500	8	526	1.6	0.281	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		514	9	541	1.8	0.281	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.6
North: Racecourse Road														
8	T1	726	13	764	1.8	0.422	0.3	LOS A	0.6	4.0	0.06	0.02	0.08	59.5
9	R2	20	4	21	20.0	0.422	10.5	LOS A	0.6	4.0	0.06	0.02	0.08	56.2
Approach		746	17	785	2.3	0.422	0.6	NA	0.6	4.0	0.06	0.02	0.08	59.4
West: Faunce Street West														
10	L2	25	4	26	16.0	0.120	8.2	LOS A	0.4	2.9	0.65	0.81	0.65	47.9
12	R2	22	0	23	0.0	0.120	18.1	LOS B	0.4	2.9	0.65	0.81	0.65	48.1
Approach		47	4	49	8.5	0.120	12.8	LOS A	0.4	2.9	0.65	0.81	0.65	48.0
All Vehicles		1307	30	1376	2.3	0.422	0.9	NA	0.6	4.0	0.06	0.05	0.07	59.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street East / Racecourse Road (Site Folder: 2026 Year of Opening - Base + Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	478	13	503	2.7	0.328	1.1	LOS A	1.0	7.1	0.21	0.07	0.26	58.1
3	R2	48	0	51	0.0	0.328	10.9	LOS A	1.0	7.1	0.21	0.07	0.26	56.0
Approach		526	13	554	2.5	0.328	2.0	NA	1.0	7.1	0.21	0.07	0.26	57.9
East: Faunce Street West														
4	L2	95	0	100	0.0	0.141	9.0	LOS A	0.5	3.6	0.58	0.82	0.58	50.9
6	R2	3	0	3	0.0	0.141	16.8	LOS B	0.5	3.6	0.58	0.82	0.58	50.4
Approach		98	0	103	0.0	0.141	9.2	LOS A	0.5	3.6	0.58	0.82	0.58	50.8
North: Racecourse Road														
7	L2	37	1	39	2.7	0.379	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	57.7
8	T1	650	20	684	3.1	0.379	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.5
Approach		687	21	723	3.1	0.379	0.4	NA	0.0	0.0	0.00	0.03	0.00	59.4
All Vehicles		1311	34	1380	2.6	0.379	1.7	NA	1.0	7.1	0.13	0.10	0.15	58.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Racecourse Road / Site Access - Bus (Site Folder: 2026 Year of Opening - Base + Development)]

Network: N101 [2026_PM_SITE_ACCESS (Network Folder: 2026 - SITE ACCESS - Base + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	537	1.8	537	1.8	0.278	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
3	R2	3	100.0	3	100.0	0.011	14.7	LOS B	0.0	0.5	0.77	0.80	0.77	35.0
Approach		540	2.3	540	2.3	0.278	0.1	NA	0.0	0.5	0.00	0.00	0.00	59.6
East: Bus Access														
4	L2	1	0.0	1	0.0	0.002	9.3	LOS A	0.0	0.0	0.59	0.63	0.59	46.2
Approach		1	0.0	1	0.0	0.002	9.3	LOS A	0.0	0.0	0.59	0.63	0.59	46.2
North: Racecourse Road														
7	L2	7	100.0	7	100.0	0.409	6.8	LOS A	0.0	0.0	0.00	0.01	0.00	53.5
8	T1	780	0.9	780	0.9	0.409	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.6
Approach		787	1.9	787	1.9	0.409	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.5
All Vehicles		1328	2.1	1328	2.1	0.409	0.2	NA	0.0	0.5	0.00	0.01	0.00	59.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Racecourse Road / Site Access - Car Park (Site Folder: 2026 Year of Opening - Base + Development)]

Network: N101 [2026_PM_SITE_ACCESS (Network Folder: 2026 - SITE ACCESS - Base + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	529	2.4	529	2.4	0.273	0.1	LOS A	0.0	0.3	0.00	0.00	0.00	59.8
3	R2	4	0.0	4	0.0	0.008	9.3	LOS A	0.0	0.3	0.56	0.40	0.56	52.1
Approach		534	2.4	534	2.4	0.273	0.2	NA	0.0	0.3	0.01	0.01	0.01	59.6
East: Car Access														
4	L2	22	0.0	22	0.0	0.095	9.6	LOS A	0.3	2.2	0.75	0.90	0.75	47.0
6	R2	11	0.0	11	0.0	0.095	26.6	LOS B	0.3	2.2	0.75	0.90	0.75	40.3
Approach		33	0.0	33	0.0	0.095	15.1	LOS B	0.3	2.2	0.75	0.90	0.75	45.6
North: Racecourse Road														
7	L2	2	0.0	2	0.0	0.403	2.9	LOS A	0.0	0.0	0.00	0.00	0.00	56.8
8	T1	778	0.9	778	0.9	0.403	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		780	0.9	780	0.9	0.403	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
All Vehicles		1346	1.5	1346	1.5	0.403	0.4	NA	0.3	2.2	0.02	0.02	0.02	59.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Central Coast Highway / Racecourse Road (Site Folder: 2026 Year of Opening - Base + Northside Hospital + Development)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	20	0	20	0.0	0.263	77.8	LOS F	2.5	17.5	0.98	0.73	0.98	25.9
2	T1	13	0	13	0.0	* 0.263	73.2	LOS F	2.5	17.5	0.98	0.73	0.98	25.9
3	R2	28	0	28	0.0	0.263	81.2	LOS F	2.5	17.5	0.99	0.72	0.99	25.1
Approach		61	0	61	0.0	0.263	78.4	LOS F	2.5	17.5	0.99	0.72	0.99	25.5
East: Central Coast Highway														
4	L2	44	1	44	2.3	0.934	77.0	LOS F	62.1	449.6	1.00	1.07	1.18	27.2
5	T1	2078	83	2078	4.0	0.934	66.1	LOS E	62.2	450.0	0.98	1.05	1.17	30.8
6	R2	213	3	218	1.4	* 0.937	97.7	LOS F	19.0	134.4	1.00	0.99	1.41	23.2
Approach		2335	87	2340	3.7	0.937	69.2	LOS E	62.2	450.0	0.98	1.04	1.19	29.8
North: Racecourse Road														
7	L2	97	9	99	9.4	0.586	52.9	LOS D	15.4	114.7	0.93	0.84	0.93	32.5
8	T1	8	0	8	0.0	* 0.586	48.6	LOS D	15.4	114.7	0.93	0.84	0.93	30.7
9	R2	400	26	401	6.5	0.586	57.3	LOS E	16.2	119.6	0.94	0.83	0.94	31.5
Approach		505	35	508	7.0	0.586	56.3	LOS D	16.2	119.6	0.94	0.84	0.94	31.7
West: Central Coast Highway														
10	L2	696	23	698	3.3	0.594	18.7	LOS B	27.2	204.8	0.56	0.76	0.56	48.3
11	T1	2107	96	2107	4.6	* 0.956	71.3	LOS F	68.3	488.7	0.96	1.07	1.21	29.7
12	R2	32	1	32	3.1	0.139	69.8	LOS E	2.1	15.1	0.92	0.73	0.92	27.6
Approach		2835	120	2837	4.2	0.956	58.3	LOS E	68.3	488.7	0.86	0.99	1.05	32.7
All Vehicles		5736	242	5746	4.2	0.956	62.8	LOS E	68.3	488.7	0.92	1.00	1.10	31.3

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93

North: Racecourse Road												
P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	34.2	LOS D	0.1	0.1	0.92	0.92	191.4	204.3	1.07
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.4	LOS F	0.2	0.2	0.96	0.96	229.1	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [AM - Faunce Street West / Racecourse Road (Site Folder: 2026 Year of Opening - Base + Northside Hospital + Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	23	2	24	8.7	0.435	5.8	LOS A	0.0	0.0	0.00	0.02	0.00	57.5
2	T1	763	27	803	3.5	0.435	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	59.5
Approach		786	29	827	3.7	0.435	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
North: Racecourse Road														
8	T1	554	22	583	4.0	0.352	1.1	LOS A	1.0	7.2	0.13	0.02	0.18	58.5
9	R2	21	6	22	28.6	0.352	15.9	LOS B	1.0	7.2	0.13	0.02	0.18	54.9
Approach		575	28	605	4.9	0.352	1.7	NA	1.0	7.2	0.13	0.02	0.18	58.3
West: Faunce Street West														
10	L2	20	4	21	20.0	0.103	11.2	LOS A	0.3	2.6	0.76	0.90	0.76	45.9
12	R2	10	2	11	20.0	0.103	26.1	LOS B	0.3	2.6	0.76	0.90	0.76	45.4
Approach		30	6	32	20.0	0.103	16.2	LOS B	0.3	2.6	0.76	0.90	0.76	45.7
All Vehicles		1391	63	1464	4.5	0.435	1.2	NA	1.0	7.2	0.07	0.04	0.09	58.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Faunce Street East / Racecourse Road (Site Folder: 2026 Year of Opening - Base + Northside Hospital + Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	644	19	678	3.0	0.556	3.4	LOS A	4.2	30.4	0.49	0.15	0.77	55.3
3	R2	139	10	146	7.2	0.556	13.5	LOS A	4.2	30.4	0.49	0.15	0.77	53.1
Approach		783	29	824	3.7	0.556	5.1	NA	4.2	30.4	0.49	0.15	0.77	54.9
East: Faunce Street West														
4	L2	83	4	87	4.8	0.181	8.0	LOS A	0.6	4.5	0.59	0.78	0.59	49.8
6	R2	16	1	17	6.3	0.181	23.9	LOS B	0.6	4.5	0.59	0.78	0.59	49.3
Approach		99	5	104	5.1	0.181	10.5	LOS A	0.6	4.5	0.59	0.78	0.59	49.7
North: Racecourse Road														
7	L2	177	5	186	2.8	0.376	5.7	LOS A	0.0	0.0	0.00	0.16	0.00	56.7
8	T1	492	22	518	4.5	0.376	0.1	LOS A	0.0	0.0	0.00	0.16	0.00	58.3
Approach		669	27	704	4.0	0.376	1.6	NA	0.0	0.0	0.00	0.16	0.00	57.9
All Vehicles		1551	61	1633	3.9	0.556	4.0	NA	4.2	30.4	0.29	0.20	0.42	55.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Racecourse Road / Site Access - Bus (Site Folder: 2026 Year of Opening - Base + Northside Hospital + Development)]

Network: N101 [2026_AM_SITE_ACCESS (Network Folder: 2026 - SITE ACCESS - Base + Hosp + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	951	3.8	951	3.8	0.499	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
3	R2	1	0.0	1	0.0	0.001	5.0	LOS A	0.0	0.0	0.48	0.55	0.48	48.8
Approach		952	3.8	952	3.8	0.499	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
East: Bus Access														
4	L2	11	100.0	11	100.0	0.026	13.6	LOS A	0.1	1.2	0.63	0.77	0.63	41.7
Approach		11	100.0	11	100.0	0.026	13.6	LOS A	0.1	1.2	0.63	0.77	0.63	41.7
North: Racecourse Road														
7	L2	1	0.0	1	0.0	0.314	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
8	T1	595	4.2	595	4.2	0.314	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		596	4.2	596	4.2	0.314	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles		1558	4.6	1558	4.6	0.499	0.1	NA	0.1	1.2	0.00	0.01	0.00	59.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Racecourse Road / Site Access - Car Park (Site Folder: 2026 Year of Opening - Base + Northside Hospital + Development)]

Network: N101 [2026_AM_SITE_ACCESS (Network Folder: 2026 - SITE ACCESS - Base + Hosp + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	948	3.8	948	3.8	0.501	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
3	R2	22	0.0	22	0.0	0.024	8.1	LOS A	0.1	0.6	0.50	0.68	0.50	51.2
Approach		971	3.7	971	3.7	0.501	0.4	NA	0.1	0.6	0.01	0.02	0.01	59.2
East: Car Access														
4	L2	4	0.0	4	0.0	0.027	8.0	LOS A	0.1	0.6	0.77	0.80	0.77	44.5
6	R2	2	0.0	2	0.0	0.027	42.2	LOS C	0.1	0.6	0.77	0.80	0.77	36.8
Approach		6	0.0	6	0.0	0.027	19.4	LOS B	0.1	0.6	0.77	0.80	0.77	42.7
North: Racecourse Road														
7	L2	11	0.0	11	0.0	0.323	2.9	LOS A	0.0	0.0	0.00	0.01	0.00	56.7
8	T1	595	6.0	595	6.0	0.323	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		605	5.9	605	5.9	0.323	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.6
All Vehicles		1582	4.5	1582	4.5	0.501	0.3	NA	0.1	0.6	0.01	0.02	0.01	59.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Central Coast Highway / Racecourse Road (Site Folder: 2026 Year of Opening - Base + Northside Hospital + Development)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	36	0	36	0.0	0.801	86.7	LOS F	7.3	51.1	1.00	0.90	1.24	24.3
2	T1	29	0	29	0.0	* 0.801	82.1	LOS F	7.3	51.1	1.00	0.90	1.24	24.3
3	R2	107	0	107	0.0	0.801	87.7	LOS F	7.3	51.1	1.00	0.90	1.26	24.0
Approach		172	0	172	0.0	0.801	86.6	LOS F	7.3	51.1	1.00	0.90	1.25	24.2
East: Central Coast Highway														
4	L2	132	0	132	0.0	0.738	44.2	LOS D	39.7	281.1	0.86	0.84	0.86	35.7
5	T1	1925	29	1925	1.5	0.738	33.3	LOS C	40.3	285.6	0.85	0.79	0.85	42.5
6	R2	78	0	80	0.0	0.926	100.2	LOS F	6.8	47.8	1.00	0.97	1.54	22.8
Approach		2135	29	2137	1.4	0.926	36.5	LOS C	40.3	285.6	0.86	0.80	0.88	40.7
North: Racecourse Road														
7	L2	225	1	230	0.4	1.022	129.2	LOS F	47.5	334.7	1.00	1.15	1.57	19.3
8	T1	29	0	29	0.0	* 1.022	124.9	LOS F	47.5	334.7	1.00	1.15	1.57	18.6
9	R2	621	9	623	1.4	1.022	129.3	LOS F	47.5	334.7	1.00	1.14	1.57	19.4
Approach		875	10	882	1.1	1.022	129.1	LOS F	47.5	334.7	1.00	1.15	1.57	19.3
West: Central Coast Highway														
10	L2	451	14	452	3.1	0.331	11.7	LOS A	9.8	72.1	0.32	0.68	0.32	53.1
11	T1	2660	40	2660	1.5	* 1.018	102.7	LOS F	103.6	731.6	1.00	1.27	1.43	23.5
12	R2	86	0	86	0.0	* 0.992	120.1	LOS F	8.1	56.8	1.00	1.02	1.73	20.0
Approach		3197	54	3198	1.7	1.018	90.3	LOS F	103.6	731.6	0.90	1.18	1.28	25.3
All Vehicles		6379	93	6389	1.5	1.022	77.6	LOS F	103.6	731.6	0.90	1.04	1.19	27.6

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93

North: Racecourse Road												
P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	34.0	LOS D	0.1	0.1	0.92	0.92	191.1	204.3	1.07
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.4	LOS F	0.2	0.2	0.96	0.96	229.0	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street West / Racecourse Road (Site Folder: 2026 Year of Opening - Base + Northside Hospital + Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	14	1	15	7.1	0.309	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	57.7
2	T1	552	8	581	1.4	0.309	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		566	9	596	1.6	0.309	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.6
North: Racecourse Road														
8	T1	834	13	878	1.6	0.482	0.4	LOS A	0.7	5.0	0.07	0.01	0.10	59.4
9	R2	20	4	21	20.0	0.482	12.0	LOS A	0.7	5.0	0.07	0.01	0.10	56.1
Approach		854	17	899	2.0	0.482	0.6	NA	0.7	5.0	0.07	0.01	0.10	59.3
West: Faunce Street West														
10	L2	25	4	26	16.0	0.157	8.6	LOS A	0.5	3.6	0.73	0.86	0.73	46.2
12	R2	22	0	23	0.0	0.157	23.7	LOS B	0.5	3.6	0.73	0.86	0.73	46.3
Approach		47	4	49	8.5	0.157	15.7	LOS B	0.5	3.6	0.73	0.86	0.73	46.2
All Vehicles		1467	30	1544	2.0	0.482	1.0	NA	0.7	5.0	0.06	0.04	0.08	58.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street East / Racecourse Road (Site Folder: 2026 Year of Opening - Base + Northside Hospital + Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	530	13	558	2.5	0.370	1.6	LOS A	1.3	9.6	0.24	0.06	0.32	57.6
3	R2	48	0	51	0.0	0.370	13.1	LOS A	1.3	9.6	0.24	0.06	0.32	55.5
Approach		578	13	608	2.2	0.370	2.5	NA	1.3	9.6	0.24	0.06	0.32	57.4
East: Faunce Street West														
4	L2	95	0	100	0.0	0.171	10.2	LOS A	0.6	4.2	0.66	0.86	0.66	50.0
6	R2	3	0	3	0.0	0.171	21.7	LOS B	0.6	4.2	0.66	0.86	0.66	49.5
Approach		98	0	103	0.0	0.171	10.5	LOS A	0.6	4.2	0.66	0.86	0.66	50.0
North: Racecourse Road														
7	L2	37	1	39	2.7	0.438	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	57.7
8	T1	758	20	798	2.6	0.438	0.2	LOS A	0.0	0.0	0.00	0.03	0.00	59.4
Approach		795	21	837	2.6	0.438	0.4	NA	0.0	0.0	0.00	0.03	0.00	59.3
All Vehicles		1471	34	1548	2.3	0.438	1.9	NA	1.3	9.6	0.14	0.10	0.17	57.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Racecourse Road / Site Access - Bus (Site Folder: 2026 Year of Opening - Base + Northside Hospital + Development)]

Network: N101 [2026_PM_SITE_ACCESS (Network Folder: 2026 - SITE ACCESS - Base + Hosp + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	592	1.6	592	1.6	0.307	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
3	R2	3	100.0	3	100.0	0.016	20.3	LOS B	0.0	0.6	0.84	0.90	0.84	31.8
Approach		595	2.1	595	2.1	0.307	0.1	NA	0.0	0.6	0.00	0.00	0.00	59.5
East: Bus Access														
4	L2	1	0.0	1	0.0	0.002	10.5	LOS A	0.0	0.0	0.67	0.67	0.67	44.8
Approach		1	0.0	1	0.0	0.002	10.5	LOS A	0.0	0.0	0.67	0.67	0.67	44.8
North: Racecourse Road														
7	L2	7	100.0	7	100.0	0.468	6.8	LOS A	0.0	0.0	0.00	0.00	0.00	53.4
8	T1	894	0.8	894	0.8	0.468	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach		901	1.6	901	1.6	0.468	0.2	NA	0.0	0.0	0.00	0.00	0.00	59.4
All Vehicles		1497	1.8	1497	1.8	0.468	0.2	NA	0.0	0.6	0.00	0.01	0.00	59.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Racecourse Road / Site Access - Car Park (Site Folder: 2026 Year of Opening - Base + Northside Hospital + Development)]

Network: N101 [2026_PM_SITE_ACCESS (Network Folder: 2026 - SITE ACCESS - Base + Hosp + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	584	2.2	584	2.2	0.301	0.1	LOS A	0.0	0.4	0.00	0.00	0.00	59.8
3	R2	4	0.0	4	0.0	0.009	10.6	LOS A	0.0	0.4	0.64	0.43	0.64	51.3
Approach		588	2.1	588	2.1	0.301	0.2	NA	0.0	0.4	0.01	0.01	0.01	59.6
East: Car Access														
4	L2	22	0.0	22	0.0	0.131	10.9	LOS A	0.4	2.9	0.83	0.93	0.83	44.6
6	R2	11	0.0	11	0.0	0.131	36.9	LOS C	0.4	2.9	0.83	0.93	0.83	36.9
Approach		33	0.0	33	0.0	0.131	19.3	LOS B	0.4	2.9	0.83	0.93	0.83	42.9
North: Racecourse Road														
7	L2	2	0.0	2	0.0	0.461	2.9	LOS A	0.0	0.0	0.00	0.00	0.00	56.7
8	T1	892	0.8	892	0.8	0.461	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach		894	0.8	894	0.8	0.461	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
All Vehicles		1515	1.3	1515	1.3	0.461	0.5	NA	0.4	2.9	0.02	0.02	0.02	58.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Central Coast Highway / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	22	0	22	0.0	0.300	78.1	LOS F	2.8	19.8	0.98	0.73	0.98	25.9
2	T1	15	0	15	0.0	* 0.300	73.5	LOS F	2.8	19.8	0.98	0.73	0.98	25.8
3	R2	32	0	32	0.0	0.300	81.5	LOS F	2.8	19.8	1.00	0.72	1.00	25.0
Approach		69	0	69	0.0	0.300	78.7	LOS F	2.8	19.8	0.99	0.73	0.99	25.5
East: Central Coast Highway														
4	L2	50	0	50	0.0	1.032	97.4	LOS F	73.3	529.4	1.00	1.20	1.50	19.0
5	T1	2387	95	2387	4.0	1.032	108.5	LOS F	92.8	671.9	1.00	1.28	1.51	21.0
6	R2	131	4	131	3.1	* 0.601	75.5	LOS F	9.3	66.9	1.00	0.80	1.00	27.4
Approach		2568	99	2568	3.9	1.032	106.6	LOS F	92.8	671.9	1.00	1.25	1.48	21.2
North: Racecourse Road														
7	L2	60	3	60	5.0	0.590	57.1	LOS E	16.1	118.2	0.94	0.84	0.94	31.4
8	T1	9	0	9	0.0	* 0.590	52.8	LOS D	16.1	118.2	0.94	0.84	0.94	29.6
9	R2	442	26	442	5.9	0.590	58.8	LOS E	16.4	120.5	0.94	0.84	0.94	30.9
Approach		511	29	511	5.7	0.590	58.5	LOS E	16.4	120.5	0.94	0.84	0.94	30.9
West: Central Coast Highway														
10	L2	761	26	761	3.4	0.908	35.3	LOS C	41.5	313.7	0.59	0.82	0.70	39.8
11	T1	2420	110	2420	4.5	* 1.081	150.1	LOS F	110.2	788.3	0.99	1.47	1.70	18.0
12	R2	37	1	37	2.7	0.169	71.1	LOS F	2.5	17.6	0.93	0.74	0.93	27.3
Approach		3218	137	3218	4.3	1.081	122.0	LOS F	110.2	788.3	0.90	1.31	1.45	20.5
All Vehicles		6366	265	6366	4.2	1.081	110.2	LOS F	110.2	788.3	0.94	1.24	1.42	21.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93
North: Racecourse Road												

P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	34.2	LOS D	0.1	0.1	0.92	0.92	191.4	204.3	1.07
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.4	LOS F	0.2	0.2	0.96	0.96	229.1	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [AM - Faunce Street West / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	26	2	27	7.7	0.429	5.8	LOS A	0.0	0.0	0.00	0.02	0.00	57.6
2	T1	746	31	785	4.2	0.429	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	59.5
Approach		772	33	813	4.3	0.429	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.4
North: Racecourse Road														
8	T1	570	25	600	4.4	0.367	1.2	LOS A	1.1	8.2	0.15	0.03	0.20	58.3
9	R2	24	7	25	29.2	0.367	15.8	LOS B	1.1	8.2	0.15	0.03	0.20	54.7
Approach		594	32	625	5.4	0.367	1.8	NA	1.1	8.2	0.15	0.03	0.20	58.2
West: Faunce Street West														
10	L2	22	4	23	18.2	0.114	10.9	LOS A	0.4	2.9	0.76	0.90	0.76	46.0
12	R2	12	2	13	16.7	0.114	25.3	LOS B	0.4	2.9	0.76	0.90	0.76	45.7
Approach		34	6	36	17.6	0.114	15.9	LOS B	0.4	2.9	0.76	0.90	0.76	45.9
All Vehicles		1400	71	1474	5.1	0.429	1.3	NA	1.1	8.2	0.08	0.04	0.10	58.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Faunce Street East / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	608	22	640	3.6	0.583	4.4	LOS A	5.1	37.0	0.59	0.19	0.95	54.2
3	R2	160	12	168	7.5	0.583	14.4	LOS A	5.1	37.0	0.59	0.19	0.95	52.0
Approach		768	34	808	4.4	0.583	6.5	NA	5.1	37.0	0.59	0.19	0.95	53.8
East: Faunce Street West														
4	L2	95	5	100	5.3	0.207	8.1	LOS A	0.7	5.3	0.60	0.80	0.60	49.7
6	R2	18	1	19	5.6	0.207	24.1	LOS B	0.7	5.3	0.60	0.80	0.60	49.3
Approach		113	6	119	5.3	0.207	10.6	LOS A	0.7	5.3	0.60	0.80	0.60	49.7
North: Racecourse Road														
7	L2	203	6	214	3.0	0.396	5.7	LOS A	0.0	0.0	0.00	0.17	0.00	56.5
8	T1	499	25	525	5.0	0.396	0.1	LOS A	0.0	0.0	0.00	0.17	0.00	58.2
Approach		702	31	739	4.4	0.396	1.7	NA	0.0	0.0	0.00	0.17	0.00	57.7
All Vehicles		1583	71	1666	4.5	0.583	4.7	NA	5.1	37.0	0.33	0.23	0.50	55.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Central Coast Highway / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	41	0	41	0.0	0.918	96.8	LOS F	9.0	63.0	1.00	1.03	1.48	22.8
2	T1	33	0	33	0.0	* 0.918	92.2	LOS F	9.0	63.0	1.00	1.03	1.48	22.8
3	R2	123	0	123	0.0	0.918	96.9	LOS F	9.0	63.0	1.00	1.02	1.49	22.7
Approach		197	0	197	0.0	0.918	96.1	LOS F	9.0	63.0	1.00	1.02	1.48	22.7
East: Central Coast Highway														
4	L2	152	0	152	0.0	0.784	41.3	LOS C	45.6	322.4	0.87	0.85	0.87	36.8
5	T1	2211	33	2211	1.5	0.784	31.3	LOS C	46.2	327.4	0.87	0.81	0.87	43.5
6	R2	41	0	41	0.0	0.473	86.2	LOS F	3.1	21.8	1.00	0.73	1.00	25.4
Approach		2404	33	2404	1.4	0.784	32.9	LOS C	46.2	327.4	0.87	0.81	0.87	42.5
North: Racecourse Road														
7	L2	146	1	146	0.7	1.066	146.7	LOS F	47.3	334.5	1.00	1.20	1.74	16.5
8	T1	33	0	33	0.0	* 1.066	142.4	LOS F	47.3	334.5	1.00	1.20	1.74	15.9
9	R2	677	11	677	1.6	1.066	154.1	LOS F	49.4	350.5	1.00	1.21	1.75	16.5
Approach		856	12	856	1.4	1.066	152.3	LOS F	49.4	350.5	1.00	1.21	1.75	16.5
West: Central Coast Highway														
10	L2	501	13	501	2.6	0.368	11.9	LOS A	11.3	83.2	0.33	0.68	0.33	53.0
11	T1	3056	46	3056	1.5	* 1.099	159.1	LOS F	146.2	1031.8	1.00	1.53	1.75	17.1
12	R2	99	0	99	0.0	* 1.142	219.6	LOS F	13.4	93.8	1.00	1.20	2.22	12.5
Approach		3656	59	3656	1.6	1.142	140.6	LOS F	146.2	1031.8	0.91	1.41	1.57	18.6
All Vehicles		7113	104	7113	1.5	1.142	104.4	LOS F	146.2	1031.8	0.91	1.17	1.35	22.6

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93
North: Racecourse Road												

P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	35.3	LOS D	0.1	0.1	0.92	0.92	192.5	204.3	1.06
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.6	LOS F	0.2	0.2	0.96	0.96	229.2	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street West / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	16	1	17	6.3	0.317	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	57.8
2	T1	563	9	593	1.6	0.317	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		579	10	609	1.7	0.317	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.6
North: Racecourse Road														
8	T1	823	7	866	0.9	0.477	0.4	LOS A	0.8	5.5	0.07	0.02	0.11	59.3
9	R2	22	4	23	18.2	0.477	12.0	LOS A	0.8	5.5	0.07	0.02	0.11	56.2
Approach		845	11	889	1.3	0.477	0.7	NA	0.8	5.5	0.07	0.02	0.11	59.2
West: Faunce Street West														
10	L2	29	5	31	17.2	0.179	8.8	LOS A	0.6	4.2	0.73	0.87	0.73	46.2
12	R2	25	0	26	0.0	0.179	23.7	LOS B	0.6	4.2	0.73	0.87	0.73	46.3
Approach		54	5	57	9.3	0.179	15.7	LOS B	0.6	4.2	0.73	0.87	0.73	46.2
All Vehicles		1478	26	1556	1.8	0.477	1.1	NA	0.8	5.5	0.07	0.05	0.09	58.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street East / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	537	15	565	2.8	0.383	1.7	LOS A	1.5	10.7	0.26	0.07	0.35	57.4
3	R2	55	0	58	0.0	0.383	12.8	LOS A	1.5	10.7	0.26	0.07	0.35	55.3
Approach		592	15	623	2.5	0.383	2.7	NA	1.5	10.7	0.26	0.07	0.35	57.2
East: Faunce Street West														
4	L2	110	0	116	0.0	0.192	10.0	LOS A	0.7	4.8	0.65	0.85	0.65	50.1
6	R2	4	0	4	0.0	0.192	21.5	LOS B	0.7	4.8	0.65	0.85	0.65	49.6
Approach		114	0	120	0.0	0.192	10.4	LOS A	0.7	4.8	0.65	0.85	0.65	50.1
North: Racecourse Road														
7	L2	42	1	44	2.4	0.427	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	57.7
8	T1	736	15	775	2.0	0.427	0.2	LOS A	0.0	0.0	0.00	0.03	0.00	59.4
Approach		778	16	819	2.1	0.427	0.5	NA	0.0	0.0	0.00	0.03	0.00	59.3
All Vehicles		1484	31	1562	2.1	0.427	2.1	NA	1.5	10.7	0.16	0.11	0.19	57.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Central Coast Highway / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Development)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	22	0	22	0.0	0.300	78.1	LOS F	2.8	19.8	0.98	0.73	0.98	25.9
2	T1	15	0	15	0.0	* 0.300	73.5	LOS F	2.8	19.8	0.98	0.73	0.98	25.8
3	R2	32	0	32	0.0	0.300	81.5	LOS F	2.8	19.8	1.00	0.72	1.00	25.0
Approach		69	0	69	0.0	0.300	78.7	LOS F	2.8	19.8	0.99	0.73	0.99	25.5
East: Central Coast Highway														
4	L2	50	0	50	0.0	1.036	99.6	LOS F	74.3	536.4	1.00	1.20	1.51	18.8
5	T1	2387	95	2387	4.0	1.036	110.6	LOS F	93.9	679.4	1.00	1.29	1.52	20.7
6	R2	145	4	146	2.7	* 0.667	76.6	LOS F	10.5	75.4	1.00	0.82	1.03	27.1
Approach		2582	99	2583	3.8	1.036	108.5	LOS F	93.9	679.4	1.00	1.26	1.49	20.9
North: Racecourse Road														
7	L2	69	10	69	14.9	0.613	56.9	LOS E	16.5	123.7	0.94	0.85	0.94	31.6
8	T1	9	0	9	0.0	* 0.613	52.5	LOS D	16.5	123.7	0.94	0.85	0.94	29.7
9	R2	446	29	446	6.5	0.613	58.9	LOS E	17.0	126.0	0.95	0.84	0.95	31.1
Approach		524	39	525	7.5	0.613	58.6	LOS E	17.0	126.0	0.95	0.84	0.95	31.2
West: Central Coast Highway														
10	L2	768	26	768	3.4	0.913	37.1	LOS C	43.0	324.9	0.59	0.83	0.71	39.0
11	T1	2420	110	2420	4.5	* 1.081	150.5	LOS F	110.4	789.5	0.99	1.47	1.70	18.0
12	R2	37	1	37	2.7	0.169	71.1	LOS F	2.5	17.6	0.93	0.74	0.93	27.3
Approach		3225	137	3225	4.2	1.081	122.5	LOS F	110.4	789.5	0.90	1.31	1.45	20.5
All Vehicles		6400	275	6402	4.3	1.081	111.2	LOS F	110.4	789.5	0.94	1.24	1.42	21.3

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93
North: Racecourse Road												

P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	34.2	LOS D	0.1	0.1	0.92	0.92	191.4	204.3	1.07
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.4	LOS F	0.2	0.2	0.96	0.96	229.1	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [AM - Faunce Street West / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	26	2	27	7.7	0.430	5.8	LOS A	0.0	0.0	0.00	0.02	0.00	57.6
2	T1	748	31	787	4.1	0.430	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	59.5
Approach		774	33	815	4.3	0.430	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.4
North: Racecourse Road														
8	T1	580	25	611	4.3	0.373	1.2	LOS A	1.1	8.3	0.15	0.03	0.20	58.3
9	R2	24	7	25	29.2	0.373	16.0	LOS B	1.1	8.3	0.15	0.03	0.20	54.7
Approach		604	32	636	5.3	0.373	1.8	NA	1.1	8.3	0.15	0.03	0.20	58.2
West: Faunce Street West														
10	L2	22	4	23	18.2	0.116	10.9	LOS A	0.4	2.9	0.76	0.90	0.76	45.9
12	R2	12	2	13	16.7	0.116	25.7	LOS B	0.4	2.9	0.76	0.90	0.76	45.6
Approach		34	6	36	17.6	0.116	16.1	LOS B	0.4	2.9	0.76	0.90	0.76	45.8
All Vehicles		1412	71	1486	5.0	0.430	1.4	NA	1.1	8.3	0.08	0.04	0.10	58.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Faunce Street East / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	610	22	642	3.6	0.588	4.6	LOS A	5.2	37.9	0.60	0.20	0.97	54.1
3	R2	160	12	168	7.5	0.588	14.7	LOS B	5.2	37.9	0.60	0.20	0.97	51.9
Approach		770	34	811	4.4	0.588	6.7	NA	5.2	37.9	0.60	0.20	0.97	53.6
East: Faunce Street West														
4	L2	95	5	100	5.3	0.211	8.2	LOS A	0.7	5.3	0.60	0.80	0.60	49.7
6	R2	18	1	19	5.6	0.211	24.6	LOS B	0.7	5.3	0.60	0.80	0.60	49.2
Approach		113	6	119	5.3	0.211	10.8	LOS A	0.7	5.3	0.60	0.80	0.60	49.6
North: Racecourse Road														
7	L2	203	6	214	3.0	0.401	5.7	LOS A	0.0	0.0	0.00	0.17	0.00	56.5
8	T1	509	25	536	4.9	0.401	0.1	LOS A	0.0	0.0	0.00	0.17	0.00	58.2
Approach		712	31	749	4.4	0.401	1.7	NA	0.0	0.0	0.00	0.17	0.00	57.7
All Vehicles		1595	71	1679	4.5	0.588	4.8	NA	5.2	37.9	0.33	0.23	0.51	55.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Racecourse Road / Site Access - Bus (Site Folder: 2033 10 Year Horizon - Base + Development)]

Network: N101 [2033_AM_SITE_ACCESS (Network Folder: 2033 - SITE ACCESS - Base + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	956	4.3	956	4.3	0.504	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
3	R2	1	0.0	1	0.0	0.001	5.2	LOS A	0.0	0.0	0.50	0.55	0.50	48.5
Approach		957	4.3	957	4.3	0.504	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
East: Bus Access														
4	L2	11	100.0	11	100.0	0.028	14.3	LOS A	0.1	1.2	0.66	0.80	0.66	41.0
Approach		11	100.0	11	100.0	0.028	14.3	LOS A	0.1	1.2	0.66	0.80	0.66	41.0
North: Racecourse Road														
7	L2	1	0.0	1	0.0	0.330	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
8	T1	623	4.7	623	4.7	0.330	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		624	4.7	624	4.7	0.330	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles		1592	5.1	1592	5.1	0.504	0.2	NA	0.1	1.2	0.00	0.01	0.00	59.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Racecourse Road / Site Access - Car Park (Site Folder: 2033 10 Year Horizon - Base + Development)]

Network: N101 [2033_AM_SITE_ACCESS (Network Folder: 2033 - SITE ACCESS - Base + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	954	4.3	954	4.3	0.505	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
3	R2	22	0.0	22	0.0	0.025	8.3	LOS A	0.1	0.6	0.52	0.70	0.52	51.0
Approach		976	4.2	976	4.2	0.505	0.4	NA	0.1	0.6	0.01	0.02	0.01	59.1
East: Car Access														
4	L2	4	0.0	4	0.0	0.029	8.2	LOS A	0.1	0.6	0.79	0.82	0.79	43.9
6	R2	2	0.0	2	0.0	0.029	45.4	LOS D	0.1	0.6	0.79	0.82	0.79	36.0
Approach		6	0.0	6	0.0	0.029	20.6	LOS B	0.1	0.6	0.79	0.82	0.79	42.0
North: Racecourse Road														
7	L2	11	0.0	11	0.0	0.339	2.9	LOS A	0.0	0.0	0.00	0.01	0.00	56.7
8	T1	623	6.4	623	6.4	0.339	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		634	6.3	634	6.3	0.339	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.6
All Vehicles		1616	5.0	1616	5.0	0.505	0.3	NA	0.1	0.6	0.01	0.02	0.01	59.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Central Coast Highway / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Development)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	41	0	41	0.0	0.918	96.8	LOS F	9.0	63.0	1.00	1.03	1.48	22.8
2	T1	33	0	33	0.0	* 0.918	92.2	LOS F	9.0	63.0	1.00	1.03	1.48	22.8
3	R2	123	0	123	0.0	0.918	96.9	LOS F	9.0	63.0	1.00	1.02	1.49	22.7
Approach		197	0	197	0.0	0.918	96.1	LOS F	9.0	63.0	1.00	1.02	1.48	22.7
East: Central Coast Highway														
4	L2	152	0	152	0.0	0.785	41.3	LOS C	45.6	322.8	0.87	0.85	0.87	36.7
5	T1	2211	33	2211	1.5	0.785	31.3	LOS C	46.2	327.7	0.87	0.81	0.87	43.5
6	R2	43	0	43	0.0	0.497	86.3	LOS F	3.3	22.9	1.00	0.74	1.00	25.4
Approach		2406	33	2406	1.4	0.785	33.0	LOS C	46.2	327.7	0.87	0.81	0.87	42.5
North: Racecourse Road														
7	L2	160	1	161	0.6	1.117	195.8	LOS F	58.2	411.6	1.00	1.33	1.94	14.1
8	T1	33	0	33	0.0	* 1.117	191.5	LOS F	58.2	411.6	1.00	1.33	1.94	13.7
9	R2	684	11	684	1.6	1.117	195.8	LOS F	58.2	411.6	1.00	1.32	1.94	14.1
Approach		877	12	878	1.4	1.117	195.7	LOS F	58.2	411.6	1.00	1.32	1.94	14.1
West: Central Coast Highway														
10	L2	505	16	505	3.2	0.372	11.9	LOS A	11.5	84.7	0.34	0.68	0.34	53.0
11	T1	3056	46	3056	1.5	* 1.100	159.8	LOS F	146.5	1034.5	1.00	1.53	1.76	17.1
12	R2	99	0	99	0.0	* 1.142	219.6	LOS F	13.4	93.8	1.00	1.20	2.22	12.5
Approach		3660	62	3660	1.7	1.142	141.0	LOS F	146.5	1034.5	0.91	1.41	1.57	18.5
All Vehicles		7140	107	7141	1.5	1.142	110.1	LOS F	146.5	1034.5	0.91	1.19	1.38	21.9

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93
North: Racecourse Road												

P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	35.3	LOS D	0.1	0.1	0.92	0.92	192.5	204.3	1.06
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.6	LOS F	0.2	0.2	0.96	0.96	229.2	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street West / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	16	1	17	6.3	0.322	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	57.8
2	T1	573	9	603	1.6	0.322	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		589	10	620	1.7	0.322	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.6
North: Racecourse Road														
8	T1	832	14	876	1.7	0.484	0.4	LOS A	0.8	5.7	0.07	0.02	0.11	59.3
9	R2	22	4	23	18.2	0.484	12.3	LOS A	0.8	5.7	0.07	0.02	0.11	56.1
Approach		854	18	899	2.1	0.484	0.7	NA	0.8	5.7	0.07	0.02	0.11	59.2
West: Faunce Street West														
10	L2	29	5	31	17.2	0.187	9.0	LOS A	0.6	4.4	0.74	0.88	0.75	45.8
12	R2	25	0	26	0.0	0.187	24.8	LOS B	0.6	4.4	0.74	0.88	0.75	46.0
Approach		54	5	57	9.3	0.187	16.3	LOS B	0.6	4.4	0.74	0.88	0.75	45.9
All Vehicles		1497	33	1576	2.2	0.484	1.1	NA	0.8	5.7	0.07	0.05	0.09	58.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street East / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	547	15	576	2.7	0.390	1.7	LOS A	1.6	11.1	0.27	0.07	0.36	57.4
3	R2	55	0	58	0.0	0.390	13.1	LOS A	1.6	11.1	0.27	0.07	0.36	55.3
Approach		602	15	634	2.5	0.390	2.8	NA	1.6	11.1	0.27	0.07	0.36	57.2
East: Faunce Street West														
4	L2	110	0	116	0.0	0.197	10.1	LOS A	0.7	4.9	0.66	0.86	0.66	50.0
6	R2	4	0	4	0.0	0.197	22.3	LOS B	0.7	4.9	0.66	0.86	0.66	49.5
Approach		114	0	120	0.0	0.197	10.5	LOS A	0.7	4.9	0.66	0.86	0.66	50.0
North: Racecourse Road														
7	L2	42	1	44	2.4	0.434	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	57.7
8	T1	745	22	784	3.0	0.434	0.2	LOS A	0.0	0.0	0.00	0.03	0.00	59.4
Approach		787	23	828	2.9	0.434	0.5	NA	0.0	0.0	0.00	0.03	0.00	59.3
All Vehicles		1503	38	1582	2.5	0.434	2.2	NA	1.6	11.1	0.16	0.11	0.19	57.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Racecourse Road / Site Access - Bus (Site Folder: 2033 10 Year Horizon - Base + Development)]

Network: N101 [2033_PM_SITE_ACCESS (Network Folder: 2033 - SITE ACCESS - Base + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	615	1.7	615	1.7	0.319	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
3	R2	3	100.0	3	100.0	0.016	20.3	LOS B	0.0	0.6	0.84	0.90	0.84	31.7
Approach		618	2.2	618	2.2	0.319	0.1	NA	0.0	0.6	0.00	0.00	0.00	59.5
East: Bus Access														
4	L2	1	0.0	1	0.0	0.002	10.5	LOS A	0.0	0.0	0.67	0.67	0.67	44.8
Approach		1	0.0	1	0.0	0.002	10.5	LOS A	0.0	0.0	0.67	0.67	0.67	44.8
North: Racecourse Road														
7	L2	7	100.0	7	100.0	0.468	6.8	LOS A	0.0	0.0	0.00	0.00	0.00	53.4
8	T1	895	0.8	895	0.8	0.468	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach		902	1.6	902	1.6	0.468	0.2	NA	0.0	0.0	0.00	0.00	0.00	59.4
All Vehicles		1521	1.9	1521	1.9	0.468	0.2	NA	0.0	0.6	0.00	0.01	0.00	59.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Racecourse Road / Site Access - Car Park (Site Folder: 2033 10 Year Horizon - Base + Development)]

Network: N101 [2033_PM_SITE_ACCESS (Network Folder: 2033 - SITE ACCESS - Base + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	607	2.3	607	2.3	0.313	0.1	LOS A	0.0	0.4	0.00	0.00	0.00	59.8
3	R2	4	0.0	4	0.0	0.009	10.6	LOS A	0.0	0.4	0.64	0.43	0.64	51.2
Approach		612	2.2	612	2.2	0.313	0.2	NA	0.0	0.4	0.01	0.01	0.01	59.6
East: Car Access														
4	L2	22	0.0	22	0.0	0.135	10.9	LOS A	0.4	2.9	0.83	0.93	0.83	44.3
6	R2	11	0.0	11	0.0	0.135	38.4	LOS C	0.4	2.9	0.83	0.93	0.83	36.5
Approach		33	0.0	33	0.0	0.135	19.8	LOS B	0.4	2.9	0.83	0.93	0.83	42.6
North: Racecourse Road														
7	L2	2	0.0	2	0.0	0.461	2.9	LOS A	0.0	0.0	0.00	0.00	0.00	56.7
8	T1	893	0.8	893	0.8	0.461	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach		895	0.8	895	0.8	0.461	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
All Vehicles		1539	1.4	1539	1.4	0.461	0.5	NA	0.4	2.9	0.02	0.02	0.02	58.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Central Coast Highway / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	22	0	22	0.0	0.300	78.1	LOS F	2.8	19.8	0.98	0.73	0.98	25.9
2	T1	15	0	15	0.0	* 0.300	73.5	LOS F	2.8	19.8	0.98	0.73	0.98	25.8
3	R2	32	0	32	0.0	0.300	81.5	LOS F	2.8	19.8	1.00	0.72	1.00	25.0
Approach		69	0	69	0.0	0.300	78.7	LOS F	2.8	19.8	0.99	0.73	0.99	25.5
East: Central Coast Highway														
4	L2	50	0	50	0.0	1.054	112.7	LOS F	80.0	578.0	1.00	1.24	1.59	17.6
5	T1	2387	95	2387	4.0	1.054	123.6	LOS F	99.9	723.4	1.00	1.34	1.60	19.2
6	R2	231	4	236	1.7	* 1.073	166.6	LOS F	27.8	197.2	1.00	1.17	1.86	15.8
Approach		2668	99	2673	3.7	1.073	127.2	LOS F	99.9	723.4	1.00	1.33	1.62	18.8
North: Racecourse Road														
7	L2	106	10	108	9.6	0.664	55.4	LOS D	18.1	134.8	0.96	0.86	0.96	31.8
8	T1	9	0	9	0.0	* 0.664	51.0	LOS D	18.1	134.8	0.96	0.86	0.96	30.1
9	R2	457	29	458	6.4	0.664	59.0	LOS E	18.8	138.6	0.96	0.85	0.96	31.1
Approach		572	39	575	6.9	0.664	58.2	LOS E	18.8	138.6	0.96	0.85	0.96	31.2
West: Central Coast Highway														
10	L2	794	26	796	3.3	0.934	44.7	LOS D	49.2	370.5	0.61	0.85	0.77	36.0
11	T1	2420	110	2420	4.5	* 1.083	151.9	LOS F	111.0	794.0	0.99	1.47	1.71	17.8
12	R2	37	1	37	2.7	0.169	71.1	LOS F	2.5	17.6	0.93	0.74	0.93	27.3
Approach		3251	137	3253	4.2	1.083	124.8	LOS F	111.0	794.0	0.90	1.31	1.47	20.2
All Vehicles		6560	275	6570	4.2	1.083	119.5	LOS F	111.0	794.0	0.95	1.27	1.48	20.3

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93

North: Racecourse Road												
P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	34.2	LOS D	0.1	0.1	0.92	0.92	191.4	204.3	1.07
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.4	LOS F	0.2	0.2	0.96	0.96	229.1	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [AM - Faunce Street West / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	26	2	27	7.7	0.491	5.8	LOS A	0.0	0.0	0.00	0.02	0.00	57.5
2	T1	860	31	905	3.6	0.491	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	59.5
Approach		886	33	933	3.7	0.491	0.4	NA	0.0	0.0	0.00	0.02	0.00	59.4
North: Racecourse Road														
8	T1	628	25	661	4.0	0.412	1.9	LOS A	1.6	12.0	0.18	0.02	0.25	57.6
9	R2	24	7	25	29.2	0.412	20.3	LOS B	1.6	12.0	0.18	0.02	0.25	54.1
Approach		652	32	686	4.9	0.412	2.6	NA	1.6	12.0	0.18	0.02	0.25	57.5
West: Faunce Street West														
10	L2	22	4	23	18.2	0.162	12.7	LOS A	0.5	3.9	0.84	0.93	0.84	43.4
12	R2	12	2	13	16.7	0.162	35.6	LOS C	0.5	3.9	0.84	0.93	0.84	43.0
Approach		34	6	36	17.6	0.162	20.8	LOS B	0.5	3.9	0.84	0.93	0.84	43.3
All Vehicles		1572	71	1655	4.5	0.491	1.7	NA	1.6	12.0	0.09	0.04	0.12	58.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Faunce Street East / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	722	22	760	3.0	0.672	5.6	LOS A	7.0	50.4	0.66	0.18	1.15	53.2
3	R2	160	12	168	7.5	0.672	17.4	LOS B	7.0	50.4	0.66	0.18	1.15	51.1
Approach		882	34	928	3.9	0.672	7.7	NA	7.0	50.4	0.66	0.18	1.15	52.8
East: Faunce Street West														
4	L2	95	5	100	5.3	0.263	9.1	LOS A	0.9	6.9	0.66	0.88	0.74	48.2
6	R2	18	1	19	5.6	0.263	34.0	LOS C	0.9	6.9	0.66	0.88	0.74	47.7
Approach		113	6	119	5.3	0.263	13.0	LOS A	0.9	6.9	0.66	0.88	0.74	48.1
North: Racecourse Road														
7	L2	203	6	214	3.0	0.427	5.7	LOS A	0.0	0.0	0.00	0.16	0.00	56.6
8	T1	557	25	586	4.5	0.427	0.2	LOS A	0.0	0.0	0.00	0.16	0.00	58.3
Approach		760	31	800	4.1	0.427	1.6	NA	0.0	0.0	0.00	0.16	0.00	57.8
All Vehicles		1755	71	1847	4.0	0.672	5.4	NA	7.0	50.4	0.37	0.22	0.63	54.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Racecourse Road / Site Access - Bus (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development)]

Network: N101 [2033_AM_SITE_ACCESS (Network Folder: 2033 - SITE ACCESS - Base + Hosp + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	1074	3.8	1074	3.8	0.564	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
3	R2	1	0.0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.54	0.57	0.54	48.1
Approach		1075	3.8	1075	3.8	0.564	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
East: Bus Access														
4	L2	11	100.0	11	100.0	0.031	15.6	LOS B	0.1	1.4	0.70	0.84	0.70	39.9
Approach		11	100.0	11	100.0	0.031	15.6	LOS B	0.1	1.4	0.70	0.84	0.70	39.9
North: Racecourse Road														
7	L2	1	0.0	1	0.0	0.356	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
8	T1	674	4.4	674	4.4	0.356	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		675	4.4	675	4.4	0.356	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
All Vehicles		1760	4.6	1760	4.6	0.564	0.2	NA	0.1	1.4	0.00	0.01	0.00	59.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Racecourse Road / Site Access - Car Park (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development)]

Network: N101 [2033_AM_SITE_ACCESS (Network Folder: 2033 - SITE ACCESS - Base + Hosp + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	1072	3.8	1072	3.8	0.566	0.3	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
3	R2	22	0.0	22	0.0	0.027	8.7	LOS A	0.1	0.7	0.55	0.72	0.55	50.7
Approach		1094	3.8	1094	3.8	0.566	0.4	NA	0.1	0.7	0.01	0.01	0.01	59.1
East: Car Access														
4	L2	4	0.0	4	0.0	0.044	8.6	LOS A	0.1	0.9	0.85	0.87	0.85	40.2
6	R2	2	0.0	2	0.0	0.044	67.3	LOS E	0.1	0.9	0.85	0.87	0.85	31.4
Approach		6	0.0	6	0.0	0.044	28.2	LOS B	0.1	0.9	0.85	0.87	0.85	38.1
North: Racecourse Road														
7	L2	11	0.0	11	0.0	0.364	2.9	LOS A	0.0	0.0	0.00	0.01	0.00	56.7
8	T1	674	5.9	674	5.9	0.364	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		684	5.8	684	5.8	0.364	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.6
All Vehicles		1784	4.5	1784	4.5	0.566	0.4	NA	0.1	0.9	0.01	0.02	0.01	59.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Central Coast Highway / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	41	0	41	0.0	0.918	96.8	LOS F	9.0	63.0	1.00	1.03	1.48	22.8
2	T1	33	0	33	0.0	* 0.918	92.2	LOS F	9.0	63.0	1.00	1.03	1.48	22.8
3	R2	123	0	123	0.0	0.918	96.9	LOS F	9.0	63.0	1.00	1.02	1.49	22.7
Approach		197	0	197	0.0	0.918	96.1	LOS F	9.0	63.0	1.00	1.02	1.48	22.7
East: Central Coast Highway														
4	L2	152	0	152	0.0	0.835	46.1	LOS D	49.3	348.3	0.93	0.90	0.93	35.1
5	T1	2211	33	2211	1.5	0.835	35.5	LOS C	49.8	353.1	0.92	0.86	0.92	41.5
6	R2	83	0	85	0.0	0.983	115.7	LOS F	7.9	55.2	1.00	1.03	1.70	20.8
Approach		2446	33	2448	1.3	0.983	38.9	LOS C	49.8	353.1	0.92	0.86	0.95	39.7
North: Racecourse Road														
7	L2	243	1	248	0.4	1.167	234.9	LOS F	72.9	514.2	1.00	1.43	2.12	12.1
8	T1	33	0	33	0.0	* 1.167	230.6	LOS F	72.9	514.2	1.00	1.43	2.12	11.9
9	R2	709	11	711	1.5	1.167	235.0	LOS F	72.9	514.2	1.00	1.41	2.12	12.1
Approach		985	12	992	1.2	1.167	234.8	LOS F	72.9	514.2	1.00	1.41	2.12	12.1
West: Central Coast Highway														
10	L2	517	16	518	3.1	0.381	12.0	LOS A	11.9	87.5	0.34	0.68	0.34	52.9
11	T1	3056	46	3056	1.5	* 1.155	206.4	LOS F	163.7	1155.4	1.00	1.72	1.99	14.0
12	R2	99	0	99	0.0	* 1.142	219.6	LOS F	13.4	93.8	1.00	1.20	2.22	12.5
Approach		3672	62	3673	1.7	1.155	179.3	LOS F	163.7	1155.4	0.90	1.56	1.76	15.4
All Vehicles		7300	107	7310	1.5	1.167	137.6	LOS F	163.7	1155.4	0.92	1.29	1.53	18.7

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93

North: Racecourse Road												
P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	34.2	LOS D	0.1	0.1	0.92	0.92	191.4	204.3	1.07
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.4	LOS F	0.2	0.2	0.96	0.96	229.1	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street West / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	16	1	17	6.3	0.350	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	57.7
2	T1	625	9	658	1.4	0.350	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		641	10	675	1.6	0.350	0.3	NA	0.0	0.0	0.00	0.01	0.00	59.6
North: Racecourse Road														
8	T1	940	14	989	1.5	0.545	0.5	LOS A	1.0	7.1	0.08	0.01	0.13	59.2
9	R2	22	4	23	18.2	0.545	14.3	LOS A	1.0	7.1	0.08	0.01	0.13	56.0
Approach		962	18	1013	1.9	0.545	0.9	NA	1.0	7.1	0.08	0.01	0.13	59.1
West: Faunce Street West														
10	L2	29	5	31	17.2	0.260	10.9	LOS A	0.8	6.2	0.82	0.95	0.91	42.6
12	R2	25	0	26	0.0	0.260	35.7	LOS C	0.8	6.2	0.82	0.95	0.91	42.7
Approach		54	5	57	9.3	0.260	22.4	LOS B	0.8	6.2	0.82	0.95	0.91	42.6
All Vehicles		1657	33	1744	2.0	0.545	1.3	NA	1.0	7.1	0.08	0.05	0.10	58.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street East / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	599	15	631	2.5	0.440	2.6	LOS A	2.2	15.4	0.31	0.07	0.44	56.5
3	R2	55	0	58	0.0	0.440	16.2	LOS B	2.2	15.4	0.31	0.07	0.44	54.5
Approach		654	15	688	2.3	0.440	3.7	NA	2.2	15.4	0.31	0.07	0.44	56.3
East: Faunce Street West														
4	L2	110	0	116	0.0	0.245	12.0	LOS A	0.9	6.3	0.74	0.91	0.82	48.5
6	R2	4	0	4	0.0	0.245	30.4	LOS C	0.9	6.3	0.74	0.91	0.82	48.1
Approach		114	0	120	0.0	0.245	12.7	LOS A	0.9	6.3	0.74	0.91	0.82	48.5
North: Racecourse Road														
7	L2	42	1	44	2.4	0.492	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	57.7
8	T1	853	22	898	2.6	0.492	0.2	LOS A	0.0	0.0	0.00	0.03	0.00	59.4
Approach		895	23	942	2.6	0.492	0.5	NA	0.0	0.0	0.00	0.03	0.00	59.3
All Vehicles		1663	38	1751	2.3	0.492	2.6	NA	2.2	15.4	0.17	0.10	0.23	57.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Racecourse Road / Site Access - Bus (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development)]

Network: N101 [2033_PM_SITE_ACCESS (Network Folder: 2033 - SITE ACCESS - Base + Hosp + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	669	1.6	669	1.6	0.347	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
3	R2	3	100.0	3	100.0	0.024	29.2	LOS C	0.1	0.9	0.89	0.95	0.89	27.7
Approach		673	2.0	673	2.0	0.347	0.1	NA	0.1	0.9	0.00	0.00	0.00	59.5
East: Bus Access														
4	L2	1	0.0	1	0.0	0.002	12.3	LOS A	0.0	0.1	0.73	0.72	0.73	43.0
Approach		1	0.0	1	0.0	0.002	12.3	LOS A	0.0	0.1	0.73	0.72	0.73	43.0
North: Racecourse Road														
7	L2	7	100.0	7	100.0	0.526	6.9	LOS A	0.0	0.0	0.00	0.00	0.00	53.4
8	T1	1008	0.7	1008	0.7	0.526	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach		1016	1.5	1016	1.5	0.526	0.3	NA	0.0	0.0	0.00	0.00	0.00	59.4
All Vehicles		1689	1.7	1689	1.7	0.526	0.2	NA	0.1	0.9	0.00	0.00	0.00	59.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Racecourse Road / Site Access - Car Park (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development)]

Network: N101 [2033_PM_SITE_ACCESS (Network Folder: 2033 - SITE ACCESS - Base + Hosp + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	662	2.1	662	2.1	0.341	0.1	LOS A	0.0	0.5	0.00	0.00	0.00	59.7
3	R2	4	0.0	4	0.0	0.011	12.4	LOS A	0.0	0.5	0.71	0.46	0.71	50.0
Approach		666	2.1	666	2.1	0.341	0.2	NA	0.0	0.5	0.01	0.01	0.01	59.6
East: Car Access														
4	L2	22	0.0	22	0.0	0.197	13.7	LOS A	0.6	4.2	0.89	0.96	0.93	40.5
6	R2	11	0.0	11	0.0	0.197	56.7	LOS E	0.6	4.2	0.89	0.96	0.93	31.7
Approach		33	0.0	33	0.0	0.197	27.6	LOS B	0.6	4.2	0.89	0.96	0.93	38.4
North: Racecourse Road														
7	L2	2	0.0	2	0.0	0.520	2.9	LOS A	0.0	0.0	0.00	0.00	0.00	56.6
8	T1	1006	0.7	1006	0.7	0.520	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach		1008	0.7	1008	0.7	0.520	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
All Vehicles		1707	1.2	1707	1.2	0.520	0.6	NA	0.6	4.2	0.02	0.02	0.02	58.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Central Coast Highway / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development - Site Peak Volumes)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	22	0	22	0.0	0.300	78.1	LOS F	2.8	19.8	0.98	0.73	0.98	25.9
2	T1	15	0	15	0.0	* 0.300	73.5	LOS F	2.8	19.8	0.98	0.73	0.98	25.8
3	R2	32	0	32	0.0	0.300	81.5	LOS F	2.8	19.8	1.00	0.72	1.00	25.0
Approach		69	0	69	0.0	0.300	78.7	LOS F	2.8	19.8	0.99	0.73	0.99	25.5
East: Central Coast Highway														
4	L2	50	0	50	0.0	1.056	114.0	LOS F	80.6	582.1	1.00	1.25	1.60	17.4
5	T1	2387	95	2387	4.0	1.056	124.9	LOS F	100.5	727.8	1.00	1.35	1.61	19.0
6	R2	240	4	246	1.6	* 1.115	197.8	LOS F	31.8	225.8	1.00	1.24	2.01	13.8
Approach		2677	99	2683	3.7	1.115	131.4	LOS F	100.5	727.8	1.00	1.34	1.64	18.4
North: Racecourse Road														
7	L2	120	24	123	20.4	0.700	55.1	LOS D	18.6	144.7	0.97	0.86	0.97	31.9
8	T1	9	0	9	0.0	* 0.700	50.6	LOS D	18.6	144.7	0.97	0.86	0.97	30.2
9	R2	463	35	464	7.6	0.700	59.4	LOS E	19.9	148.1	0.97	0.85	0.97	31.0
Approach		592	59	596	10.2	0.700	58.4	LOS E	19.9	148.1	0.97	0.86	0.97	31.2
West: Central Coast Highway														
10	L2	799	26	801	3.2	0.938	46.3	LOS D	50.5	379.9	0.61	0.86	0.78	35.4
11	T1	2420	110	2420	4.5	* 1.083	152.2	LOS F	111.1	794.8	0.99	1.48	1.71	17.8
12	R2	37	1	37	2.7	0.169	71.1	LOS F	2.5	17.6	0.93	0.74	0.93	27.3
Approach		3256	137	3258	4.2	1.083	125.3	LOS F	111.1	794.8	0.90	1.32	1.47	20.1
All Vehicles		6594	295	6606	4.5	1.115	121.2	LOS F	111.1	794.8	0.95	1.28	1.49	20.0

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93

North: Racecourse Road												
P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	34.2	LOS D	0.1	0.1	0.92	0.92	191.4	204.3	1.07
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.4	LOS F	0.2	0.2	0.96	0.96	229.1	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [AM - Faunce Street West / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development - Site Peak Volumes)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	26	2	27	7.7	0.496	5.8	LOS A	0.0	0.0	0.00	0.02	0.00	57.5
2	T1	870	31	916	3.6	0.496	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	59.4
Approach		896	33	943	3.7	0.496	0.4	NA	0.0	0.0	0.00	0.02	0.00	59.4
North: Racecourse Road														
8	T1	645	38	679	5.9	0.427	2.0	LOS A	1.7	12.8	0.18	0.02	0.26	57.5
9	R2	24	7	25	29.2	0.427	21.1	LOS B	1.7	12.8	0.18	0.02	0.26	54.0
Approach		669	45	704	6.7	0.427	2.6	NA	1.7	12.8	0.18	0.02	0.26	57.4
West: Faunce Street West														
10	L2	22	4	23	18.2	0.171	13.0	LOS A	0.5	4.1	0.84	0.94	0.85	42.8
12	R2	12	2	13	16.7	0.171	38.2	LOS C	0.5	4.1	0.84	0.94	0.85	42.5
Approach		34	6	36	17.6	0.171	21.9	LOS B	0.5	4.1	0.84	0.94	0.85	42.7
All Vehicles		1599	84	1683	5.3	0.496	1.8	NA	1.7	12.8	0.09	0.04	0.13	58.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Faunce Street East / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development - Site Peak Volumes)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	733	22	772	3.0	0.681	5.8	LOS A	9.6	69.5	1.00	0.20	1.51	53.1
3	R2	160	12	168	7.5	0.681	17.8	LOS B	9.6	69.5	1.00	0.20	1.51	51.0
Approach		893	34	940	3.8	0.681	7.9	NA	9.6	69.5	1.00	0.20	1.51	52.7
East: Faunce Street West														
4	L2	95	5	100	5.3	0.270	9.2	LOS A	1.0	7.1	0.67	0.89	0.76	47.9
6	R2	18	1	19	5.6	0.270	35.4	LOS C	1.0	7.1	0.67	0.89	0.76	47.5
Approach		113	6	119	5.3	0.270	13.4	LOS A	1.0	7.1	0.67	0.89	0.76	47.9
North: Racecourse Road														
7	L2	203	6	214	3.0	0.431	5.7	LOS A	0.0	0.0	0.00	0.16	0.00	56.6
8	T1	563	27	593	4.8	0.431	0.2	LOS A	0.0	0.0	0.00	0.16	0.00	58.3
Approach		766	33	806	4.3	0.431	1.6	NA	0.0	0.0	0.00	0.16	0.00	57.8
All Vehicles		1772	73	1865	4.1	0.681	5.6	NA	9.6	69.5	0.55	0.23	0.81	54.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Racecourse Road / Site Access - Bus (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development - Site Peak Volumes)]

Network: N101 [2033_AM_SITE_ACCESS (Network Folder: 2033 - SITE ACCESS (SITE PEAK) - Base + Hosp + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	1074	3.8	1074	3.8	0.564	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
3	R2	1	0.0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.54	0.57	0.54	48.0
Approach		1075	3.8	1075	3.8	0.564	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
East: Bus Access														
4	L2	32	100.0	32	100.0	0.095	16.2	LOS B	0.3	4.3	0.71	0.88	0.71	39.4
Approach		32	100.0	32	100.0	0.095	16.2	LOS B	0.3	4.3	0.71	0.88	0.71	39.4
North: Racecourse Road														
7	L2	1	0.0	1	0.0	0.359	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
8	T1	680	4.3	680	4.3	0.359	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		681	4.3	681	4.3	0.359	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
All Vehicles		1787	5.7	1787	5.7	0.564	0.3	NA	0.3	4.3	0.01	0.02	0.01	59.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM - Racecourse Road / Site Access - Car Park (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development - Site Peak Volumes)]

Network: N101 [2033_AM_SITE_ACCESS (Network Folder: 2033 - SITE ACCESS (SITE PEAK) - Base + Hosp + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	1072	3.8	1072	3.8	0.569	0.3	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
3	R2	37	0.0	37	0.0	0.048	9.1	LOS A	0.2	1.2	0.59	0.77	0.59	50.5
Approach		1108	3.7	1108	3.7	0.569	0.6	NA	0.2	1.2	0.02	0.03	0.02	58.8
East: Car Access														
4	L2	4	0.0	4	0.0	0.048	8.9	LOS A	0.1	0.9	0.87	0.89	0.87	39.3
6	R2	2	0.0	2	0.0	0.048	73.3	LOS F	0.1	0.9	0.87	0.89	0.87	30.3
Approach		6	0.0	6	0.0	0.048	30.3	LOS C	0.1	0.9	0.87	0.89	0.87	37.1
North: Racecourse Road														
7	L2	17	0.0	17	0.0	0.386	2.9	LOS A	0.0	0.0	0.00	0.01	0.00	56.7
8	T1	695	8.8	695	8.8	0.386	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.6
Approach		712	8.6	712	8.6	0.386	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.5
All Vehicles		1826	5.6	1826	5.6	0.569	0.5	NA	0.2	1.2	0.01	0.02	0.01	58.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Central Coast Highway / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development - Site Peak Volumes)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	41	0	41	0.0	0.918	96.8	LOS F	9.0	63.0	1.00	1.03	1.48	22.8
2	T1	33	0	33	0.0	* 0.918	92.2	LOS F	9.0	63.0	1.00	1.03	1.48	22.8
3	R2	123	0	123	0.0	0.918	96.9	LOS F	9.0	63.0	1.00	1.02	1.49	22.7
Approach		197	0	197	0.0	0.918	96.1	LOS F	9.0	63.0	1.00	1.02	1.48	22.7
East: Central Coast Highway														
4	L2	152	0	152	0.0	0.846	48.3	LOS D	50.7	358.5	0.94	0.91	0.95	34.3
5	T1	2211	33	2211	1.5	0.846	37.5	LOS C	51.2	363.0	0.93	0.87	0.94	40.5
6	R2	83	0	85	0.0	0.983	115.7	LOS F	7.9	55.2	1.00	1.03	1.70	20.8
Approach		2446	33	2448	1.3	0.983	40.9	LOS C	51.2	363.0	0.93	0.88	0.97	38.8
North: Racecourse Road														
7	L2	247	1	252	0.4	1.158	227.3	LOS F	72.2	509.3	1.00	1.41	2.09	12.5
8	T1	33	0	33	0.0	* 1.158	223.0	LOS F	72.2	509.3	1.00	1.41	2.09	12.2
9	R2	711	11	713	1.5	1.158	227.4	LOS F	72.2	509.3	1.00	1.39	2.09	12.5
Approach		991	12	998	1.2	1.158	227.2	LOS F	72.2	509.3	1.00	1.40	2.09	12.5
West: Central Coast Highway														
10	L2	520	19	521	3.7	0.384	12.0	LOS A	12.0	88.8	0.34	0.68	0.34	52.8
11	T1	3056	46	3056	1.5	* 1.170	219.1	LOS F	168.1	1186.7	1.00	1.77	2.05	13.3
12	R2	99	0	99	0.0	* 1.142	219.6	LOS F	13.4	93.8	1.00	1.20	2.22	12.5
Approach		3675	65	3676	1.8	1.170	189.8	LOS F	168.1	1186.7	0.90	1.60	1.81	14.7
All Vehicles		7309	110	7319	1.5	1.170	142.6	LOS F	168.1	1186.7	0.93	1.32	1.56	18.2

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93

North: Racecourse Road												
P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	34.0	LOS D	0.1	0.1	0.92	0.92	191.1	204.3	1.07
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.4	LOS F	0.2	0.2	0.96	0.96	229.0	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street West / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development - Site Peak Volumes)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	16	1	17	6.3	0.352	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	57.7
2	T1	628	9	661	1.4	0.352	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		644	10	678	1.6	0.352	0.3	NA	0.0	0.0	0.00	0.01	0.00	59.6
North: Racecourse Road														
8	T1	947	21	997	2.2	0.551	0.5	LOS A	1.0	7.2	0.08	0.01	0.13	59.2
9	R2	22	4	23	18.2	0.551	14.5	LOS B	1.0	7.2	0.08	0.01	0.13	56.0
Approach		969	25	1020	2.6	0.551	0.9	NA	1.0	7.2	0.08	0.01	0.13	59.1
West: Faunce Street West														
10	L2	29	5	31	17.2	0.268	11.2	LOS A	0.8	6.4	0.82	0.96	0.93	42.2
12	R2	25	0	26	0.0	0.268	37.0	LOS C	0.8	6.4	0.82	0.96	0.93	42.3
Approach		54	5	57	9.3	0.268	23.1	LOS B	0.8	6.4	0.82	0.96	0.93	42.3
All Vehicles		1667	40	1755	2.4	0.551	1.3	NA	1.0	7.2	0.08	0.05	0.11	58.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street East / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development - Site Peak Volumes)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	602	15	634	2.5	0.444	2.7	LOS A	2.2	15.9	0.32	0.07	0.45	56.4
3	R2	55	0	58	0.0	0.444	16.6	LOS B	2.2	15.9	0.32	0.07	0.45	54.4
Approach		657	15	692	2.3	0.444	3.8	NA	2.2	15.9	0.32	0.07	0.45	56.2
East: Faunce Street West														
4	L2	110	0	116	0.0	0.250	12.3	LOS A	0.9	6.4	0.75	0.92	0.84	48.4
6	R2	4	0	4	0.0	0.250	31.4	LOS C	0.9	6.4	0.75	0.92	0.84	47.9
Approach		114	0	120	0.0	0.250	12.9	LOS A	0.9	6.4	0.75	0.92	0.84	48.4
North: Racecourse Road														
7	L2	42	1	44	2.4	0.499	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	57.7
8	T1	860	29	905	3.4	0.499	0.2	LOS A	0.0	0.0	0.00	0.03	0.00	59.3
Approach		902	30	949	3.3	0.499	0.5	NA	0.0	0.0	0.00	0.03	0.00	59.3
All Vehicles		1673	45	1761	2.7	0.499	2.6	NA	2.2	15.9	0.18	0.10	0.23	57.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Racecourse Road / Site Access - Bus (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development - Site Peak Volumes)]

Network: N101 [2033_PM_SITE_ACCESS (Network Folder: 2033 - SITE ACCESS (SITE PEAK) - Base + Hosp + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	673	1.6	673	1.6	0.348	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
3	R2	6	100.0	6	100.0	0.049	30.7	LOS C	0.1	1.9	0.90	0.95	0.90	27.1
Approach		679	2.5	679	2.5	0.348	0.3	NA	0.1	1.9	0.01	0.01	0.01	59.1
East: Bus Access														
4	L2	1	0.0	1	0.0	0.002	12.3	LOS A	0.0	0.1	0.73	0.72	0.73	43.0
Approach		1	0.0	1	0.0	0.002	12.3	LOS A	0.0	0.1	0.73	0.72	0.73	43.0
North: Racecourse Road														
7	L2	15	100.0	15	100.0	0.533	6.9	LOS A	0.0	0.0	0.00	0.01	0.00	53.4
8	T1	1008	0.7	1008	0.7	0.533	0.2	LOS A	0.0	0.0	0.00	0.01	0.00	59.3
Approach		1023	2.2	1023	2.2	0.533	0.3	NA	0.0	0.0	0.00	0.01	0.00	59.2
All Vehicles		1703	2.3	1703	2.3	0.533	0.3	NA	0.1	1.9	0.00	0.01	0.00	59.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Racecourse Road / Site Access - Car Park (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development - Site Peak Volumes)]

Network: N101 [2033_PM_SITE_ACCESS (Network Folder: 2033 - SITE ACCESS (SITE PEAK) - Base + Hosp + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	665	2.5	665	2.5	0.341	0.2	LOS A	0.1	0.6	0.01	0.00	0.01	59.7
3	R2	4	0.0	4	0.0	0.014	12.5	LOS A	0.1	0.6	0.62	0.32	0.62	51.2
Approach		669	2.5	669	2.5	0.341	0.2	NA	0.1	0.6	0.01	0.00	0.01	59.5
East: Car Access														
4	L2	29	0.0	29	0.0	0.258	15.2	LOS B	0.8	5.7	0.90	0.98	0.99	39.8
6	R2	14	0.0	14	0.0	0.258	59.1	LOS E	0.8	5.7	0.90	0.98	0.99	30.8
Approach		43	0.0	43	0.0	0.258	29.2	LOS C	0.8	5.7	0.90	0.98	0.99	37.7
North: Racecourse Road														
7	L2	2	0.0	2	0.0	0.520	2.9	LOS A	0.0	0.0	0.00	0.00	0.00	56.6
8	T1	1006	0.7	1006	0.7	0.520	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach		1008	0.7	1008	0.7	0.520	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
All Vehicles		1721	1.4	1721	1.4	0.520	0.8	NA	0.8	5.7	0.03	0.03	0.03	58.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Central Coast Highway / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development - Site Daily Peak Volumes)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	41	0	41	0.0	0.918	96.8	LOS F	9.0	63.0	1.00	1.03	1.48	22.8
2	T1	33	0	33	0.0	* 0.918	92.2	LOS F	9.0	63.0	1.00	1.03	1.48	22.8
3	R2	123	0	123	0.0	0.918	96.9	LOS F	9.0	63.0	1.00	1.02	1.49	22.7
Approach		197	0	197	0.0	0.918	96.1	LOS F	9.0	63.0	1.00	1.02	1.48	22.7
East: Central Coast Highway														
4	L2	152	0	152	0.0	0.874	54.5	LOS D	55.0	388.7	0.97	0.96	1.01	32.5
5	T1	2211	33	2211	1.5	0.874	43.3	LOS D	55.4	393.0	0.95	0.92	1.00	38.1
6	R2	101	0	104	0.0	* 1.202	267.0	LOS F	15.8	110.8	1.00	1.31	2.41	10.7
Approach		2464	33	2467	1.3	1.202	53.4	LOS D	55.4	393.0	0.96	0.94	1.06	34.0
North: Racecourse Road														
7	L2	273	28	280	10.5	1.206	267.4	LOS F	80.7	598.9	1.00	1.50	2.27	10.9
8	T1	33	0	33	0.0	* 1.206	263.0	LOS F	80.7	598.9	1.00	1.50	2.27	10.7
9	R2	723	23	725	3.3	1.206	267.0	LOS F	82.8	595.8	1.00	1.48	2.27	11.0
Approach		1029	51	1038	5.1	1.206	267.0	LOS F	82.8	598.9	1.00	1.49	2.27	10.9
West: Central Coast Highway														
10	L2	528	18	529	3.4	0.389	12.0	LOS A	12.3	90.5	0.34	0.69	0.34	52.8
11	T1	3056	46	3056	1.5	* 1.201	245.5	LOS F	176.8	1248.2	1.00	1.86	2.17	12.2
12	R2	99	0	99	0.0	1.142	219.6	LOS F	13.4	93.8	1.00	1.20	2.22	12.5
Approach		3683	64	3684	1.7	1.201	211.2	LOS F	176.8	1248.2	0.90	1.67	1.91	13.5
All Vehicles		7373	148	7387	2.0	1.206	163.3	LOS F	176.8	1248.2	0.94	1.39	1.66	16.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	232.3	211.9	0.91
East: Central Coast Highway												
P2	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	244.0	227.1	0.93

North: Racecourse Road												
P3	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	233.8	213.9	0.91
P3B	Slip/ Bypass	50	53	33.5	LOS D	0.1	0.1	0.92	0.92	190.7	204.3	1.07
West: Central Coast Highway												
P4	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	246.5	230.4	0.93
P4B	Slip/ Bypass	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	226.4	204.3	0.90
All Pedestrians		300	316	63.3	LOS F	0.2	0.2	0.96	0.96	228.9	215.3	0.94

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

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street West / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development - Site Daily Peak Volumes)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
1	L2	16	1	17	6.3	0.351	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	57.7
2	T1	627	9	660	1.4	0.351	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		643	10	677	1.6	0.351	0.3	NA	0.0	0.0	0.00	0.01	0.00	59.6
North: Racecourse Road														
8	T1	958	20	1008	2.1	0.557	0.5	LOS A	1.0	7.3	0.08	0.01	0.13	59.2
9	R2	22	4	23	18.2	0.557	14.6	LOS B	1.0	7.3	0.08	0.01	0.13	56.0
Approach		980	24	1032	2.4	0.557	0.9	NA	1.0	7.3	0.08	0.01	0.13	59.1
West: Faunce Street West														
10	L2	29	5	31	17.2	0.275	11.3	LOS A	0.9	6.5	0.83	0.96	0.94	41.9
12	R2	25	0	26	0.0	0.275	38.1	LOS C	0.9	6.5	0.83	0.96	0.94	42.0
Approach		54	5	57	9.3	0.275	23.7	LOS B	0.9	6.5	0.83	0.96	0.94	42.0
All Vehicles		1677	39	1765	2.3	0.557	1.4	NA	1.0	7.3	0.08	0.05	0.11	58.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Faunce Street East / Racecourse Road (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development - Site Daily Peak Volumes)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	601	15	633	2.5	0.446	2.8	LOS A	2.3	16.3	0.33	0.07	0.46	56.3
3	R2	55	0	58	0.0	0.446	16.9	LOS B	2.3	16.3	0.33	0.07	0.46	54.3
Approach		656	15	691	2.3	0.446	4.0	NA	2.3	16.3	0.33	0.07	0.46	56.1
East: Faunce Street West														
4	L2	110	0	116	0.0	0.256	12.5	LOS A	0.9	6.6	0.76	0.92	0.85	48.2
6	R2	4	0	4	0.0	0.256	32.1	LOS C	0.9	6.6	0.76	0.92	0.85	47.8
Approach		114	0	120	0.0	0.256	13.2	LOS A	0.9	6.6	0.76	0.92	0.85	48.2
North: Racecourse Road														
7	L2	42	1	44	2.4	0.504	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	57.7
8	T1	871	28	917	3.2	0.504	0.2	LOS A	0.0	0.0	0.00	0.03	0.00	59.3
Approach		913	29	961	3.2	0.504	0.5	NA	0.0	0.0	0.00	0.03	0.00	59.3
All Vehicles		1683	44	1772	2.6	0.504	2.7	NA	2.3	16.3	0.18	0.10	0.24	57.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Racecourse Road / Site Access - Bus (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development - Site Daily Peak Volumes)]

Network: N101 [2033_PM_SITE_ACCESS (Network Folder: 2033 - SITE ACCESS (SITE DAILY PEAK) - Base + Hosp + Dev)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	672	1.6	672	1.6	0.348	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
3	R2	5	100.0	5	100.0	0.043	31.8	LOS C	0.1	1.6	0.90	0.95	0.90	26.7
Approach		677	2.3	677	2.3	0.348	0.3	NA	0.1	1.6	0.01	0.01	0.01	59.2
East: Bus Access														
4	L2	42	97.5	42	97.5	0.325	39.7	LOS C	1.1	14.0	0.92	1.01	1.06	26.7
Approach		42	97.5	42	97.5	0.325	39.7	LOS C	1.1	14.0	0.92	1.01	1.06	26.7
North: Racecourse Road														
7	L2	14	100.0	14	100.0	0.539	6.9	LOS A	0.0	0.0	0.00	0.01	0.00	53.4
8	T1	1021	0.7	1021	0.7	0.539	0.2	LOS A	0.0	0.0	0.00	0.01	0.00	59.4
Approach		1035	2.0	1035	2.0	0.539	0.3	NA	0.0	0.0	0.00	0.01	0.00	59.2
All Vehicles		1754	4.4	1754	4.4	0.539	1.2	NA	1.1	14.0	0.02	0.03	0.03	57.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM - Racecourse Road / Site Access - Car Park (Site Folder: 2033 10 Year Horizon - Base + Northside Hospital + Development - Site Daily Peak Volumes)]

Network: N101 [2033_PM_SITE_ACCESS (Network Folder: 2033 - SITE ACCESS (SITE DAILY PEAK) - Base + Hosp + Dev)]

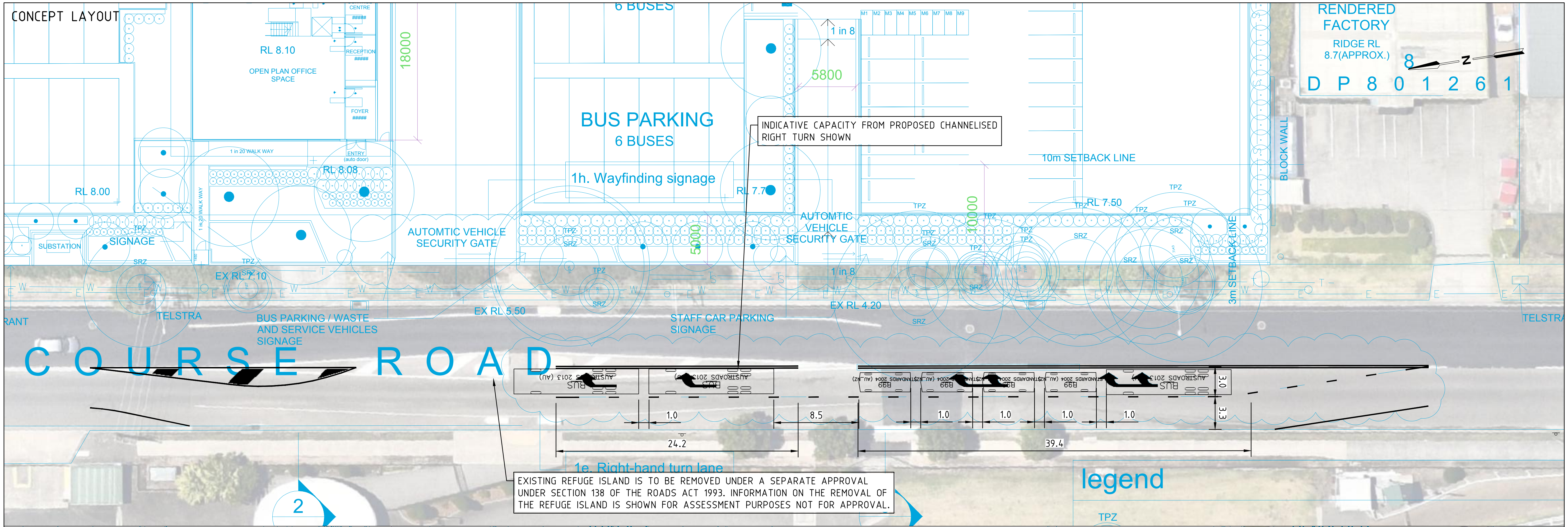
New Site
Site Category: (None)
Give-Way (Two-Way)

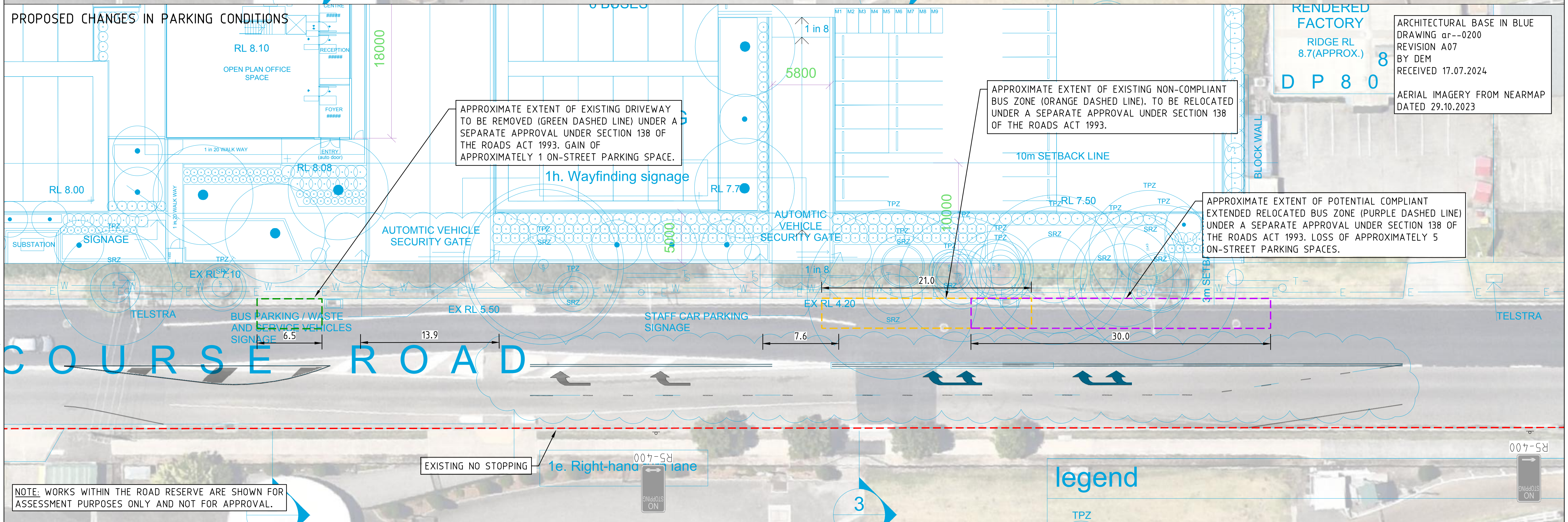
Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Racecourse Road														
2	T1	664	2.4	664	2.4	0.341	0.2	LOS A	0.3	2.3	0.01	0.01	0.01	59.6
3	R2	32	0.0	32	0.0	0.084	14.4	LOS A	0.3	2.3	0.80	0.79	0.80	47.5
Approach		696	2.3	696	2.3	0.341	0.8	NA	0.3	2.3	0.04	0.04	0.04	58.3
East: Car Access														
4	L2	27	0.0	27	0.0	0.298	18.5	LOS B	0.9	6.5	0.92	1.00	1.04	37.0
6	R2	13	0.0	13	0.0	0.298	74.6	LOS F	0.9	6.5	0.92	1.00	1.04	27.6
Approach		40	0.0	40	0.0	0.298	36.2	LOS C	0.9	6.5	0.92	1.00	1.04	34.7
North: Racecourse Road														
7	L2	15	0.0	15	0.0	0.561	2.9	LOS A	0.0	0.0	0.00	0.01	0.00	56.5
8	T1	1047	4.6	1047	4.6	0.561	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.4
Approach		1062	4.6	1062	4.6	0.561	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.4
All Vehicles		1798	3.6	1798	3.6	0.561	1.2	NA	0.9	6.5	0.04	0.04	0.04	57.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix C Vehicle Swept Paths


CONCEPT LAYOUT
BUS PARKING
6 BUSES
1h. Wayfinding signage
INDICATIVE CAPACITY FROM PROPOSED CHANNELISED RIGHT TURN SHOWN
RENDERED FACTORY
RIDGE RL 8.7(APPROX.)
D P 8 0 1 2 6 1
10m SETBACK LINE
3m SETBACK LINE
BLOCK WALL
AUTOMTIC VEHICLE SECURITY GATE
RL 8.10
OPEN PLAN OFFICE SPACE
RL 8.08
RL 8.00
RL 7.70
RL 7.50
18000
5800
5000
10000
1 in 8
SUBSTATION
SIGNAGE
TELSTRA
EX RL 7.10
EX RL 5.50
EX RL 4.20
BUS PARKING / WASTE AND SERVICE VEHICLES SIGNAGE
STAFF CAR PARKING SIGNAGE
C O U R S E R O A D
1.0
8.5
24.2
39.4
3.0
3.3
1e. Right-hand turn lane
EXISTING REFUGE ISLAND IS TO BE REMOVED UNDER A SEPARATE APPROVAL UNDER SECTION 138 OF THE ROADS ACT 1993. INFORMATION ON THE REMOVAL OF THE REFUGE ISLAND IS SHOWN FOR ASSESSMENT PURPOSES NOT FOR APPROVAL.
legend
2


PROPOSED CHANGES IN PARKING CONDITIONS
APPROXIMATE EXTENT OF EXISTING DRIVEWAY TO BE REMOVED (GREEN DASHED LINE) UNDER A SEPARATE APPROVAL UNDER SECTION 138 OF THE ROADS ACT 1993. GAIN OF APPROXIMATELY 1 ON-STREET PARKING SPACE.
APPROXIMATE EXTENT OF EXISTING NON-COMPLIANT BUS ZONE (ORANGE DASHED LINE). TO BE RELOCATED UNDER A SEPARATE APPROVAL UNDER SECTION 138 OF THE ROADS ACT 1993.
APPROXIMATE EXTENT OF POTENTIAL COMPLIANT EXTENDED RELOCATED BUS ZONE (PURPLE DASHED LINE) UNDER A SEPARATE APPROVAL UNDER SECTION 138 OF THE ROADS ACT 1993. LOSS OF APPROXIMATELY 5 ON-STREET PARKING SPACES.
ARCHITECTURAL BASE IN BLUE DRAWING ar--0200 REVISION A07 BY DEM RECEIVED 17.07.2024
AERIAL IMAGERY FROM NEARMAP DATED 29.10.2023
RENDERED FACTORY
RIDGE RL 8.7(APPROX.)
10m SETBACK LINE
1h. Wayfinding signage
AUTOMTIC VEHICLE SECURITY GATE
C O U R S E R O A D
6.5
13.9
7.6
21.0
30.0
EXISTING NO STOPPING
1e. Right-hand turn lane
NOTE: WORKS WITHIN THE ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY AND NOT FOR APPROVAL.
legend
3

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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED W.XIE	DESIGN CHECK S.MANTON
APPROVED BY S.MANTON	DATE ISSUED 17 JULY 2024

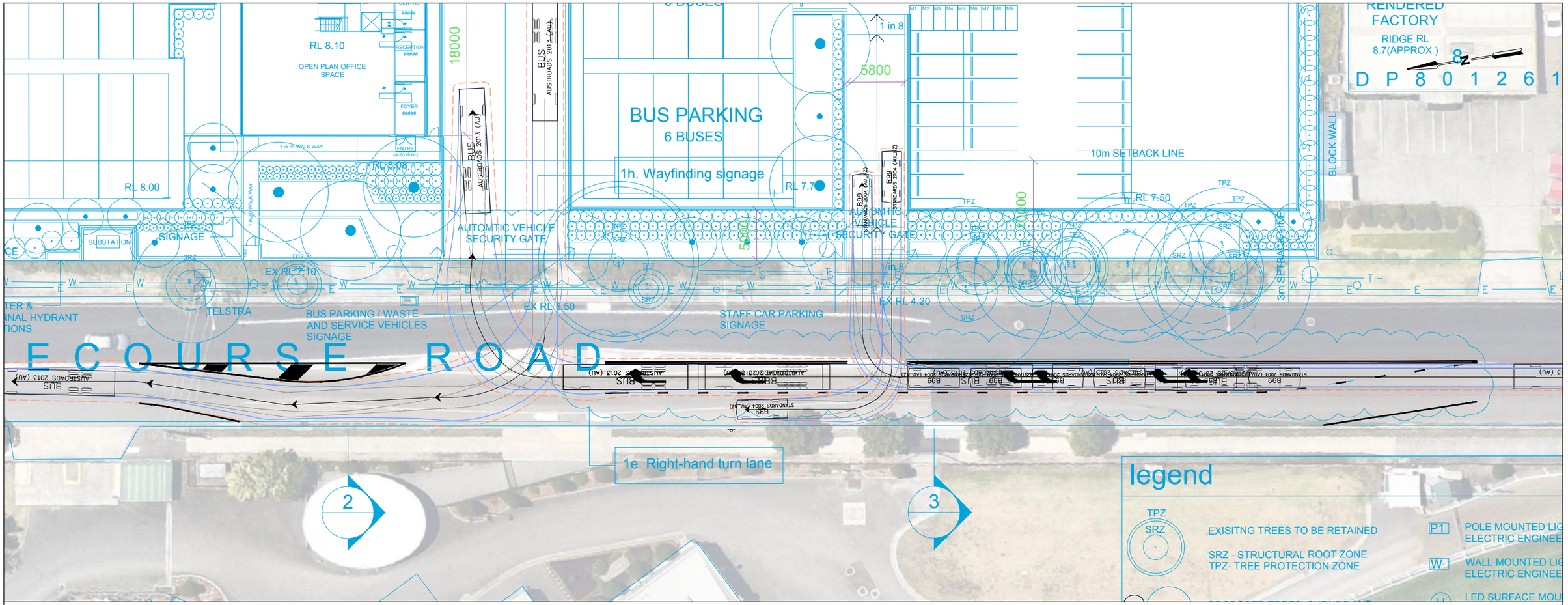
SCALE A3 1:400

CAD FILE NO. 300304375-02-P8.DWG

WALUYA PTY LTD WEST GOSFORD
RACECOURSE ROAD
CHANNELISED RIGHT TURN LANE
CONCEPT LAYOUT

DRAWING NO. 300304375-02-01 SHEET 01 OF 02 ISSUE P8

Y:\300304375\TECHNICAL\DRAWINGS\300304375-02-P8.DWG PLOTTED BY XIE, WILLIAM ON 17/07/2024 AT 15:49

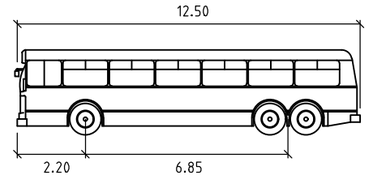


legend

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



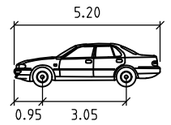
BUS

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

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

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DESIGNED W.XIE	DESIGN CHECK S.MANTON
APPROVED BY S.MANTON	DATE ISSUED 17 JULY 2024

SCALE A3 0 2 4 8 1:400

CAD FILE NO. 300304375-02-P8.DWG

WALUYA PTY LTD WEST GOSFORD
RACECOURSE ROAD
CHANNELISED RIGHT TURN LANE
CONCEPT LAYOUT - SWEPT PATH ASSESSMENT

DRAWING NO. 300304375-02-02 SHEET 02 OF 02 ISSUE P8

ARCHITECTURAL BASE IN BLUE
DRAWING ar--0200
REVISION A07
BY DEM
RECEIVED 17.07.2024

CIVIL BASE IN GREEN
DRAWING X_22-1063-DE-SITEWORKS_20240125.dwg
REVISION -
BY at&l
RECEIVED 25.01.2024

CIVIL SECTION BASE IN GREEN
DRAWINGS Site Plan.dwg, SECTION 1.dwg, SECTION 2.dwg, SECTION 3.dwg, SECTION 4.dwg
BY at&l
RECEIVED 02.02.2024

AERIAL IMAGERY FROM NEARMAP
DATED 29.10.2023

GREEN HATCH SHOWS 97.8m AVAILABLE SIGHT DISTANCE NOTING SOME TRIMMING OF VEGETATION MAY BE REQUIRED. A SEPARATE APPROVAL UNDER SECTION 138 OF THE ROADS ACT 1993 WILL BE SOUGHT FOR THIS WORK.

BEIGE HATCH SHOWS 83m REQUIRED SIGHT DISTANCE BASED ON A 5s GAP FROM FIGURE 3.3, AS2890.2:2018

BEIGE HATCH SHOWS 65m REQUIRED SIGHT DISTANCE BASED ON A 5s GAP FROM FIGURE 3.2, AS2890.1:2004 - NOTE THE AVAILABLE SIGHT DISTANCE FAR EXCEEDS THIS (MAJORITY OF RACECOURSE ROAD WILL BE VISIBLE)

NOTE: WORKS WITHIN THE ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY AND NOT FOR APPROVAL.

legend

- EXISITNG TREES TO BE RETAINED
- SRZ - STRUCTURAL ROOT ZONE
- TPZ- TREE PROTECTION ZONE
- PROPOSED TREES, SHRUBS AND GROUND COVER
- 1.8M HIGH ELECTRICITY SECURITY FENCE
- SAFETY BARRIER
- CRASH BARRIER
- UNDERGROUND SEWER MAIN AND SEWER MAN HOLE
- TELSTRA LINE
- ELECTRICITY OVERHEAD CABLES
- WATER MAIN
- B BICYCLE PARKING
- M MOTOCYCLE PARKING
- P1 POLE MOUNTED LIGHTING TO ELECTRIC ENGINEERS DETAIL
- W WALL MOUNTED LIGHTING TO ELECTRIC ENGINEERS DETAIL
- H LED SURFACE MOUNTED LIGHTING TO ELECTRIC ENGINEERS DETAIL
- RD RECESSED LED LIGHTING TO ELECTRIC ENGINEERS DETAIL
- BL LED BOLLARD TO ELECTRIC ENGINEERS DETAIL
- H 165W LED SURFACE MOUNTED LOWBAY, 4FMS, 400K

No. OF BUS BAYS:	96
No. OF CAR SPACES:	113
No. OF MOTOCYCLE SPACES:	15
No. OF BICYCLE SPACES:	10
OFFICE GFA (SQM):	711
GROUND FLOOR:	320
FIRST FLOOR:	391

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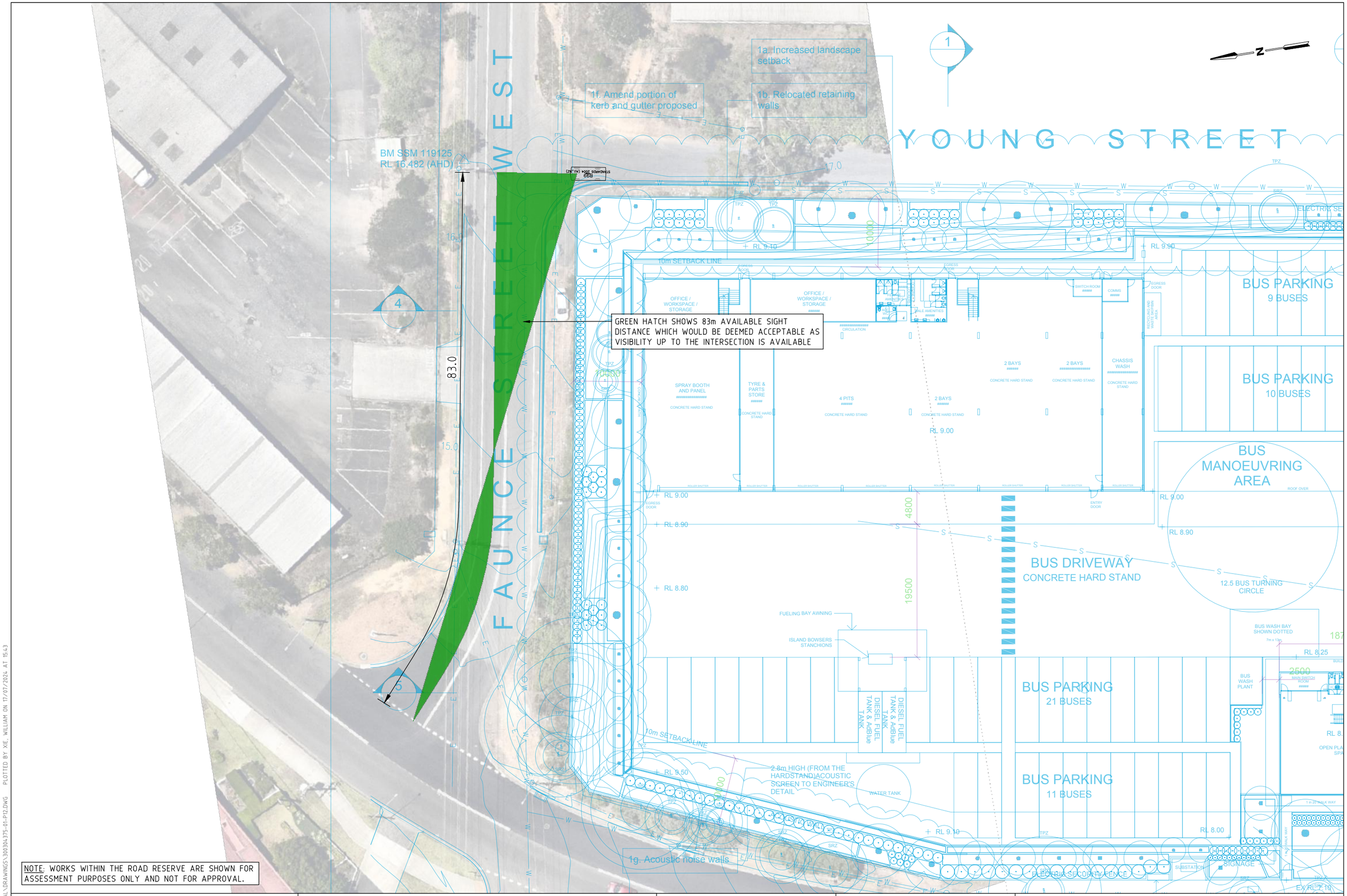
DESIGNED	W.XIE
DESIGN CHECK	S.MANTON
APPROVED BY	S.MANTON
DATE ISSUED	17 JULY 2024
SCALE	A3 - N/A
CAD FILE NO.	300304375-01-P12.DWG

WALUYA PTY LTD WEST GOSFORD

SITE PLAN
SIGHTLINE ASSESSMENT

DRAWING NO. 300304375-01-01 SHEET 01 OF 17 ISSUE P12



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DESIGNED W.XIE	DESIGN CHECK S.MANTON
APPROVED BY S.MANTON	DATE ISSUED 17 JULY 2024

SCALE A3 0 5 10 20 1:1000

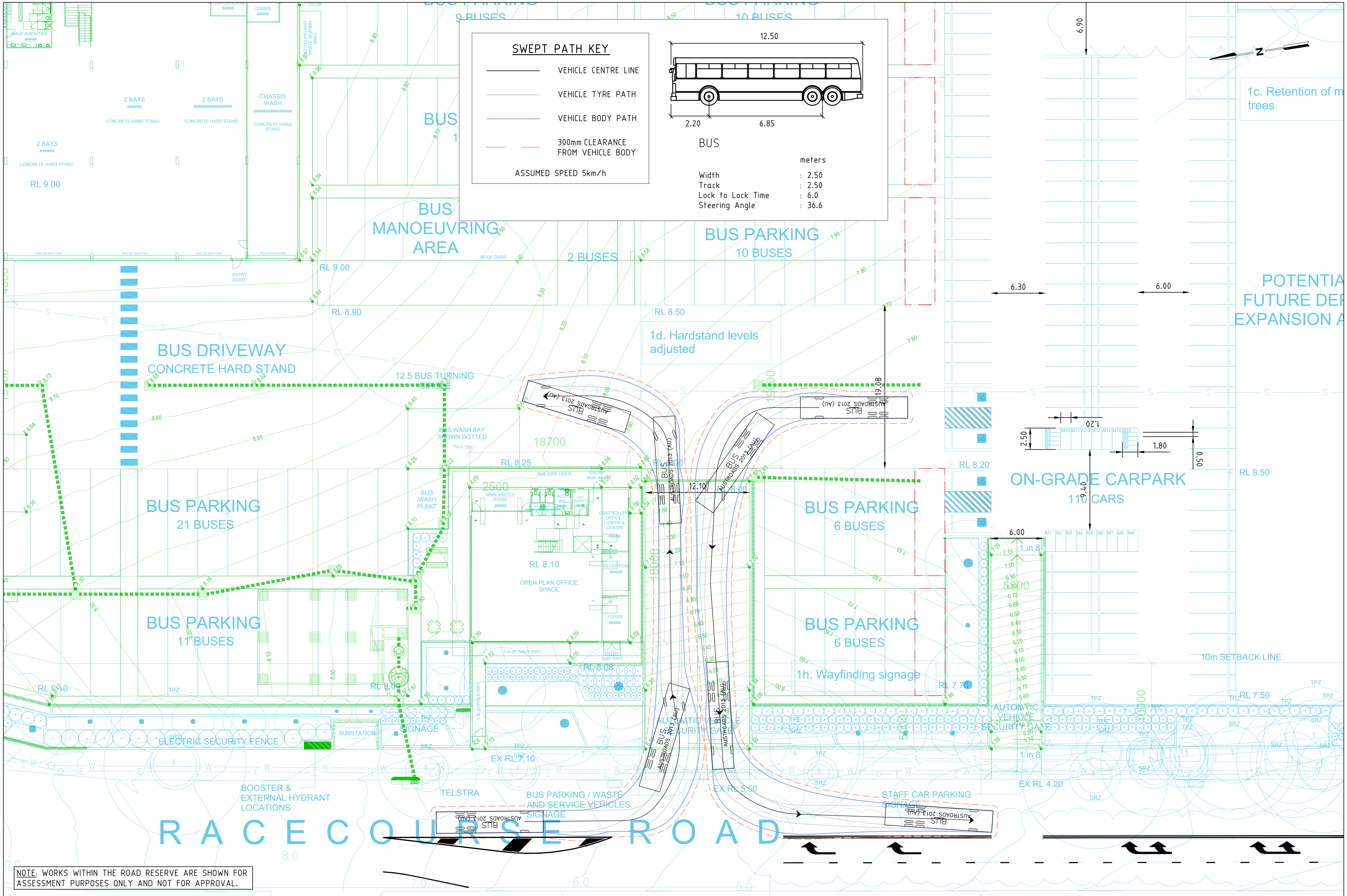
CAD FILE NO. 300304375-01-P12.DWG

WALUYA PTY LTD WEST GOSFORD

SITE PLAN
SIGHTLINE ASSESSMENT

DRAWING NO. 300304375-01-02 SHEET 02 OF 17 ISSUE P12

Y:\300304375\TECHNICAL\DRAWINGS\300304375-01-P12.DWG PLOTTED BY XIE, WILLIAM ON 17/07/2024 AT 15:43


SWEPT PATH KEY
VEHICLE CENTRE LINE
VEHICLE TYRE PATH
VEHICLE BODY PATH
300mm CLEARANCE FROM VEHICLE BODY
ASSUMED SPEED 5km/h
12.50
2.20
6.85
BUS
meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 36.6
9 BUSES
10 BUSES
2 BAYS
CHASSIS WASH
CONCRETE HARD STAND
RL 9.00
BUS MANOEUVRING AREA
2 BUSES
BUS PARKING
10 BUSES
RL 8.90
RL 8.50
1d. Hardstand levels adjusted
1c. Retention of m trees
POTENTIA FUTURE DEF EXPANSION A
BUS DRIVEWAY
CONCRETE HARD STAND
12.5 BUS TURNING CIRCLE
BUS WASH BAY SHOWN DOTTED
18700
RL 8.25
RL 8.20
ON-GRADE CARPARK
110 CARS
RL 8.50
BUS PARKING
21 BUSES
BUS WASH PLANT
2500
RL 8.10
OPEN PLAN OFFICE SPACE
12.10
BUS PARKING
6 BUSES
BUS PARKING
11 BUSES
BUS PARKING
6 BUSES
1h. Wayfinding signage
RL 7.70
10m SETBACK LINE
RL 7.50
RL 8.10
RL 8.00
ELECTRIC SECURITY FENCE
SUBSTATION
SIGNAGE
AUTOMATIC VEHICLE SECURITY GATE
EX RL 7.10
EX RL 5.50
EX RL 4.20
BOOSTER & EXTERNAL HYDRANT LOCATIONS
TELSTRA
BUS PARKING / WASTE AND SERVICE VEHICLES SIGNAGE
STAFF CAR PARKING SIGNAGE
RACECOURSE ROAD
AUSTROADS 2013 (AU) BUS
6.30
6.00
6.90
19.08
1 in 8
1 in 20 WALK WAY
NOTE: WORKS WITHIN THE ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY AND NOT FOR APPROVAL.

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DESIGNED W.XIE	DESIGN CHECK S.MANTON	SCALE A3 1:400	WALUYA PTY LTD WEST GOSFORD
APPROVED BY S.MANTON	DATE ISSUED 17 JULY 2024	CAD FILE NO. 300304375-01-P12.DWG	BUS ACCESS VEHICLE SWEPT PATH ASSESSMENT

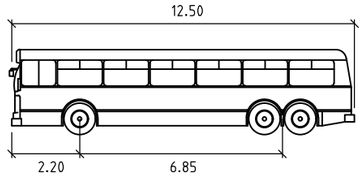
DRAWING NO. 300304375-01-03 SHEET 03 OF 17 ISSUE P12

Y:\300304375\TECHNICAL\DRAWINGS\300304375-01-P12.DWG PLOTTED BY XIE, WILLIAM ON 17/07/2024 AT 15:43

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



BUS

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

SPLAYING OF DRIVEWAY CROSSOVER REQUIRED TO ACCOMMODATE SWEPT PATHS. A SEPARATE APPROVAL UNDER SECTION 138 OF THE ROADS ACT 1993 WILL BE SOUGHT FOR THIS WORK.

NOTE: WORKS WITHIN THE ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY AND NOT FOR APPROVAL.

1c. Retention of m trees

1d. Hardstand levels adjusted

1h. Wayfinding signage

POTENTIA FUTURE DEP EXPANSION A

BUS DRIVEWAY
CONCRETE HARD STAND

BUS MANOEUVRING AREA

BUS PARKING
10 BUSES

BUS PARKING
21 BUSES

BUS PARKING
11 BUSES

BUS PARKING
6 BUSES

BUS PARKING
6 BUSES

ON-GRADE CARPARK
110 CARS

12.5 BUS TURNING

BUS WASH BAY SHOWN DOTTED

BUS WASH PLANT

OPEN PLAN OFFICE SPACE

ELECTRIC SECURITY FENCE

BOOSTER & EXTERNAL HYDRANT LOCATIONS

TELSTRA

BUS PARKING / WASTE AND SERVICE VEHICLES SIGNAGE

STAFF CAR PARKING

10m SETBACK LINE

AUTOMATIC VEHICLE BOOM GATE

RACECOURSE ROAD

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DESIGNED W.XIE	DESIGN CHECK S.MANTON
APPROVED BY S.MANTON	DATE ISSUED 17 JULY 2024

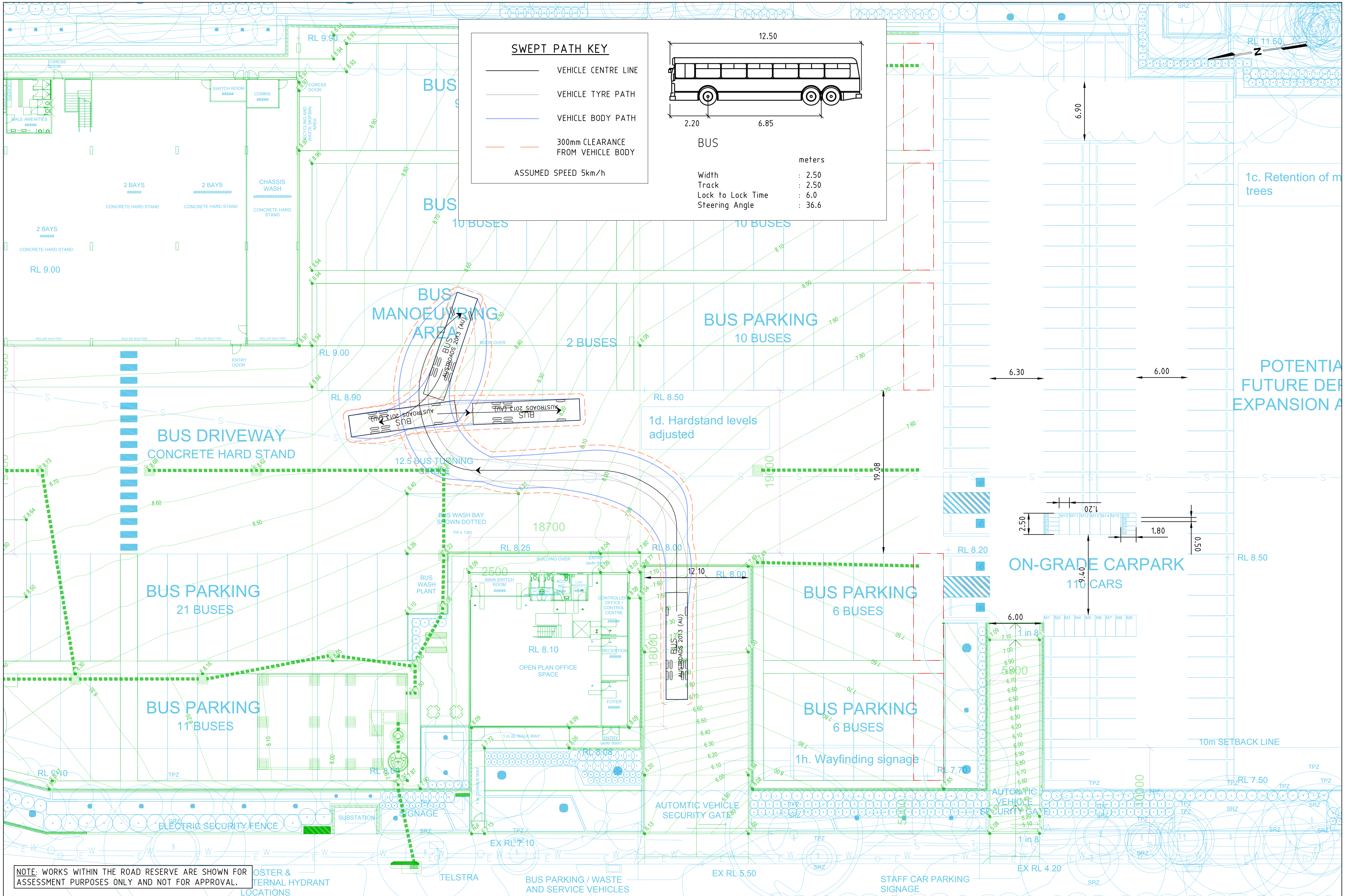
SCALE A3 0 2 4 8 1:400

CAD FILE NO. 300304375-01-P12.DWG

WALUYA PTY LTD WEST GOSFORD

BUS ACCESS
VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300304375-01-04 SHEET 04 OF 17 ISSUE P12


SWEPT PATH KEY
VEHICLE CENTRE LINE
VEHICLE TYRE PATH
VEHICLE BODY PATH
300mm CLEARANCE FROM VEHICLE BODY
ASSUMED SPEED 5km/h
12.50
2.20
6.85
BUS
meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 36.6
BUS MANOEUVRING AREA
BUS PARKING
10 BUSES
2 BUSES
BUS DRIVEWAY
CONCRETE HARD STAND
12.5 BUS TURNING CIRCLE
BUS WASH BAY SHOWN DOTTED
1d. Hardstand levels adjusted
1c. Retention of m trees
POTENTIA FUTURE DEF EXPANSION A
ON-GRADE CARPARK
110 CARS
BUS PARKING
21 BUSES
BUS PARKING
11 BUSES
BUS PARKING
6 BUSES
BUS PARKING
6 BUSES
RL 8.10
OPEN PLAN OFFICE SPACE
1h. Wayfinding signage
10m SETBACK LINE
AUTOMTIC VEHICLE SECURITY GATE
AUTOMATIC VEHICLE SECURITY GATE
ELECTRIC SECURITY FENCE
SUBSTATION
SIGNAGE
TELSTRA
BUS PARKING / WASTE AND SERVICE VEHICLES
STAFF CAR PARKING SIGNAGE
EX RL 7.10
EX RL 5.50
EX RL 4.20
NOTE: WORKS WITHIN THE ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY AND NOT FOR APPROVAL.

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WARNING
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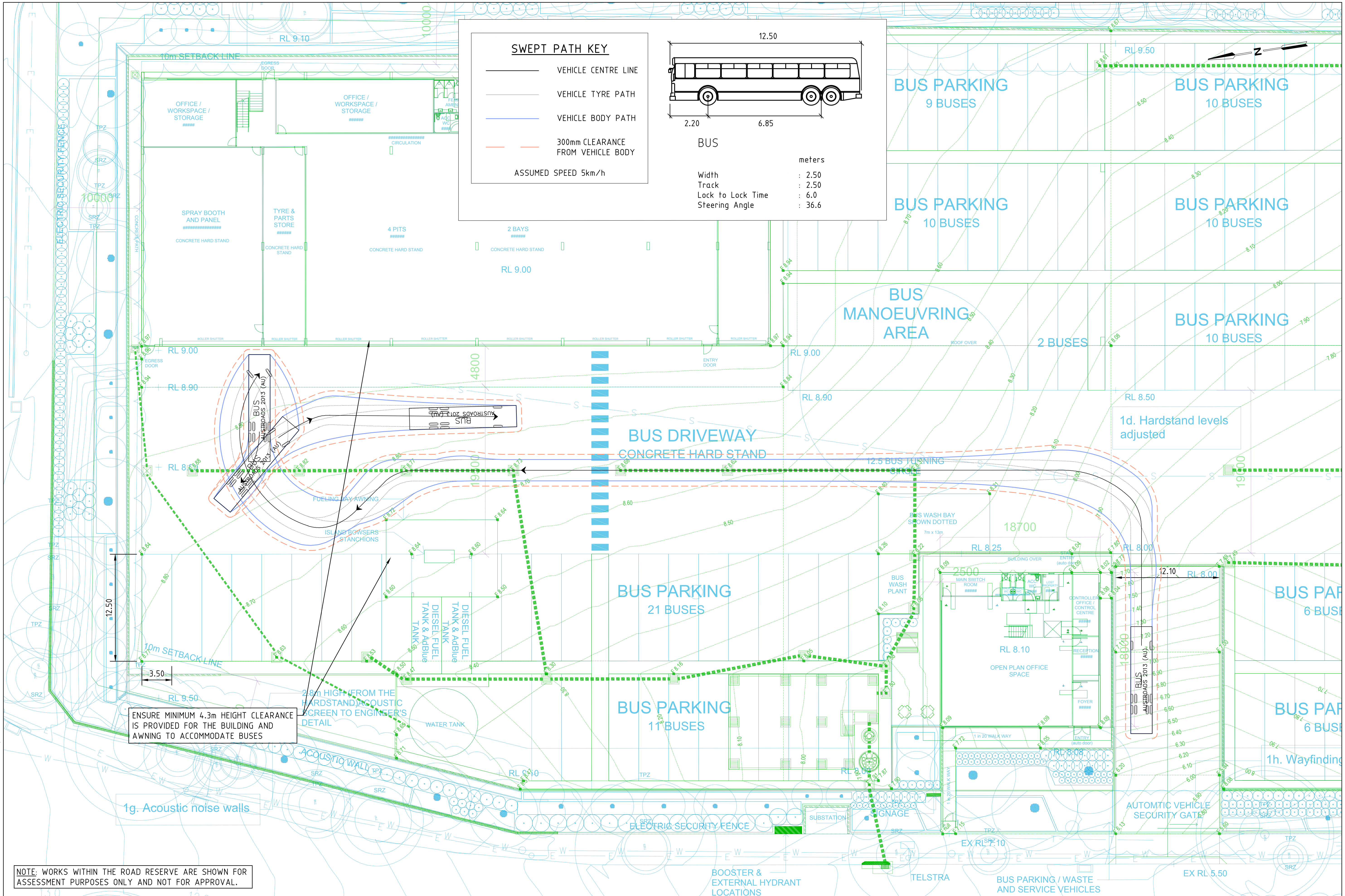
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED W.XIE	DESIGN CHECK S.MANTON	SCALE A3 1:400	WALUYA PTY LTD WEST GOSFORD
APPROVED BY S.MANTON	DATE ISSUED 17 JULY 2024	CAD FILE NO. 300304375-01-P12.DWG	BUS TURNAROUND VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300304375-01-05 SHEET 05 OF 17 ISSUE P12

Y:\300304375\TECHNICAL\DRAWINGS\300304375-01-P12.DWG PLOTTED BY XIE, WILLIAM ON 17/07/2024 AT 15:43



SWEPT PATH KEY
VEHICLE CENTRE LINE
VEHICLE TYRE PATH
VEHICLE BODY PATH
300mm CLEARANCE FROM VEHICLE BODY
ASSUMED SPEED 5km/h
12.50
2.20
6.85
BUS
meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 36.6
BUS PARKING 9 BUSES
BUS PARKING 10 BUSES
BUS PARKING 10 BUSES
BUS PARKING 10 BUSES
BUS MANOEUVRING AREA
2 BUSES
BUS PARKING 10 BUSES
1d. Hardstand levels adjusted
BUS DRIVEWAY
CONCRETE HARD STAND
12.5 BUS TURNING CIRCLE
BUS PARKING 21 BUSES
BUS PARKING 11 BUSES
DIESEL FUEL TANK & AdBlue TANK
DIESEL FUEL TANK & AdBlue TANK
OFFICE / WORKSPACE / STORAGE
SPRAY BOOTH AND PANEL
TYRE & PARTS STORE
4 PITS
2 BAYS
RL 9.00
RL 8.90
RL 9.10
RL 9.50
RL 8.50
RL 8.25
RL 8.00
RL 8.10
10m SETBACK LINE
ELECTRIC SECURITY FENCE
FUELLING BAY AWNING
ISLAND BOWSERS STANCHIONS
BUS WASH BAY SHOWN DOTTED
BUS WASH PLANT
OPEN PLAN OFFICE SPACE
WATER TANK
ACOUSTIC WALL
2.8m HIGH (FROM THE HARDSTAND) ACOUSTIC SCREEN TO ENGINEER'S DETAIL
ENSURE MINIMUM 4.3m HEIGHT CLEARANCE IS PROVIDED FOR THE BUILDING AND AWNING TO ACCOMMODATE BUSES
1g. Acoustic noise walls
SUBSTATION
AUTOMTIC VEHICLE SECURITY GATE
1h. Wayfinding
BOOSTER & EXTERNAL HYDRANT LOCATIONS
TELSTRA
BUS PARKING / WASTE AND SERVICE VEHICLES
EX RL 5.50
EX RL 7.10
12.50
3.50
12.10
NOTE: WORKS WITHIN THE ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY AND NOT FOR APPROVAL.

Stantec

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

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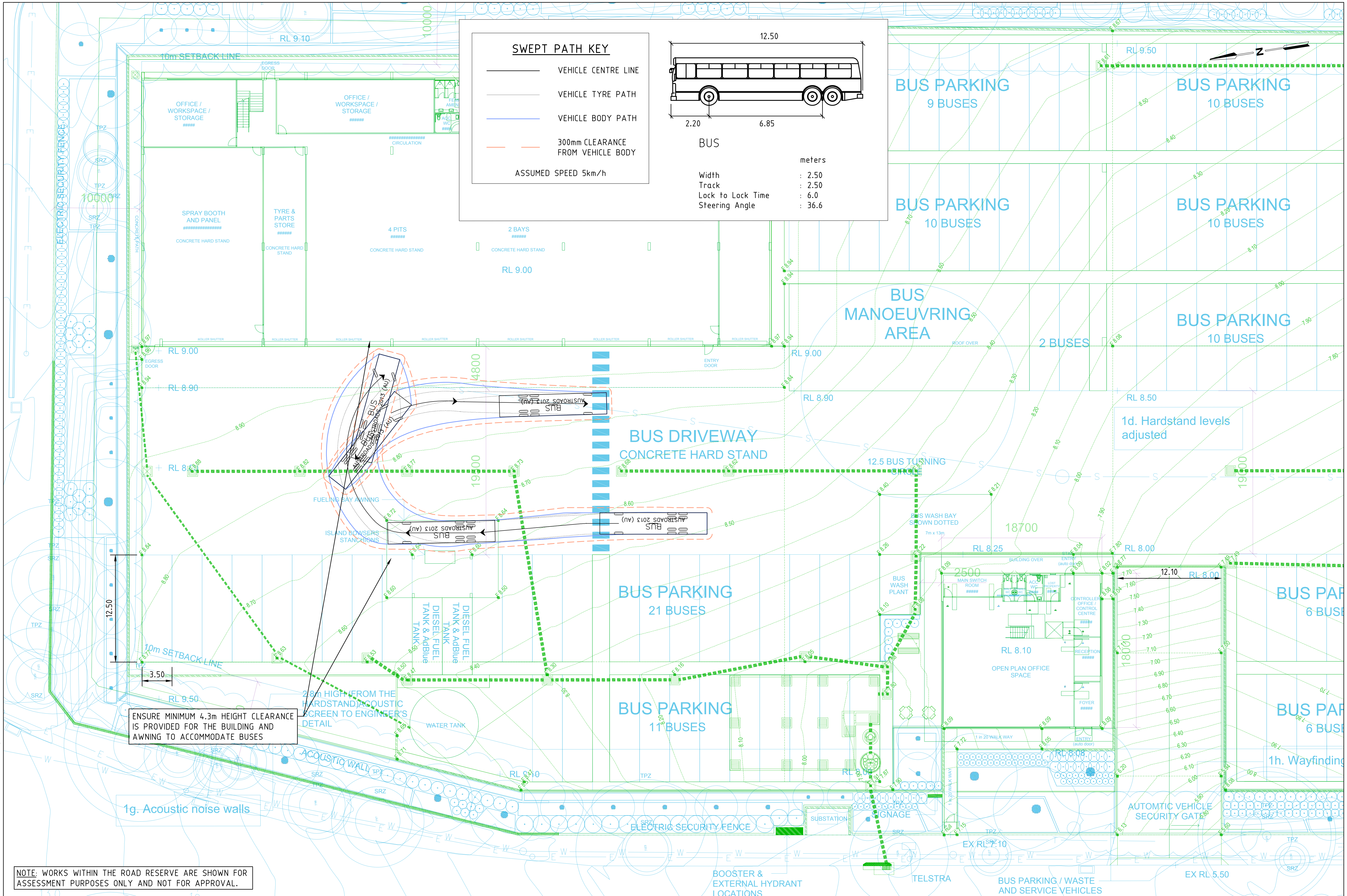
DESIGNED W.XIE	DESIGN CHECK S.MANTON
APPROVED BY S.MANTON	DATE ISSUED 17 JULY 2024

SCALE A3 1:400
CAD FILE NO. 300304375-01-P12.DWG

WALUYA PTY LTD WEST GOSFORD

BUS TURNAROUND
VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300304375-01-06 SHEET 06 OF 17 ISSUE P12



SWEPT PATH KEY
VEHICLE CENTRE LINE
VEHICLE TYRE PATH
VEHICLE BODY PATH
300mm CLEARANCE FROM VEHICLE BODY
ASSUMED SPEED 5km/h
12.50
2.20
6.85
BUS
meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 36.6
BUS PARKING
9 BUSES
BUS PARKING
10 BUSES
BUS PARKING
10 BUSES
BUS PARKING
10 BUSES
BUS MANOEUVRING AREA
2 BUSES
BUS PARKING
10 BUSES
1d. Hardstand levels adjusted
BUS DRIVEWAY
CONCRETE HARD STAND
12.5 BUS TURNING CIRCLE
BUS PARKING
21 BUSES
BUS PARKING
11 BUSES
DIESEL FUEL TANK & AdBlue TANK
FUELING BAY AWNING
ISLAND BOWSERS STANCHIONS
10m SETBACK LINE
ELECTRIC SECURITY FENCE
OFFICE / WORKSPACE / STORAGE
SPRAY BOOTH AND PANEL
TYRE & PARTS STORE
4 PITS
2 BAYS
RL 9.10
RL 9.00
RL 8.90
RL 8.50
RL 8.00
RL 8.25
RL 8.10
RL 9.50
12.50
3.50
12.10
ENSURE MINIMUM 4.3m HEIGHT CLEARANCE IS PROVIDED FOR THE BUILDING AND AWNING TO ACCOMMODATE BUSES
2.8m HIGH (FROM THE HARDSTAND) ACOUSTIC SCREEN TO ENGINEER'S DETAIL
WATER TANK
ACOUSTIC WALL
1g. Acoustic noise walls
BUS WASH BAY SHOWN DOTTED
BUS WASH PLANT
OPEN PLAN OFFICE SPACE
AUTOMATIC VEHICLE SECURITY GATE
1h. Wayfinding
SUBSTATION
BOOSTER & EXTERNAL HYDRANT LOCATIONS
TELSTRA
BUS PARKING / WASTE AND SERVICE VEHICLES
EX RL 7.10
EX RL 5.50
NOTE: WORKS WITHIN THE ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY AND NOT FOR APPROVAL.

Stantec

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DESIGNED W.XIE	DESIGN CHECK S.MANTON
APPROVED BY S.MANTON	DATE ISSUED 17 JULY 2024

SCALE A3 1:400

CAD FILE NO. 300304375-01-P12.DWG

WALUYA PTY LTD WEST GOSFORD

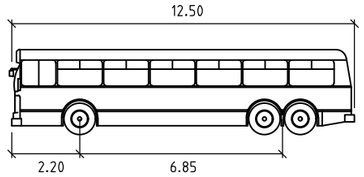
ISLAND BOWSER ACCESS
VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300304375-01-07 SHEET 07 OF 17 ISSUE P12

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



BUS

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

CLEARANCES REDUCED TO 300mm

9 SPACES TO BE VACANT TO ACCOMMODATE ACCESS TO FUEL BOWSER

2.8m HIGH (FROM THE HARDSTAND) ACOUSTIC SCREEN TO ENGINEER'S DETAIL

1g. Acoustic noise walls

1d. Hardstand levels adjusted

1h. Wayfinding

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DESIGNED W.XIE	DESIGN CHECK S.MANTON
APPROVED BY S.MANTON	DATE ISSUED 17 JULY 2024

SCALE A3 0 2 4 8 1:400

CAD FILE NO. 300304375-01-P12.DWG

WALUYA PTY LTD WEST GOSFORD

ISLAND BOWSER ACCESS
VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300304375-01-08 SHEET 08 OF 17 ISSUE P12

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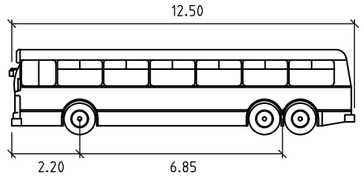
NOTE: WORKS WITHIN THE ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY AND NOT FOR APPROVAL.

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



BUS

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

VEHICLE ENTRY

VEHICLE EXIT

Stantec	PRELIMINARY PLAN – FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION	DESIGNED W.XIE	DESIGN CHECK S.MANTON
	WARNING – BEWARE OF UNDERGROUND SERVICES. THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.	APPROVED BY S.MANTON	DATE ISSUED 17 JULY 2024
		SCALE A3 0 2 4 8 1:400	CAD FILE NO. 300304375-01-P12.DWG

WALUYA PTY LTD WEST GOSFORD

BUS PARKING
VEHICLE SWEPT PATH ASSESSMENT

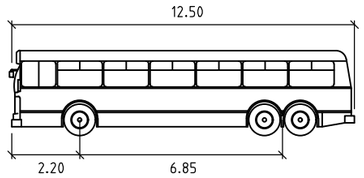
DRAWING NO. 300304375-01-09 SHEET 09 OF 17 ISSUE P12

NOTE: WORKS WITHIN THE ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY AND NOT FOR APPROVAL.

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



BUS

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

VEHICLE ENTRY

VEHICLE EXIT

ACCESS TO TWO SPACES RESTRICTED WHEN BUS IS REFUELLING

PRELIMINARY PLAN
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APPROVED BY S.MANTON	DATE ISSUED 17 JULY 2024
SCALE A3	1:400
CAD FILE NO.	300304375-01-P12.DWG

WALUYA PTY LTD WEST GOSFORD

BUS PARKING
VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300304375-01-10 SHEET 10 OF 17 ISSUE P12

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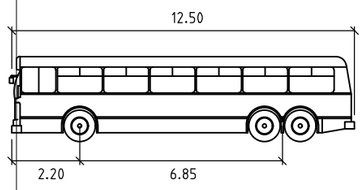
SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



BUS

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

BUS MANOEUVRING AREA

BUS DRIVEWAY
CONCRETE HARD STAND

12.5 BUS TURNING CIRCLE

BUS PARKING
21 BUSES

BUS PARKING
11 BUSES

BUS PARKING
9 BUSES

BUS PARKING
10 BUSES

BUS WASH BAY SHOWN DOTTED

BUS WASH PLANT

CHASSIS WASH

2 BAYS

4 PITS

CONCRETE HARD STAND

RL 9.00

RL 8.90

RL 8.25

RL 8.10

DIESEL FUEL TANK & AdBlue TANK

SUBSTATION

ELECTRIC SECURITY FENCE

BOOSTER & EXTERNAL HYDRANT LOCATIONS

TELSTRA

WATER TANK

AWNING

SRZ

TPZ

VEHICLE ENTRY

VEHICLE EXIT

PRELIMINARY PLAN
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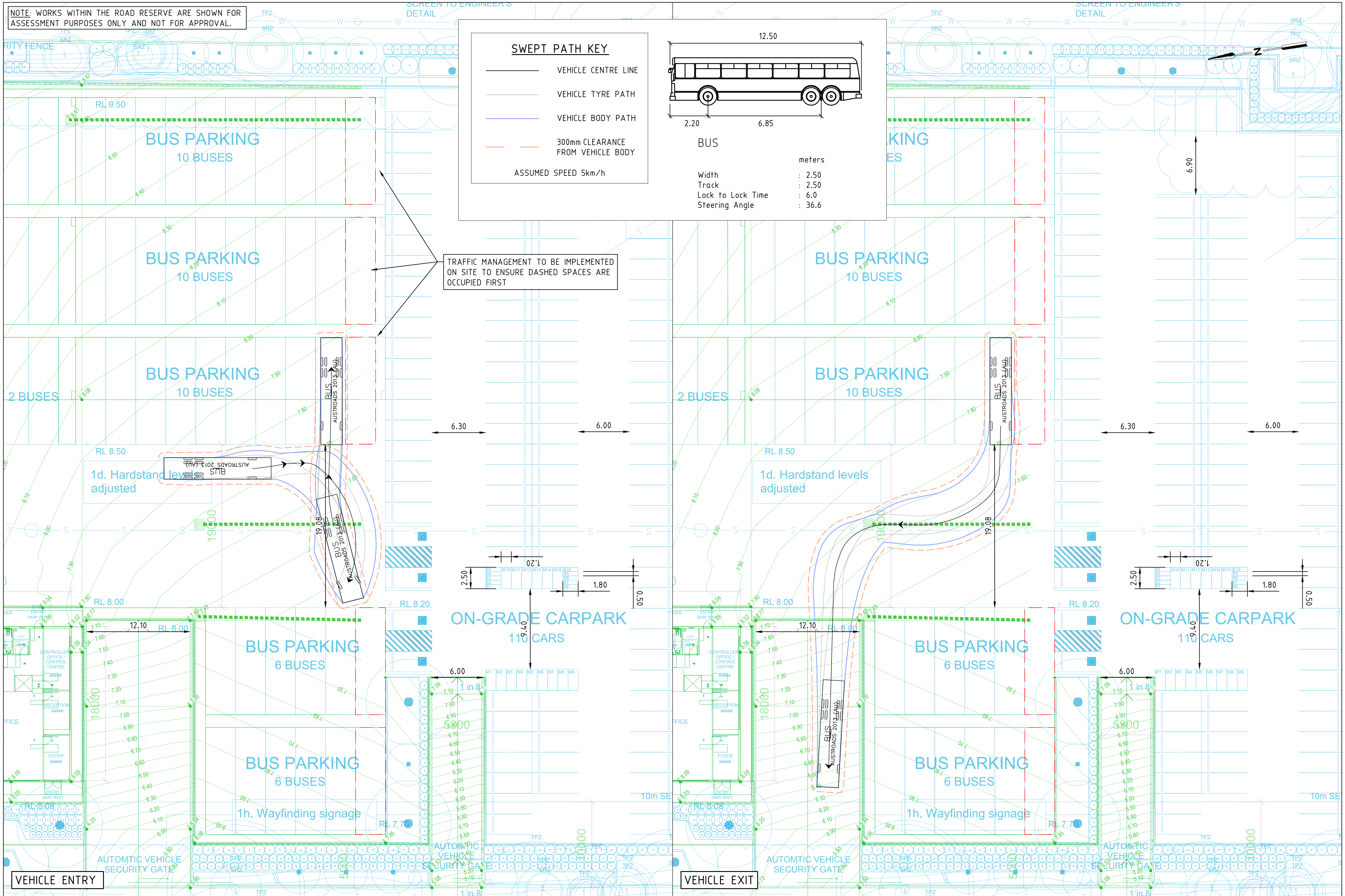
DESIGNED W.XIE	DESIGN CHECK S.MANTON
APPROVED BY S.MANTON	DATE ISSUED 17 JULY 2024
SCALE A3	0 2 4 8 1:400
CAD FILE NO. 300304375-01-P12.DWG	

WALUYA PTY LTD WEST GOSFORD

CHASSIS WASH
VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300304375-01-11 SHEET 11 OF 17 ISSUE P12



PLOTTED BY XIE, WILLIAM ON 17/07/2024 AT 15:44
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Stantec

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FOR DISCUSSION PURPOSES ONLY
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SCALE A3 1:400
CAD FILE NO. 300304375-01-P12.DWG

WALUYA PTY LTD WEST GOSFORD

BUS PARKING
VEHICLE SWEPT PATH ASSESSMENT

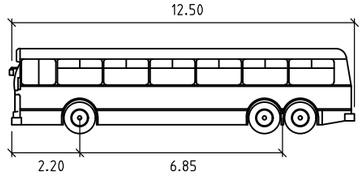
DRAWING NO. 300304375-01-12 SHEET 12 OF 17 ISSUE P12

NOTE: WORKS WITHIN THE ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY AND NOT FOR APPROVAL.

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



BUS

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

BUS PARKING
10 BUSES

BUS PARKING
10 BUSES

BUS PARKING
10 BUSES
2 BUSES

6.30

6.00

RL 8.50

1d. Hardstand levels adjusted

19.08

12.10

RL 8.00

RL 8.20

ON-GRADE CARPARK
110 CARS

2.50

1.20

1.80

0.50

9.40

BUS PARKING
6 BUSES

BUS
AUSTROADS 2013 (AU)

6.00

1 in 8

TRAFFIC MANAGEMENT TO BE IMPLEMENTED ON SITE TO ENSURE DASHED SPACES ARE OCCUPIED FIRST

BUS PARKING
6 BUSES

1h. Wayfinding signage

RL 7.70

AUTOMTIC VEHICLE SECURITY GATE

EX RL 5.50

EX RL 4.20

STAFF CAR PARKING SIGNAGE

VEHICLE ENTRY

VEHICLE EXIT

R O A D

6.90

Stantec

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DESIGN CHECK	S.MANTON
APPROVED BY	S.MANTON
DATE ISSUED	17 JULY 2024
SCALE	A3 0 2 4 8 1:400
CAD FILE NO.	300304375-01-P12.DWG

WALUYA PTY LTD WEST GOSFORD

BUS PARKING
VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300304375-01-13 SHEET 13 OF 17 ISSUE P12

Y:\300304375\TECHNICAL\DRAWINGS\300304375-01-P12.DWG PLOTTED BY XIE, WILLIAM ON 17/07/2024 AT 15:44

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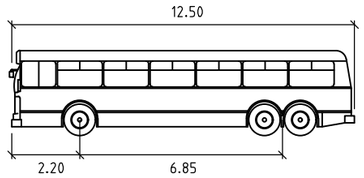
SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



BUS

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

BUS PARKING
10 BUSES

BUS PARKING
10 BUSES

BUS PARKING
10 BUSES
2 BUSES

1d. Hardstand levels adjusted

RL 8.50

6.30

6.00

19.08

RL 8.00

RL 8.20

ON-GRADE CARPARK
110 CARS

9.40

2.50

1.20

1.80

0.50

12.10

BUS PARKING
6 BUSES

BUS PARKING
6 BUSES

1h. Wayfinding signage

RL 7.70

1 in 8

AUTOMTIC VEHICLE SECURITY GATE

EX RL 5.50

EX RL 4.20

STAFF CAR PARKING SIGNAGE

KING / WASTE
RVICE VEHICLES

VEHICLE ENTRY

ROAD

6.90

10m SE

MULTIPLE MANOEUVRES REQUIRED FOR BUS TO EXIT SITE

VEHICLE EXIT

Stantec

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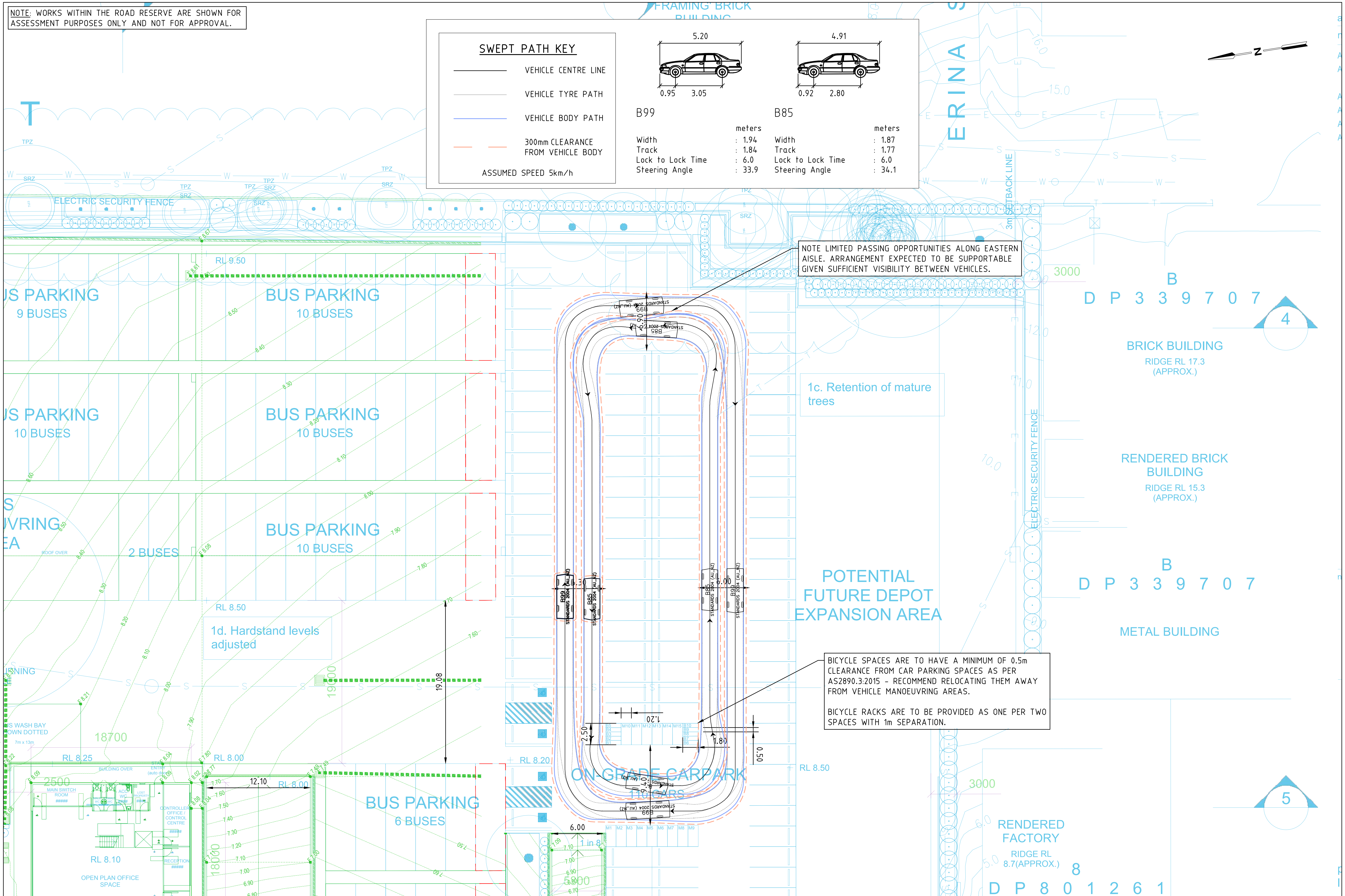
DESIGN CHECK	S.MANTON
APPROVED BY	S.MANTON
DATE ISSUED	17 JULY 2024
CAD FILE NO.	300304375-01-P12.DWG

SCALE A3 0 2 4 8 1:400

WALUYA PTY LTD WEST GOSFORD

BUS PARKING
VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300304375-01-14 SHEET 14 OF 17 ISSUE P12



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SWEPT PATH KEY
VEHICLE CENTRE LINE
VEHICLE TYRE PATH
VEHICLE BODY PATH
300mm CLEARANCE FROM VEHICLE BODY
ASSUMED SPEED 5km/h
B99
5.20
0.95 3.05
meters
Width : 1.94
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9
B85
4.91
0.92 2.80
meters
Width : 1.87
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1
NOTE LIMITED PASSING OPPORTUNITIES ALONG EASTERN AISLE. ARRANGEMENT EXPECTED TO BE SUPPORTABLE GIVEN SUFFICIENT VISIBILITY BETWEEN VEHICLES.
BICYCLE SPACES ARE TO HAVE A MINIMUM OF 0.5m CLEARANCE FROM CAR PARKING SPACES AS PER AS2890.3:2015 - RECOMMEND RELOCATING THEM AWAY FROM VEHICLE MANOEUVRING AREAS.
BICYCLE RACKS ARE TO BE PROVIDED AS ONE PER TWO SPACES WITH 1m SEPARATION.
ELECTRIC SECURITY FENCE
BUS PARKING
10 BUSES
BUS PARKING
10 BUSES
BUS PARKING
10 BUSES
BUS PARKING
6 BUSES
2 BUSES
1d. Hardstand levels adjusted
1c. Retention of mature trees
ON-GRADE CARPARK
110 CARS
POTENTIAL FUTURE DEPOT EXPANSION AREA
BRICK BUILDING
RIDGE RL 17.3 (APPROX.)
RENDERED BRICK BUILDING
RIDGE RL 15.3 (APPROX.)
METAL BUILDING
RENDERED FACTORY
RIDGE RL 8.7(APPROX.)
B DP 339707
B DP 339707
8 DP 801261
3m SETBACK LINE
RL 9.50
RL 8.50
RL 8.25
RL 8.00
RL 8.20
RL 8.10
RL 8.50
19.08
12.10
6.00
1 in 8
18700
18000
19000
2500
3000
OPEN PLAN OFFICE SPACE

Stantec	PRELIMINARY PLAN FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION	WARNING BEWARE OF UNDERGROUND SERVICES THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.	

DESIGNED W.XIE

DESIGN CHECK S.MANTON

APPROVED BY S.MANTON

DATE ISSUED 17 JULY 2024

SCALE A3 1:400

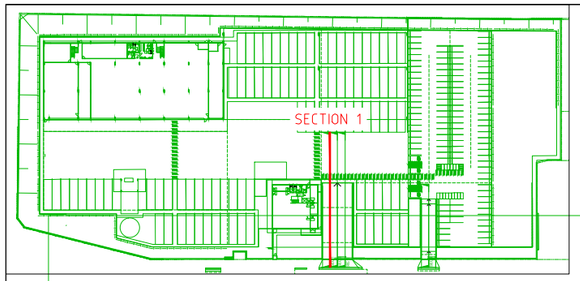
CAD FILE NO. 300304375-01-P12.DWG

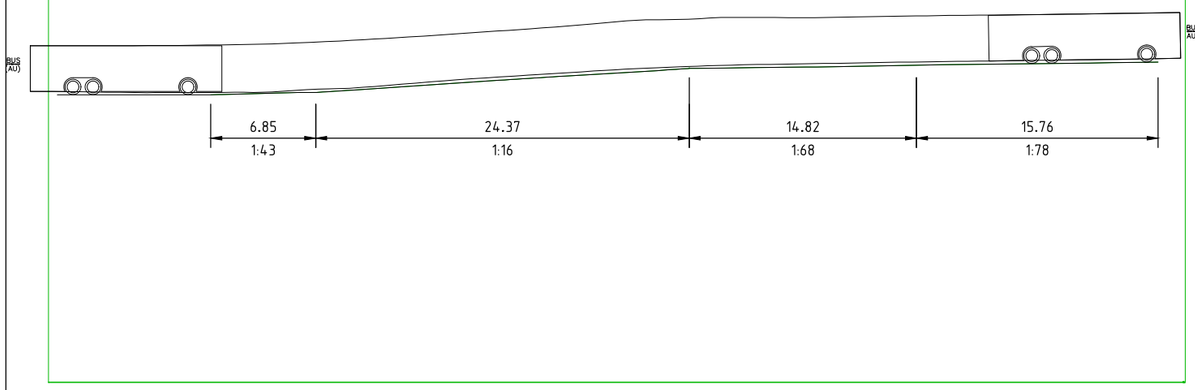
WALUYA PTY LTD WEST GOSFORD

CAR PARKING

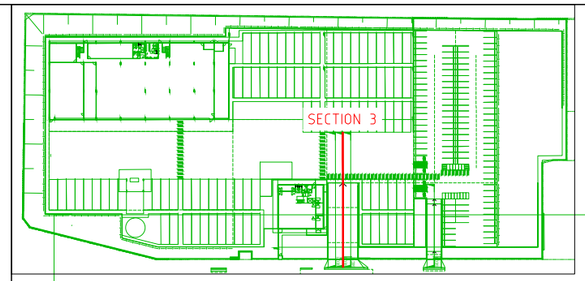
VEHICLE SWEPT PATH ASSESSMENT

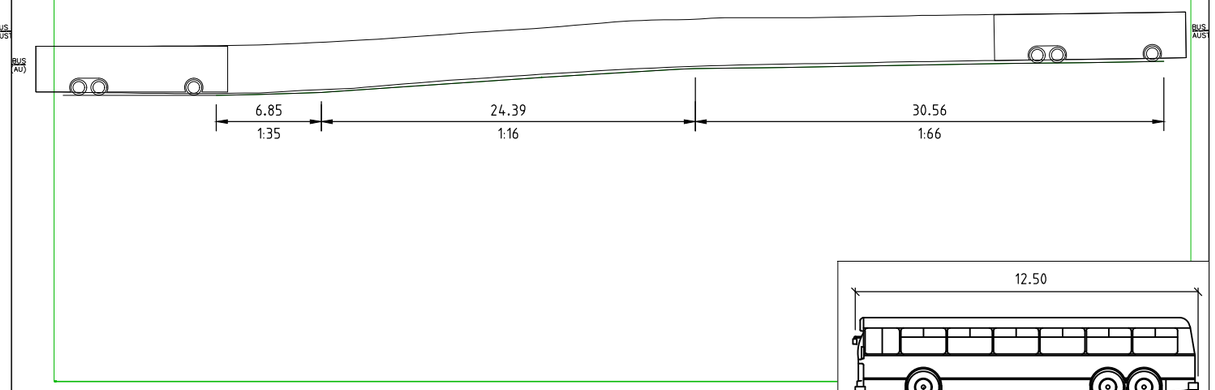
DRAWING NO. 300304375-01-15 SHEET 15 OF 17 ISSUE P12



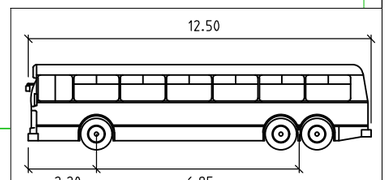


SECTION 1 - ENTRY





SECTION 3 - ENTRY



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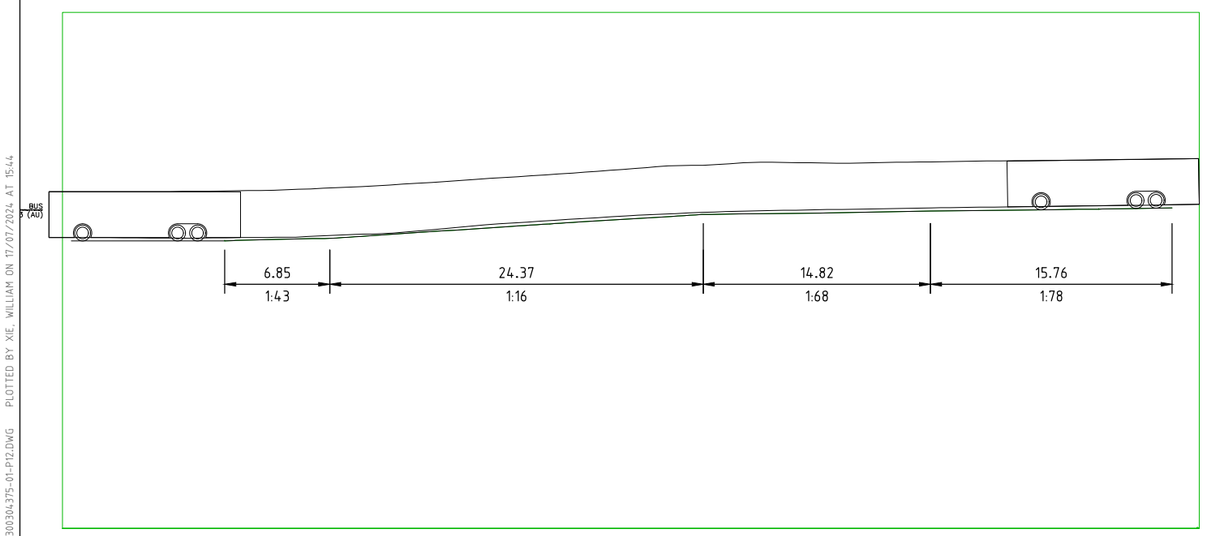

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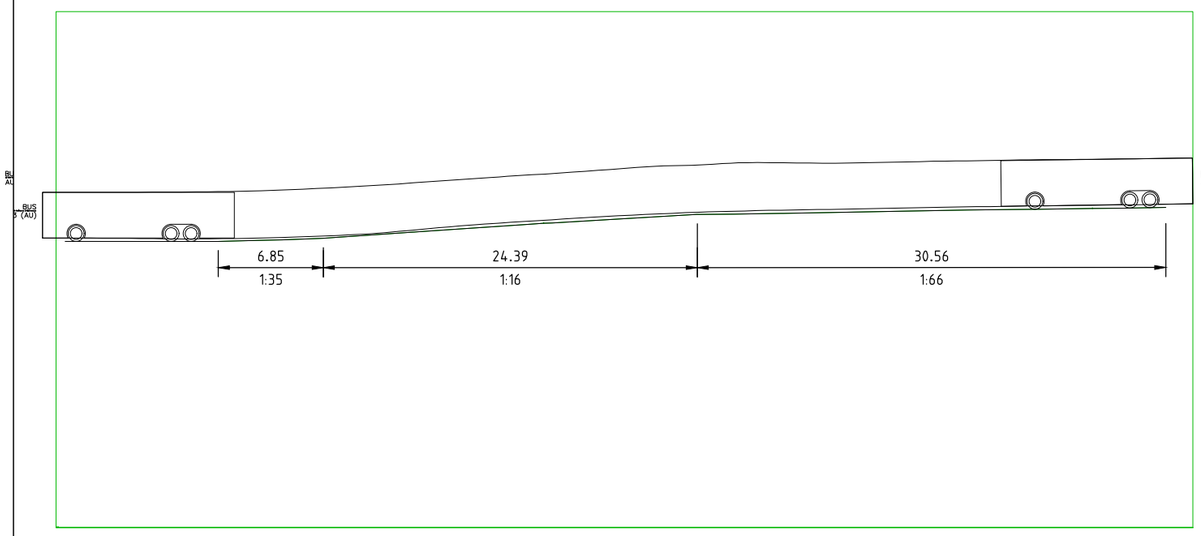

SECTION 3 - EXIT

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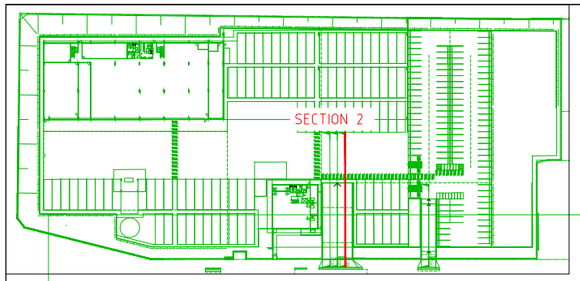
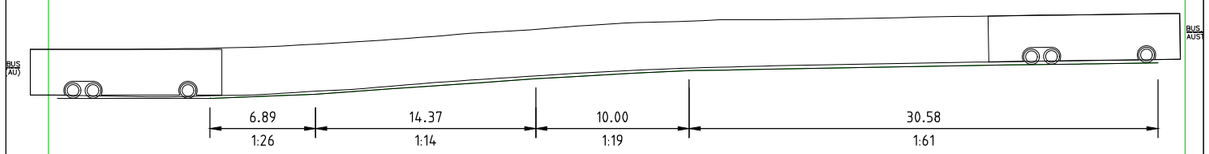
DESIGNED W.XIE
DESIGN CHECK S.MANTON
APPROVED BY S.MANTON
DATE ISSUED 17 JULY 2024
SCALE A3 0 2 4 8 1:400
CAD FILE NO. 300304375-01-P12.DWG

WALUYA PTY LTD WEST GOSFORD

HEAVY VEHICLE RAMP
VERTICAL CLEARANCE ASSESSMENT

DRAWING NO. 300304375-01-16 SHEET 16 OF 17 ISSUE P12





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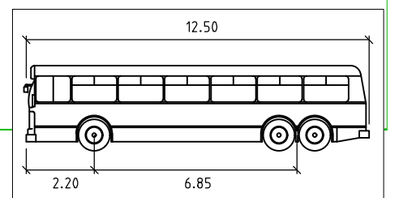

BUS

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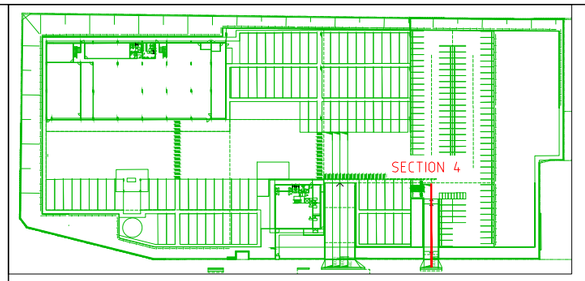
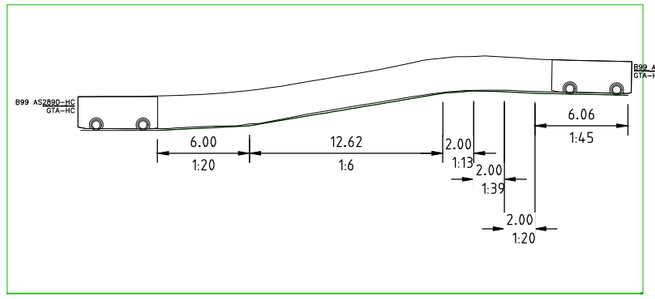
Lock to Lock Time	: 6.0
Steering Angle	: 36.6





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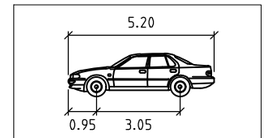

B99

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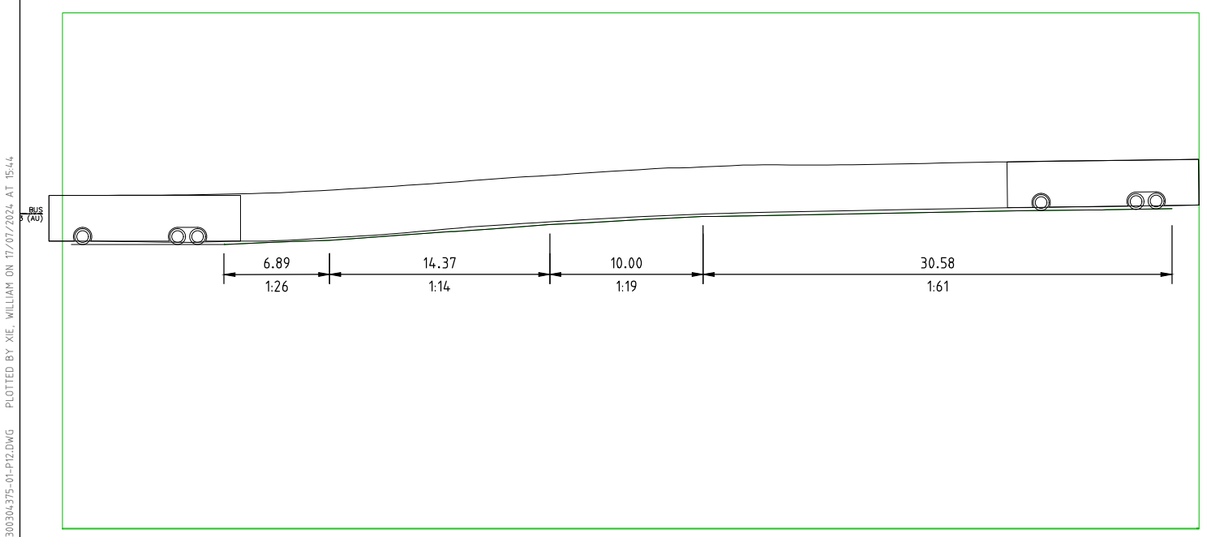

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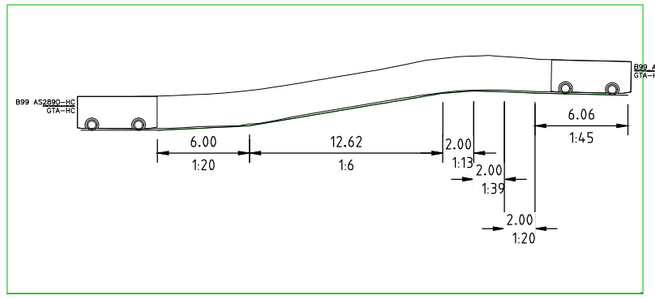

SECTION 4 - EXIT

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WALUYA PTY LTD WEST GOSFORD

HEAVY AND LIGHT VEHICLE RAMPS
VERTICAL CLEARANCE ASSESSMENT

DRAWING NO. 300304375-01-17 SHEET 17 OF 17 ISSUE P12

Appendix D Busways Data – Comparable Development

Owen Street Proposed Depot - No of Buses arriving and Departing

Depart and Arrive Depots by 1/4 Hour

Day	Depart Depot (Decimal Rounded 1/4)	No Buses		Day	Arrive Depot (Decimal Rounded 1/4)	No Buses
School Days	3.25	1		School Days	1.00	1
School Days	3.75	1		School Days	8.25	2
School Days	4.00	1		School Days	8.50	5
School Days	4.25	2		School Days	8.75	9
School Days	4.50	10		School Days	9.00	10
School Days	4.75	8		School Days	9.25	4
School Days	5.00	17		School Days	9.50	2
School Days	5.25	9		School Days	9.75	6
School Days	5.50	9		School Days	10.00	10
School Days	5.75	8		School Days	10.25	4
School Days	6.00	6		School Days	10.50	5
School Days	6.25	5		School Days	10.75	3
School Days	6.50	11		School Days	11.00	3
School Days	6.75	19		School Days	11.25	1
School Days	7.00	9		School Days	11.50	2
School Days	7.25	12		School Days	11.75	2
School Days	7.50	1		School Days	12.00	4
School Days	12.00	1		School Days	12.25	3
School Days	12.25	3		School Days	12.50	1
School Days	12.50	7		School Days	12.75	5
School Days	12.75	7		School Days	13.00	6
School Days	13.00	8		School Days	13.25	7
School Days	13.25	8		School Days	13.50	10
School Days	13.50	9		School Days	13.75	10
School Days	13.75	17		School Days	14.00	6
School Days	14.00	10		School Days	14.25	4
School Days	14.25	29		School Days	15.75	1
School Days	14.50	12		School Days	16.00	1
School Days	14.75	7		School Days	16.25	1
School Days Mon to Thurs	4.75	1		School Days	16.75	1
School Days Mon to Thurs	5.25	1		School Days	17.00	3
School Days Mon to Thurs	13.75	1		School Days	17.25	4
School Days Mon to Thurs	14.25	1		School Days	17.50	4
School Days Mon to Thurs	14.50	2		School Days	17.75	4
School Days Mon to Thurs	14.75	4		School Days	18.00	5
School Days Fridays Only	4.75	1		School Days	18.25	2
School Days Fridays Only	5.25	1		School Days	18.50	7
School Days Fridays Only	13.75	1		School Days	18.75	8
School Days Fridays Only	14.25	1		School Days	19.00	14
School Days Fridays Only	14.50	2		School Days	19.25	5

Day	Depart Depot (Decimal Rounded 1/4)	No Buses		Day	Arrive Depot (Decimal Rounded 1/4)	No Buses
School Days Fridays Only	14.75	4		School Days	19.50	3
School Holidays	3.25	1		School Days	19.75	2
School Holidays	3.75	1		School Days	20.00	4
School Holidays	4.00	1		School Days	20.25	6
School Holidays	4.25	3		School Days	20.50	2
School Holidays	4.50	10		School Days	20.75	9
School Holidays	4.75	10		School Days	21.00	4
School Holidays	5.00	19		School Days	21.25	9
School Holidays	5.25	11		School Days	21.75	1
School Holidays	5.50	7		School Days	22.00	1
School Holidays	5.75	10		School Days	22.25	4
School Holidays	6.00	7		School Days	22.50	1
School Holidays	6.25	5		School Days	22.75	3
School Holidays	6.50	6		School Days	23.00	1
School Holidays	6.75	8		School Days	23.25	3
School Holidays	7.00	3		School Days	23.50	3
School Holidays	8.75	1		School Days	23.75	1
School Holidays	11.75	1		School Days	24.25	3
School Holidays	12.00	6		School Days	24.50	2
School Holidays	12.25	10		School Days Mon to Thurs	12.50	1
School Holidays	12.50	6		School Days Mon to Thurs	14.00	1
School Holidays	12.75	5		School Days Mon to Thurs	22.75	1
School Holidays	13.00	5		School Days Mon to Thurs	23.50	1
School Holidays	13.25	4		School Days Mon to Thurs	23.75	2
School Holidays	13.50	3		School Days Mon to Thurs	24.00	1
School Holidays	13.75	4		School Days Mon to Thurs	24.50	3
School Holidays	14.00	7		School Days Fridays Only	1.00	1
School Holidays	14.25	11		School Days Fridays Only	1.25	1
School Holidays	14.50	8		School Days Fridays Only	12.50	1
School Holidays	14.75	11		School Days Fridays Only	14.00	1
School Holidays	15.00	3		School Days Fridays Only	23.25	1
School Holidays	15.25	2		School Days Fridays Only	24.50	3
School Holidays	15.50	7		School Days Fridays Only	24.75	2
School Holidays	15.75	2		School Holidays	7.50	1
School Holidays	16.50	1		School Holidays	8.25	1
School Holidays Mon to Thurs	5.00	1		School Holidays	8.50	1
School Holidays Mon to Thurs	14.00	1		School Holidays	9.00	1
School Holidays Mon to Thurs	14.75	1		School Holidays	10.00	3
School Holidays Mon to Thurs	15.00	2		School Holidays	10.25	6
School Holidays Mon to Thurs	15.25	1		School Holidays	10.50	6
School Holidays Mon to Thurs	15.50	1		School Holidays	10.75	4
School Holidays Mon to Thurs	15.75	1		School Holidays	11.00	2
School Holidays Mon to Thurs	16.25	1		School Holidays	11.25	4
School Holidays Fridays Only	5.00	1		School Holidays	11.50	2
School Holidays Fridays Only	14.00	1		School Holidays	11.75	2

Day	Depart Depot (Decimal Rounded 1/4)	No Buses		Day	Arrive Depot (Decimal Rounded 1/4)	No Buses
School Holidays Fridays Only	14.75	1		School Holidays	12.00	5
School Holidays Fridays Only	15.00	2		School Holidays	12.25	6
School Holidays Fridays Only	15.25	1		School Holidays	12.50	11
School Holidays Fridays Only	15.50	1		School Holidays	12.75	7
School Holidays Fridays Only	15.75	1		School Holidays	13.00	2
School Holidays Fridays Only	16.25	1		School Holidays	13.25	7
Saturdays	4.75	1		School Holidays	13.50	2
Saturdays	5.00	1		School Holidays	13.75	5
Saturdays	5.25	2		School Holidays	14.00	2
Saturdays	5.50	4		School Holidays	14.25	5
Saturdays	5.75	3		School Holidays	14.50	5
Saturdays	6.00	6		School Holidays	14.75	4
Saturdays	6.50	5		School Holidays	15.00	6
Saturdays	6.75	7		School Holidays	15.25	3
Saturdays	7.00	1		School Holidays	16.50	1
Saturdays	7.25	7		School Holidays	17.50	1
Saturdays	7.50	3		School Holidays	17.75	1
Saturdays	7.75	7		School Holidays	18.00	2
Saturdays	8.00	2		School Holidays	18.25	2
Saturdays	8.25	1		School Holidays	18.50	4
Saturdays	8.50	7		School Holidays	18.75	8
Saturdays	8.75	6		School Holidays	19.00	6
Saturdays	9.50	1		School Holidays	19.25	3
Saturdays	9.75	1		School Holidays	19.50	1
Saturdays	10.25	2		School Holidays	19.75	3
Saturdays	11.25	1		School Holidays	20.00	7
Saturdays	11.50	1		School Holidays	20.25	9
Saturdays	11.75	1		School Holidays	20.50	4
Saturdays	12.25	2		School Holidays	20.75	6
Saturdays	12.75	3		School Holidays	21.00	4
Saturdays	13.00	1		School Holidays	21.25	4
Saturdays	13.25	1		School Holidays	21.50	1
Saturdays	14.25	3		School Holidays	21.75	3
Saturdays	14.50	1		School Holidays	22.00	2
Saturdays	14.75	2		School Holidays	22.25	8
Saturdays	15.25	2		School Holidays	22.50	1
Saturdays	15.50	1		School Holidays	22.75	2
Saturdays	15.75	3		School Holidays	23.00	1
Saturdays	16.00	1		School Holidays	23.25	4
Saturdays	16.25	5		School Holidays	23.75	1
Saturdays	16.50	1		School Holidays	24.25	3
Saturdays	16.75	3		School Holidays	24.50	4
Saturdays	17.25	1		School Holidays Mon to Thurs	15.00	1
Saturdays	17.75	1		School Holidays Mon to Thurs	23.25	2
Sundays & Public Holidays	6.25	1		School Holidays Mon to Thurs	23.50	1

Day	Depart Depot (Decimal Rounded 1/4)	No Buses		Day	Arrive Depot (Decimal Rounded 1/4)	No Buses
Sundays & Public Holidays	6.50	1		School Holidays Mon to Thurs	23.75	1
Sundays & Public Holidays	6.75	1		School Holidays Mon to Thurs	24.25	1
Sundays & Public Holidays	7.00	3		School Holidays Mon to Thurs	24.50	3
Sundays & Public Holidays	7.25	6		School Holidays Fridays Only	1.00	1
Sundays & Public Holidays	7.50	6		School Holidays Fridays Only	1.25	1
Sundays & Public Holidays	7.75	6		School Holidays Fridays Only	15.00	1
Sundays & Public Holidays	8.00	3		School Holidays Fridays Only	23.25	1
Sundays & Public Holidays	8.25	5		School Holidays Fridays Only	24.50	3
Sundays & Public Holidays	8.50	5		School Holidays Fridays Only	24.75	2
Sundays & Public Holidays	8.75	4		Saturdays	1.00	2
Sundays & Public Holidays	9.50	1		Saturdays	1.25	1
Sundays & Public Holidays	9.75	1		Saturdays	12.75	1
Sundays & Public Holidays	10.25	1		Saturdays	13.25	1
Sundays & Public Holidays	10.50	1		Saturdays	13.50	4
Sundays & Public Holidays	10.75	1		Saturdays	13.75	2
Sundays & Public Holidays	11.50	1		Saturdays	14.00	3
Sundays & Public Holidays	12.50	1		Saturdays	14.25	3
Sundays & Public Holidays	13.25	1		Saturdays	14.50	3
Sundays & Public Holidays	13.50	2		Saturdays	14.75	2
Sundays & Public Holidays	14.25	2		Saturdays	15.25	1
Sundays & Public Holidays	14.50	2		Saturdays	15.50	3
Sundays & Public Holidays	14.75	1		Saturdays	15.75	1
Sundays & Public Holidays	15.25	2		Saturdays	16.25	2
Sundays & Public Holidays	15.50	3		Saturdays	16.50	1
Sundays & Public Holidays	15.75	2		Saturdays	16.75	2
Sundays & Public Holidays	16.00	1		Saturdays	17.00	3
Sundays & Public Holidays	16.25	1		Saturdays	17.25	3
Sundays & Public Holidays	17.25	1		Saturdays	17.50	4
(blank)	(blank)			Saturdays	17.75	1
				Saturdays	18.00	3
				Saturdays	18.25	5
				Saturdays	18.50	3
				Saturdays	18.75	5
				Saturdays	19.00	1
				Saturdays	19.25	7
				Saturdays	19.75	1
				Saturdays	20.00	1
				Saturdays	20.25	2
				Saturdays	21.25	4
				Saturdays	21.50	2
				Saturdays	21.75	3
				Saturdays	22.50	2
				Saturdays	22.75	2
				Saturdays	23.00	1
				Saturdays	23.50	1

Day	Depart Depot (Decimal Rounded 1/4)	No Buses		Day	Arrive Depot (Decimal Rounded 1/4)	No Buses
				Saturdays	23.75	3
				Saturdays	24.00	2
				Saturdays	24.25	2
				Saturdays	24.50	4
				Saturdays	24.75	4
				Sundays & Public Holidays	13.75	2
				Sundays & Public Holidays	14.00	1
				Sundays & Public Holidays	14.25	1
				Sundays & Public Holidays	14.50	4
				Sundays & Public Holidays	14.75	2
				Sundays & Public Holidays	15.00	3
				Sundays & Public Holidays	15.25	2
				Sundays & Public Holidays	15.50	2
				Sundays & Public Holidays	15.75	1
				Sundays & Public Holidays	16.25	1
				Sundays & Public Holidays	16.50	1
				Sundays & Public Holidays	17.00	1
				Sundays & Public Holidays	17.25	3
				Sundays & Public Holidays	17.50	1
				Sundays & Public Holidays	18.00	1
				Sundays & Public Holidays	18.25	3
				Sundays & Public Holidays	18.50	4
				Sundays & Public Holidays	18.75	1
				Sundays & Public Holidays	19.00	3
				Sundays & Public Holidays	19.25	4
				Sundays & Public Holidays	19.75	1
				Sundays & Public Holidays	20.25	4
				Sundays & Public Holidays	21.00	2
				Sundays & Public Holidays	21.25	1
				Sundays & Public Holidays	21.50	2
				Sundays & Public Holidays	21.75	2
				Sundays & Public Holidays	22.25	3
				Sundays & Public Holidays	22.75	1
				Sundays & Public Holidays	23.00	1
				Sundays & Public Holidays	23.25	6
				Sundays & Public Holidays	23.75	1
				Sundays & Public Holidays	24.25	1
				(blank)	(blank)	

Appendix E Busways Data – Anticipated Directional Distributions

Combined OSMBSC 6&7 School-day Monday Racecourse Pulls

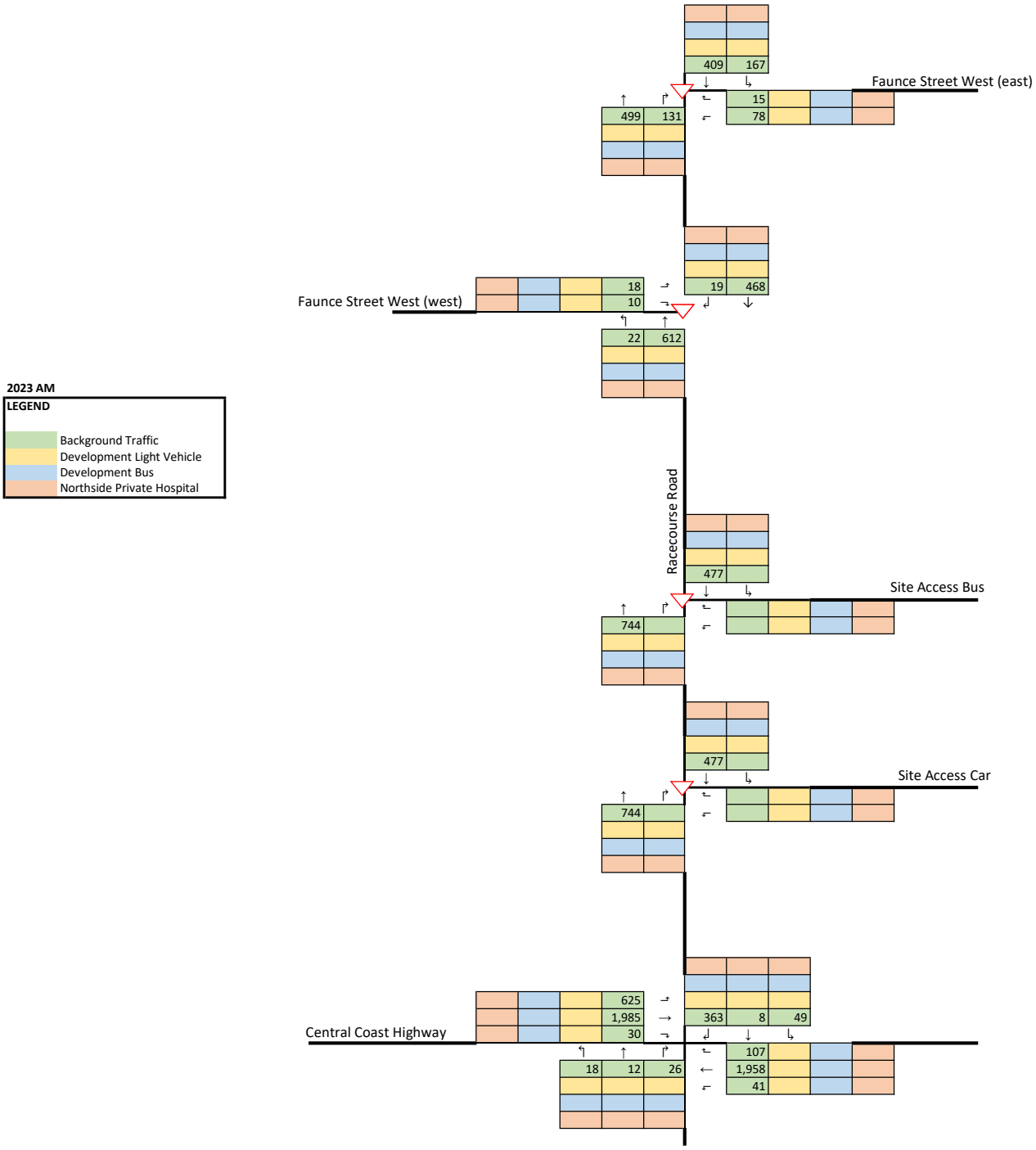
Purple HASTUS v22svsAg00 Blocks

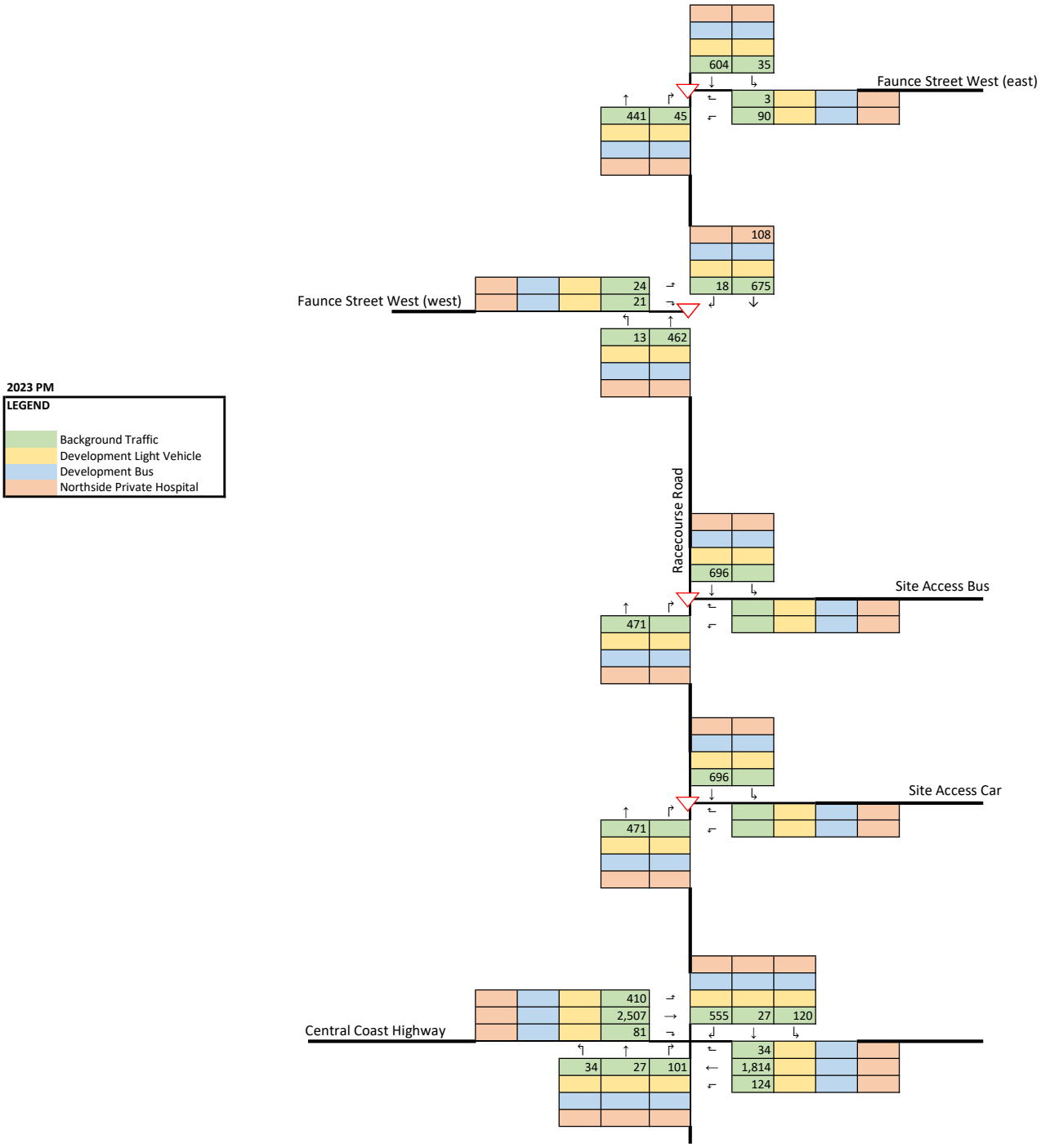
Garage	Block	Op Day	From	aTrp Plc Sta DescBSW	aTrp Plc End DescBSW	To	Distance	Trp speed	Type	North/South
GO92	291	muwtf	bali	Barralong Rd After Lingi St	Racecourse/Faunce Depot	GO92	7.6	30.3999996	Pull-in	North
GO92	262	mwtf	bbke	Bateau Bay Rd Opp Kedge Lane	Racecourse/Faunce Depot	GO92	18.1	47.217392	Pull-in	North
GO92	306	muwtf	wfbe1	Berecry Rd	Racecourse/Faunce Depot	GO92	33.2	53.8378372	Pull-in	South
GO92	329	muwtf	brad	Brougham St At Adelaide St	Racecourse/Faunce Depot	GO92	4	30	Pull-in	South
GO92	337	muwtf	brow1	Brownlee St (Ourimbah Stn East)	Racecourse/Faunce Depot	GO92	11.4	48.8571434	Pull-in	North
GO92	265	muwtf	buby	Bundeena Rd At Bomaderry Cres	Racecourse/Faunce Depot	GO92	18.1	49.363636	Pull-in	North
GO92	103	muwtf	adve	CC Adventist(Opp)	Racecourse/Faunce Depot	GO92	7.6	30.3999996	Pull-in	South
GO92	284	muwtf	ccya1	Central Coast Hwy After Yakalla St	Racecourse/Faunce Depot	GO92	19.8	47.5200005	Pull-in	South
GO92	260	muwtf	ccmm	Central Coast Hwy At Matcham Rd	Racecourse/Faunce Depot	GO92	13.4	44.6666679	Pull-in	South
GO92	11	mwtf	ccwi	Central Coast Hwy Opp Willoughby Rd	Racecourse/Faunce Depot	GO92	12.4	46.5	Pull-in	South
GO92	108	muwtf	ccrs	Central Coast Rudolf Steiner School	Racecourse/Faunce Depot	GO92	15.9	47.7000008	Pull-in	North
GO92	99	muwtf	ccrs	Central Coast Rudolf Steiner School	Racecourse/Faunce Depot	GO92	15.9	47.7000008	Pull-in	North
GO92	102	muwtf	ccrs	Central Coast Rudolf Steiner School	Racecourse/Faunce Depot	GO92	15.9	47.7000008	Pull-in	North
GO92	150	muwtf	mcps	Central Mangrove PS	Racecourse/Faunce Depot	GO92	21.1	52.75	Pull-in	South
GO92	88	muwtf	chgi	Chamberlain/Giselle	Racecourse/Faunce Depot	GO92	4.9	29.3999996	Pull-in	North
GO92	109	muwtf	cbps1	Chittaway Bay PS, Chittaway Rd	Racecourse/Faunce Depot	GO92	18.3	49.9090919	Pull-in	North
GO92	272	muwtf	cocc	Coleridge Rd Before Central Coast Hwy	Racecourse/Faunce Depot	GO92	17.3	47.1818199	Pull-in	North
GO92	263	muwtf	cocc	Coleridge Rd Before Central Coast Hwy	Racecourse/Faunce Depot	GO92	17.3	47.1818199	Pull-in	North
GO92	43	muwtf	cocc	Coleridge Rd Before Central Coast Hwy	Racecourse/Faunce Depot	GO92	17.3	47.1818199	Pull-in	North
GO92	251	muwtf	cocc	Coleridge Rd Before Central Coast Hwy	Racecourse/Faunce Depot	GO92	17.3	47.1818199	Pull-in	North
GO92	286	muwtf	cocc	Coleridge Rd Before Central Coast Hwy	Racecourse/Faunce Depot	GO92	17.3	47.1818199	Pull-in	North
GO92	258	muwtf	dahi1	Davistown Rd/High	Racecourse/Faunce Depot	GO92	11.7	46.7999992	Pull-in	South
GO92	311	muwtf	efai	Erina Fair	Racecourse/Faunce Depot	GO92	7.9	31.6000004	Pull-in	North
GO92	322	muwtf	efai	Erina Fair	Racecourse/Faunce Depot	GO92	7.9	31.6000004	Pull-in	North
GO92	195	muwtf	ehps1	Erina Heights PS (CC Hwy)	Racecourse/Faunce Depot	GO92	10.3	44.1428566	Pull-in	North
GO92	173	muwtf	erhs	Erina HS	Racecourse/Faunce Depot	GO92	6.5	30	Pull-in	North
GO92	336	muwtf	erwa	Erina St/Imperial Centre	Racecourse/Faunce Depot	GO92	2.2	26.3999996	Pull-in	North
GO92	93	muwtf	erwa	Erina St/Imperial Centre	Racecourse/Faunce Depot	GO92	2.2	26.3999996	Pull-in	North
GO92	111	muwtf	erwa	Erina St/Imperial Centre	Racecourse/Faunce Depot	GO92	2.2	26.3999996	Pull-in	North
GO92	283	muwtf	erwa	Erina St/Imperial Centre	Racecourse/Faunce Depot	GO92	2.2	26.3999996	Pull-in	North
GO92	313	muwtf	gdbt1	George Downes/Bloodtree	Racecourse/Faunce Depot	GO92	24.9	51.5172424	Pull-in	South
GO92	328	muwtf	gdwr	George Downes/Walkers Ridge	Racecourse/Faunce Depot	GO92	42.4	65.2307663	Pull-in	South
GO92	9	muwtf	gohs1	Gosford HS	Racecourse/Faunce Depot	GO92	1.3	26	Pull-in	North
GO92	86	muwtf	gops3	Gosford PS	Racecourse/Faunce Depot	GO92	0.5	30	Pull-in	North
GO92	188	muwtf	gops3	Gosford PS	Racecourse/Faunce Depot	GO92	0.5	30	Pull-in	North
GO92	146	muwtf	gdps1	Gosford Public School, Batley St	Racecourse/Faunce Depot	GO92	0.7	21	Pull-in	North
GO92	166	muwtf	gdps	Gosford Public School, Faunce St	Racecourse/Faunce Depot	GO92	0.5	30	Pull-in	North
GO92	44	muwtf	gdps	Gosford Public School, Faunce St	Racecourse/Faunce Depot	GO92	0.5	30	Pull-in	North
GO92	116	muwtf	gdps	Gosford Public School, Faunce St	Racecourse/Faunce Depot	GO92	0.5	30	Pull-in	North
GO92	160	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	178	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	83	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	270	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	199	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	133	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	69	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	249	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	338	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	331	muwt	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	333	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	82	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	80	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	200	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	254	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	65	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	31	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	334	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	250	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	319	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	235	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	211	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	296	muwtf	gosf	Gosford Stn	Racecourse/Faunce Depot	GO92	1.9	28.5	Pull-in	North
GO92	335	muwtf	gnra1	Greenhaven/Rampart	Racecourse/Faunce Depot	GO92	16	43.636364	Pull-in	South
GO92	187	muwtf	hkhs1	Henry Kendall HS (Racecourse Rd)	Racecourse/Faunce Depot	GO92	0.6	18	Pull-in	North
GO92	157	muwtf	info	International Football School	Racecourse/Faunce Depot	GO92	5.6	30.545454	Pull-in	South
GO92	39	muwtf	info	International Football School	Racecourse/Faunce Depot	GO92	5.6	30.545454	Pull-in	South
GO92	327	mwtf	kima1	Kincumber Cr/Magnolia	Racecourse/Faunce Depot	GO92	13.3	46.9411774	Pull-in	South
GO92	123	muwtf	lips1	Lisarow PS (Fagans Rd)	Racecourse/Faunce Depot	GO92	8.7	30.705883	Pull-in	North
GO92	118	muwtf	mady1	Manns/Stockyard	Racecourse/Faunce Depot	GO92	2	30	Pull-in	South
GO92	252	muwtf	mcob	McMaster/Ocean Beach	Racecourse/Faunce Depot	GO92	12	45	Pull-in	South
GO92	96	muwtf	npps1	Niagara Park PS (Opp)	Racecourse/Faunce Depot	GO92	5.9	29.5	Pull-in	North
GO92	192	muwtf	npps1	Niagara Park PS (Opp)	Racecourse/Faunce Depot	GO92	5.9	29.5	Pull-in	North
GO92	330	muwtf	obve	OBR/Veron	Racecourse/Faunce Depot	GO92	12.7	44.8235283	Pull-in	South
GO92	325	muwtf	ovme	Ocean View/Memorial	Racecourse/Faunce Depot	GO92	14.2	42.5999985	Pull-in	South
GO92	326	muwtf	weus	Opp.Woolworths(West St)	Racecourse/Faunce Depot	GO92	14.6	43.7999992	Pull-in	South

GO92	135	muwtf	oups2	Ourimbah PS (Dog Trap)	Racecourse/Faunce Depot	GO92	11.6	46.4000015	Pull-in	North	
GO92	130	muwtf	pafo	Pacific Hwy Opp Fowler Rd	Racecourse/Faunce Depot	GO92	18.2	49.636364	Pull-in	North	
GO92	310	muwtf	burn1	Pacific Hwy/Burns	Racecourse/Faunce Depot	GO92	12.7	47.625	Pull-in	North	
GO92	97	muwtf	pcps	Pt Clare PS	Racecourse/Faunce Depot	GO92	4.4	29.333334	Pull-in	South	
GO92	193	muwtf	pcps	Pt Clare PS	Racecourse/Faunce Depot	GO92	4.4	29.333334	Pull-in	South	
GO92	166	muwtf	GO92	Racecourse/Faunce Depot	Gosford Stn	gosf	1.9	28.5	Pull-out	North	
GO92	260	muwtf	GO92	Racecourse/Faunce Depot	Narara Valley High School, Pandala Rd	nvhs1	4.7	31.333334	Pull-out	North	
GO92	88	muwtf	GO92	Racecourse/Faunce Depot	George Downes/Walkers Ridge	gdwr	42.4	65.2307663	Pull-out	North	
GO92	336	muwtf	GO92	Racecourse/Faunce Depot	Gosford PS	gops3	0.5	30	Pull-out	North	
GO92	326	mwtf	GO92	Racecourse/Faunce Depot	St Edwards College, Russell Drysdale St	seco	3.8	28.5	Pull-out	South	
GO92	160	muwtf	GO92	Racecourse/Faunce Depot	Shirley/Ourimbah	shob	11.5	46	Pull-out	North	
GO92	178	muwtf	GO92	Racecourse/Faunce Depot	Woy Woy Stn	woyw	10.5	45	Pull-out	South	
GO92	93	muwtf	GO92	Racecourse/Faunce Depot	Berecry Rd	wfbe	33.2	53.8378372	Pull-out	South	
GO92	252	muwtf	GO92	Racecourse/Faunce Depot	Youth Connections Learning Centre	alps	6.3	31.5	Pull-out	South	
GO92	12	muwtf	GO92	Racecourse/Faunce Depot	Gosford Stn	gosf	1.9	28.5	Pull-out	North	
GO92	51	muwtf	GO92	Racecourse/Faunce Depot	Gosford Stn	gosf	1.9	28.5	Pull-out	North	
GO92	44	muwtf	GO92	Racecourse/Faunce Depot	Barralong Rd At Aston Rd	baas	7.4	31.7142849	Pull-out	South	
GO92	329	muwtf	GO92	Racecourse/Faunce Depot	St Edwards College, Russell Drysdale St	seco	3.8	28.5	Pull-out	South	
GO92	270	muwtf	GO92	Racecourse/Faunce Depot	Narara Valley HS	nvhs	4.9	29.3999996	Pull-out	North	
GO92	135	muwtf	GO92	Racecourse/Faunce Depot	Ourimbah Creek Rd	oucr	20.4	48.9599991	Pull-out	South	
GO92	272	muwtf	GO92	Racecourse/Faunce Depot	Narara Valley HS	nvhs	4.9	29.3999996	Pull-out	North	
GO92	83	muwtf	GO92	Racecourse/Faunce Depot	Gosford Stn	gosf	1.9	28.5	Pull-out	North	
GO92	133	muwtf	GO92	Racecourse/Faunce Depot	Torrens Av After Coral St	toco	24.5	45.9375	Pull-out	South	
GO92	69	muwtf	GO92	Racecourse/Faunce Depot	Spencer(Lavender St)	wfla	50.7	59.6470604	Pull-out	South	
GO92	199	muwtf	GO92	Racecourse/Faunce Depot	Coles(West St)	weun	14.3	42.9000015	Pull-out	South	
GO92	342	mwtf	GO92	Racecourse/Faunce Depot	Henry Kendall HS	hkhs2	0.8	24	Pull-out	North	
GO92	279	muwtf	GO92	Racecourse/Faunce Depot	BWC Umina	umhs	13.2	44	Pull-out	South	
GO92	311	muwtf	GO92	Racecourse/Faunce Depot	Gosford Stn	gosf	1.9	28.5	Pull-out	North	
GO92	9	muwtf	GO92	Racecourse/Faunce Depot	Barralong Rd At Aston Rd	baas	7.4	31.7142849	Pull-out	South	
GO92	325	muwtf	GO92	Racecourse/Faunce Depot	St Patricks	stpm1	3.6	30.8571434	Pull-out	North	
GO92	191	muwtf	GO92	Racecourse/Faunce Depot	Wyoming PS	wymg	3.4	29.1428566	Pull-out	North	
GO92	249	muwtf	GO92	Racecourse/Faunce Depot	Gosford Stn	gosf	1.9	28.5	Pull-out	North	
GO92	337	muwtf	GO92	Racecourse/Faunce Depot	St Patricks	stpm1	3.6	30.8571434	Pull-out	North	
GO92	108	muwtf	GO92	Racecourse/Faunce Depot	South St Before Wyong Rd	sowy	21.8	48.4444427	Pull-out	North	
GO92	271	muwtf	GO92	Racecourse/Faunce Depot	Narara Valley HS	nvhs	4.9	29.3999996	Pull-out	North	
GO92	118	muwtf	GO92	Racecourse/Faunce Depot	Central Coast Hwy Opp Bateau Bay Rd	ccba	18.1	47.217392	Pull-out	North	
GO92	96	muwtf	GO92	Racecourse/Faunce Depot	Wyong Rd Opp Kilkenny Pde	wyki	20.5	51.25	Pull-out	North	
GO92	64	muwtf	GO92	Racecourse/Faunce Depot	Gosford Stn	gosf	1.9	28.5	Pull-out	North	
GO92	322	mwtf	GO92	Racecourse/Faunce Depot	St Patricks Primary School, Melbourne St	spps1	3.6	30.8571434	Pull-out	North	
GO92	338	muwtf	GO92	Racecourse/Faunce Depot	Gosford PS	gops3	0.5	30	Pull-out	North	
GO92	313	mwtf	GO92	Racecourse/Faunce Depot	Central Mangrove PS	mcps	21.1	52.75	Pull-out	South	
GO92	123	muwtf	GO92	Racecourse/Faunce Depot	Curringa/Arunta	cuar	5.2	31.2000008	Pull-out	South	
GO92	99	muwtf	GO92	Racecourse/Faunce Depot	Coleridge Rd Before Central Coast Hwy	cocc	17.3	47.1818199	Pull-out	North	
GO92	327	muwtf	GO92	Racecourse/Faunce Depot	Melbourne St At Central Coast Hwy	mecc	3.6	30.8571434	Pull-out	South	
GO92	265	muwtf	GO92	Racecourse/Faunce Depot	Narara Valley HS	nvhs	4.9	29.3999996	Pull-out	North	
GO92	103	muwtf	GO92	Racecourse/Faunce Depot	Springs/George Downes	spgd	28.3	51.4545441	Pull-out	South	
GO92	11	muwtf	GO92	Racecourse/Faunce Depot	Greenhaven/Rampart	gnra	16	43.636364	Pull-out	South	
GO92	197	muwtf	GO92	Racecourse/Faunce Depot	Alan/Dior	dial	7.4	31.7142849	Pull-out	North	
GO92	84	muwtf	GO92	Racecourse/Faunce Depot	Gosford Stn	gosf	1.9	28.5	Pull-out	North	
GO92	263	muwtf	GO92	Racecourse/Faunce Depot	Narara Valley HS	nvhs	4.9	29.3999996	Pull-out	North	
GO92	268	muwtf	GO92	Racecourse/Faunce Depot	BWC Umina	umhs	13.2	44	Pull-out	South	
GO92	157	muwtf	GO92	Racecourse/Faunce Depot	The Scenic/Cullens	sccu	13.7	45.6666679	Pull-out	South	
GO92	43	muwtf	GO92	Racecourse/Faunce Depot	Gosford Stn	gosf	1.9	28.5	Pull-out	North	
GO92	187	muwtf	GO92	Racecourse/Faunce Depot	Morgans/PacHwy(Mt.White)	moph	18.9	49.304348	Pull-out	South	
GO92	331	muwtf	GO92	Racecourse/Faunce Depot	St Edwards College, Russell Drysdale St	seco	3.8	28.5	Pull-out	North	
GO92	129	muwtf	GO92	Racecourse/Faunce Depot	Berecry Rd	wfbe	33.2	53.8378372	Pull-out	South	
GO92	333	mwtf	GO92	Racecourse/Faunce Depot	St Edwards/St Josephs	sted	3.8	28.5	Pull-out	North	
GO92	251	muwtf	GO92	Racecourse/Faunce Depot	Erina St/Imperial Centre	erwa	2.2	26.3999996	Pull-out	North	
GO92	111	muwtf	GO92	Racecourse/Faunce Depot	Bateau Bay Square, Access Rd	babs	20.1	46.3846169	Pull-out	North	
GO92	315	muwtf	GO92	Racecourse/Faunce Depot	Gosford Stn	gosf	1.9	28.5	Pull-out	North	
GO92	80	muwtf	GO92	Racecourse/Faunce Depot	362 Ravensdale Rd	r362	42.9	58.5	Pull-out	North	
GO92	146	muwtf	GO92	Racecourse/Faunce Depot	Bateau Bay Square, Access Rd	babs	20.1	46.3846169	Pull-out	North	
GO92	283	muwtf	GO92	Racecourse/Faunce Depot	Narara Valley HS	nvhs	4.9	29.3999996	Pull-out	North	
GO92	134	muwtf	GO92	Racecourse/Faunce Depot	Bateau Bay Square, Access Rd	babs	20.1	46.3846169	Pull-out	North	
GO92	82	muwtf	GO92	Racecourse/Faunce Depot	Woy Woy Stn	woyw	10.5	45	Pull-out	South	
GO92	257	muwtf	GO92	Racecourse/Faunce Depot	Narara PS	nrps	6.9	31.8461533	Pull-out	North	
GO92	131	muwtf	GO92	Racecourse/Faunce Depot	Coleridge Rd Before Central Coast Hwy	cocc	17.3	47.1818199	Pull-out	North	
GO92	109	muwtf	GO92	Racecourse/Faunce Depot	Coleridge Rd Before Central Coast Hwy	cocc	17.3	47.1818199	Pull-out	North	
GO92	150	muwtf	GO92	Racecourse/Faunce Depot	George Downes/Bloodtree	gdbt	24.9	51.5172424	Pull-out	South	
GO92	284	muwtf	GO92	Racecourse/Faunce Depot	Narara PS (Opp)	nrps1	7	30	Pull-out	North	
GO92	247	muwtf	GO92	Racecourse/Faunce Depot	Erina St/Imperial Centre	erwa	2.2	26.3999996	Pull-out	North	
GO92	50	muwtf	GO92	Racecourse/Faunce Depot	Torrens Av After Coral St	toco	24.5	45.9375	Pull-out	South	
GO92	173	muwtf	GO92	Racecourse/Faunce Depot	Woy Woy Stn	woyw	10.5	45	Pull-out	South	
GO92	330	muwtf	GO92	Racecourse/Faunce Depot	Pt Clare PS	pcps	4.4	29.333334	Pull-out	South	
GO92	107	muwtf	GO92	Racecourse/Faunce Depot	Lakedge Av After Windsor Rd	lawi	19.6	49	Pull-out	South	
GO92	339	mwtf	GO92	Racecourse/Faunce Depot	East Gosford PS (Opp)	egps1	3.4	29.1428566	Pull-out	North	
GO92	310	muwtf	GO92	Racecourse/Faunce Depot	Somersby PS	sops	12.4	46.5	Pull-out	South	
GO92	116	muwtf	GO92	Racecourse/Faunce Depot	Bateau Bay Rd Opp Bias Av	bbbi	20.2	46.6153831	Pull-out	North	
GO92	328	muwtf	GO92	Racecourse/Faunce Depot	St Edwards/St Josephs	sted	3.8	28.5	Pull-out	North	
GO92	192	muwtf	GO92	Racecourse/Faunce Depot	Davistown Rd/Bourke	dabo	10.4	44.5714302	Pull-out	South	

GO92	335	mwtf	GO92	Racecourse/Faunce Depot	St Patricks	stpm1	3.6	30.8571434	Pull-out	North	
GO92	250	muwtf	GO92	Racecourse/Faunce Depot	Gosford Stn	gosf	1.9	28.5	Pull-out	North	
GO92	264	muwtf	GO92	Racecourse/Faunce Depot	Narara Valley HS	nvhs	4.9	29.3999996	Pull-out	North	
GO92	102	muwtf	GO92	Racecourse/Faunce Depot	Central Coast Hwy Opp Bateau Bay Rd	ccba	18.1	47.217392	Pull-out	North	
GO92	200	muwtf	GO92	Racecourse/Faunce Depot	Hobart/Melbourne	hobt	14.7	44.0999985	Pull-out	North	
GO92	31	muwtf	GO92	Racecourse/Faunce Depot	Hobart/Melbourne	hobt	14.7	44.0999985	Pull-out	North	
GO92	294	muwtf	GO92	Racecourse/Faunce Depot	Lisarow HS	lihs	8.1	30.375	Pull-out	North	
GO92	334	muwtf	GO92	Racecourse/Faunce Depot	Gosford Stn	gosf	1.9	28.5	Pull-out	North	
GO92	65	muwtf	GO92	Racecourse/Faunce Depot	Bateau Bay Square, Access Rd	babs	20.1	46.3846169	Pull-out	North	
GO92	306	mwtf	GO92	Racecourse/Faunce Depot	Erina Heights PS (CC Hwy)	ehps1	10.8	40.5	Pull-out	North	
GO92	97	muwtf	GO92	Racecourse/Faunce Depot	Woy Woy Stn	woyw	10.5	45	Pull-out	South	
GO92	195	muwtf	GO92	Racecourse/Faunce Depot	Matcham Rd After Central Coast Hwy	mmcc	10.6	45.4285698	Pull-out	North	
GO92	130	muwtf	GO92	Racecourse/Faunce Depot	Coleridge Rd Before Central Coast Hwy	cocc	17.3	47.1818199	Pull-out	North	
GO92	324	muwtf	GO92	Racecourse/Faunce Depot	St Patricks	stpm1	3.6	30.8571434	Pull-out	North	
GO92	254	muwtf	GO92	Racecourse/Faunce Depot	Woy Woy Stn	woyw	10.5	45	Pull-out	South	
GO92	286	muwtf	GO92	Racecourse/Faunce Depot	Lisarow HS	lihs	8.1	30.375	Pull-out	North	
GO92	137	muwtf	GO92	Racecourse/Faunce Depot	Coleridge Rd Before Central Coast Hwy	cocc	17.3	47.1818199	Pull-out	North	
GO92	319	muwtf	GO92	Racecourse/Faunce Depot	Pt Clare PS	pcps	4.4	29.333334	Pull-out	South	
GO92	258	muwtf	GO92	Racecourse/Faunce Depot	Narara Valley HS	nvhs	4.9	29.3999996	Pull-out	North	
GO92	86	muwtf	GO92	Racecourse/Faunce Depot	Shirley/Ourimbah	shob	11.5	46	Pull-out	North	
GO92	39	muwtf	GO92	Racecourse/Faunce Depot	Gosford Stn	gosf	1.9	28.5	Pull-out	North	
GO92	296	mwtf	GO92	Racecourse/Faunce Depot	TLSC The Entrance Campus, CCH	tlsc1	20.7	47.7692299	Pull-out	North	
GO92	291	muwtf	GO92	Racecourse/Faunce Depot	Lisarow HS	lihs	8.1	30.375	Pull-out	North	
GO92	188	muwtf	GO92	Racecourse/Faunce Depot	Bradleys/Scenic	brsc	12.4	43.7647057	Pull-out	North	
GO92	132	muwtf	GO92	Racecourse/Faunce Depot	Shelly Beach Rd At Mayfair St	sbma	20.6	47.5384598	Pull-out	North	
GO92	235	muwtf	GO92	Racecourse/Faunce Depot	Gosford Stn	gosf	1.9	28.5	Pull-out	North	
GO92	193	muwtf	GO92	Racecourse/Faunce Depot	Warrawilla/Rainforest	wara	4.5	30	Pull-out	North	
GO92	211	muwtf	GO92	Racecourse/Faunce Depot	Gosford Stn	gosf	1.9	28.5	Pull-out	North	
GO92	85	muwtf	GO92	Racecourse/Faunce Depot	Bateau Bay Square, Access Rd	babs	20.1	46.3846169	Pull-out	North	
GO92	194	muwtf	GO92	Racecourse/Faunce Depot	Coles(West St)	weun	14.3	42.9000015	Pull-out	South	
GO92	262	muwtf	GO92	Racecourse/Faunce Depot	Narara Valley HS	nvhs	4.9	29.3999996	Pull-out	North	
GO92	264	muwtf	roda	Robertson Rd At Dampier Bvd	Racecourse/Faunce Depot	GO92	21.8	48.4444427	Pull-in	South	
GO92	134	muwt	shki	Showground/Kings	Racecourse/Faunce Depot	GO92	20.6	51.5	Pull-in	North	
GO92	129	muwtf	sops	Somersby PS	Racecourse/Faunce Depot	GO92	14.5	48.3333321	Pull-in	South	
GO92	342	muwtf	sops1	Somersby PS (Opp)	Racecourse/Faunce Depot	GO92	14.6	48.6666679	Pull-in	South	
GO92	12	muwtf	wfla	Spencer(Lavender St)	Racecourse/Faunce Depot	GO92	50.8	60.9599991	Pull-in	South	
GO92	137	muwtf	sted	St Edwards/St Josephs	Racecourse/Faunce Depot	GO92	3.8	28.5	Pull-in	North	
GO92	84	muwtf	stpm	St Patricks	Racecourse/Faunce Depot	GO92	3.7	31.7142849	Pull-in	North	
GO92	64	muwtf	gocs	St Philips Christian	Racecourse/Faunce Depot	GO92	4.7	31.333334	Pull-in	North	
GO92	194	muwtf	gocs	St Philips Christian	Racecourse/Faunce Depot	GO92	4.7	31.333334	Pull-in	North	
GO92	85	muwtf	shcc	St Phillip's Christian College	Racecourse/Faunce Depot	GO92	4.8	32	Pull-in	North	
GO92	271	muwt	tesc	Terrigal Surf Club	Racecourse/Faunce Depot	GO92	15.2	43.4285698	Pull-in	North	
GO92	131	muwtf	tups	Tuggerah Public School, Pacific Hwy	Racecourse/Faunce Depot	GO92	18.3	49.9090919	Pull-in	North	
GO92	132	muwtf	tups	Tuggerah Public School, Pacific Hwy	Racecourse/Faunce Depot	GO92	18.3	49.9090919	Pull-in	North	
GO92	51	muwtf	vvps	Valley View PS	Racecourse/Faunce Depot	GO92	5	30	Pull-in	North	
GO92	107	muwtf	wlps	Wamberal Public School, Aldinga Dr	Racecourse/Faunce Depot	GO92	14.7	44.0999985	Pull-in	North	
GO92	339	muwtf	tugg	Westfield Tuggerah	Racecourse/Faunce Depot	GO92	19.7	49.25	Pull-in	North	
GO92	294	muwtf	wfha	Wisemans Ferry Rd\Hallards	Racecourse/Faunce Depot	GO92	22	52.7999992	Pull-in	South	
GO92	257	muwtf	weun2	Woolworths (West St)	Racecourse/Faunce Depot	GO92	14.7	44.0999985	Pull-in	South	
GO92	197	muwtf	wwby	Woy Woy Bay	Racecourse/Faunce Depot	GO92	13.5	47.6470604	Pull-in	South	
GO92	324	muwtf	wwpa	Woy Woy Rd/CC Hwy	Racecourse/Faunce Depot	GO92	5	30	Pull-in	South	
GO92	279	muwt	woyw	Woy Woy Stn	Racecourse/Faunce Depot	GO92	10	31.5789471	Pull-in	South	
GO92	268	muwtf	woyw	Woy Woy Stn	Racecourse/Faunce Depot	GO92	10	31.5789471	Pull-in	South	
GO92	315	muwtf	woyw	Woy Woy Stn	Racecourse/Faunce Depot	GO92	10	31.5789471	Pull-in	South	
GO92	247	muwtf	woyw	Woy Woy Stn	Racecourse/Faunce Depot	GO92	10	31.5789471	Pull-in	South	
GO92	191	muwtf	wymg	Wyoming PS	Racecourse/Faunce Depot	GO92	3.4	29.1428566	Pull-in	North	
GO92	50	muwtf	wymg	Wyoming PS	Racecourse/Faunce Depot	GO92	3.4	29.1428566	Pull-in	North	

Appendix F Turning Movement Diagrams


2023 AM
LEGEND
Background Traffic
Development Light Vehicle
Development Bus
Northside Private Hospital
Racecourse Road
Faunce Street West (east)
Faunce Street West (west)
Site Access Bus
Site Access Car
Central Coast Highway
409
167
15
499
131
78
18
19
468
10
22
612
477
744
477
744
625
1,985
363
8
49
30
107
18
12
26
1,958
41

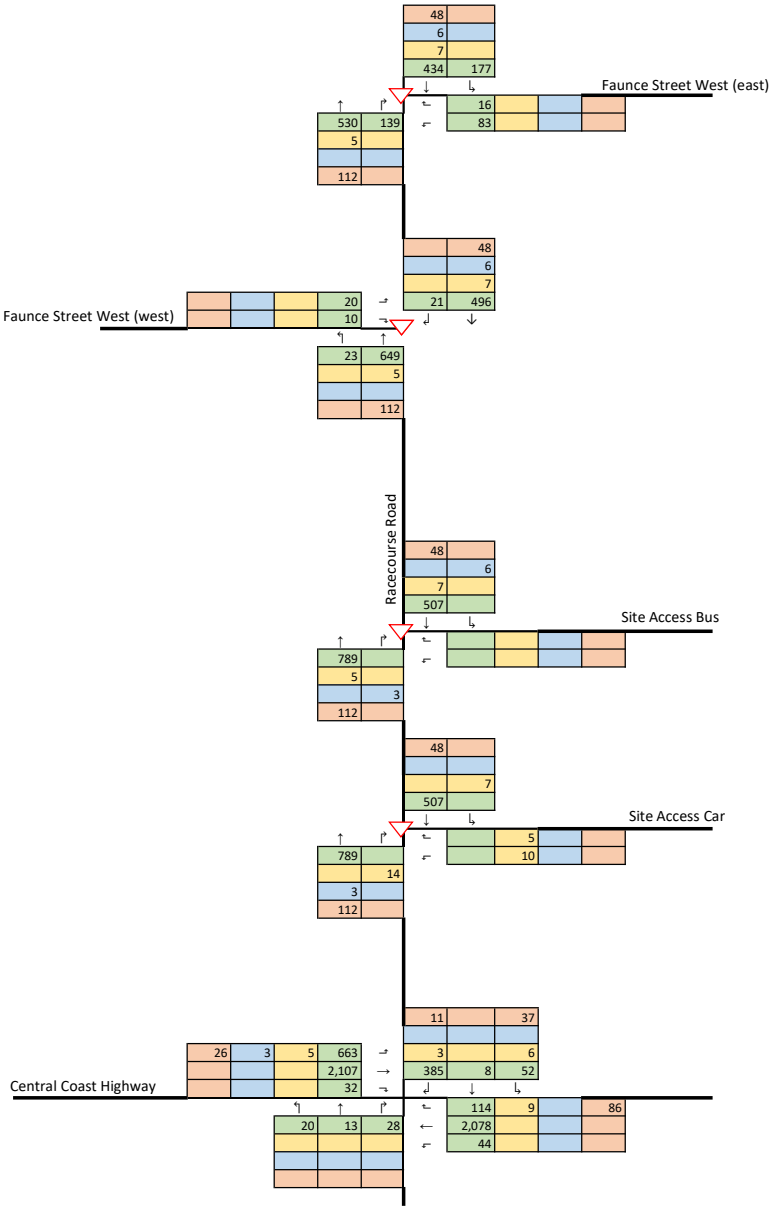

2023 PM
LEGEND
Background Traffic
Development Light Vehicle
Development Bus
Northside Private Hospital
Faunce Street West (east)
Faunce Street West (west)
Racecourse Road
Site Access Bus
Site Access Car
Central Coast Highway
604
35
3
90
441
45
108
24
21
18
675
13
462
696
471
696
471
410
2,507
81
555
27
120
34
27
101
34
1,814
124

2026 AM + Network Peak (AM) Traffic Volume

LEGEND

- Background Traffic
- Development Light Vehicle
- Development Bus
- Northside Private Hospital

Note: Traffic volumes are rounded to the nearest whole number

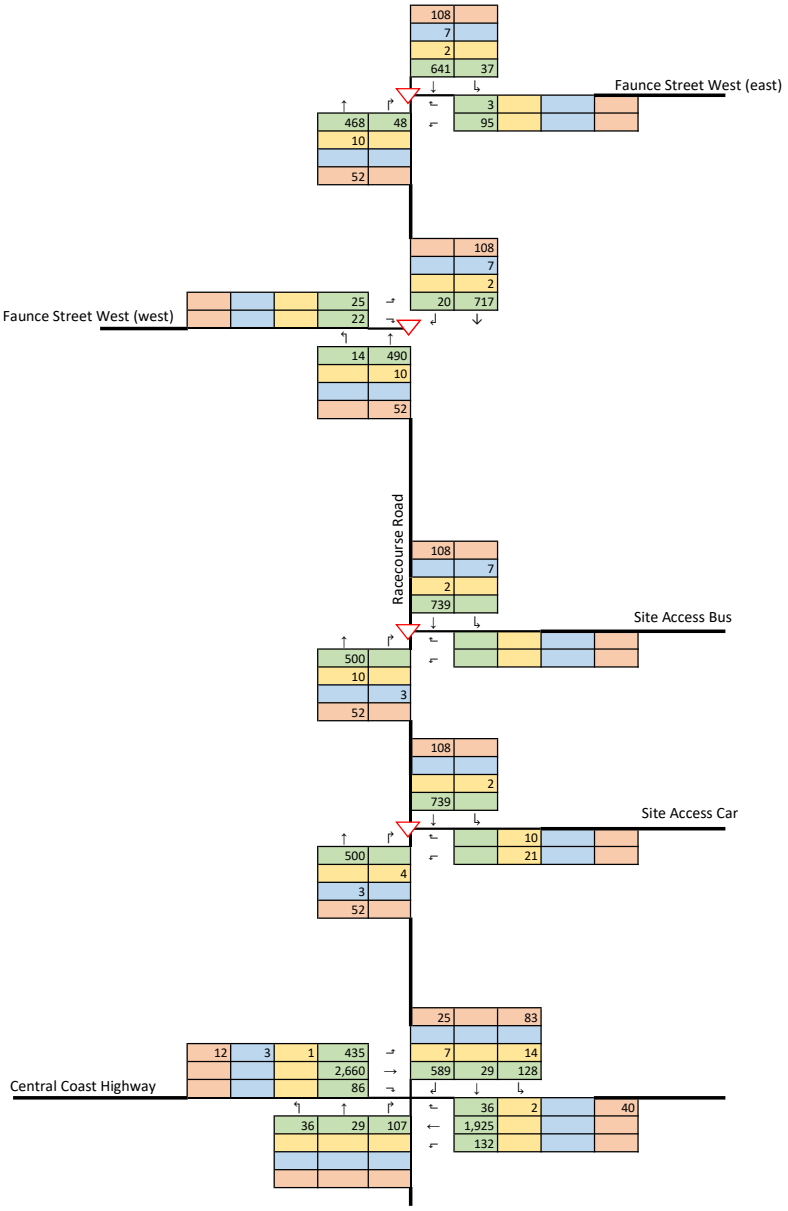


2026 PM + Network Peak (PM) Traffic Volume

LEGEND

- Background Traffic
- Development Light Vehicle
- Development Bus
- Northside Private Hospital

Note: Traffic volumes are rounded to the nearest whole number

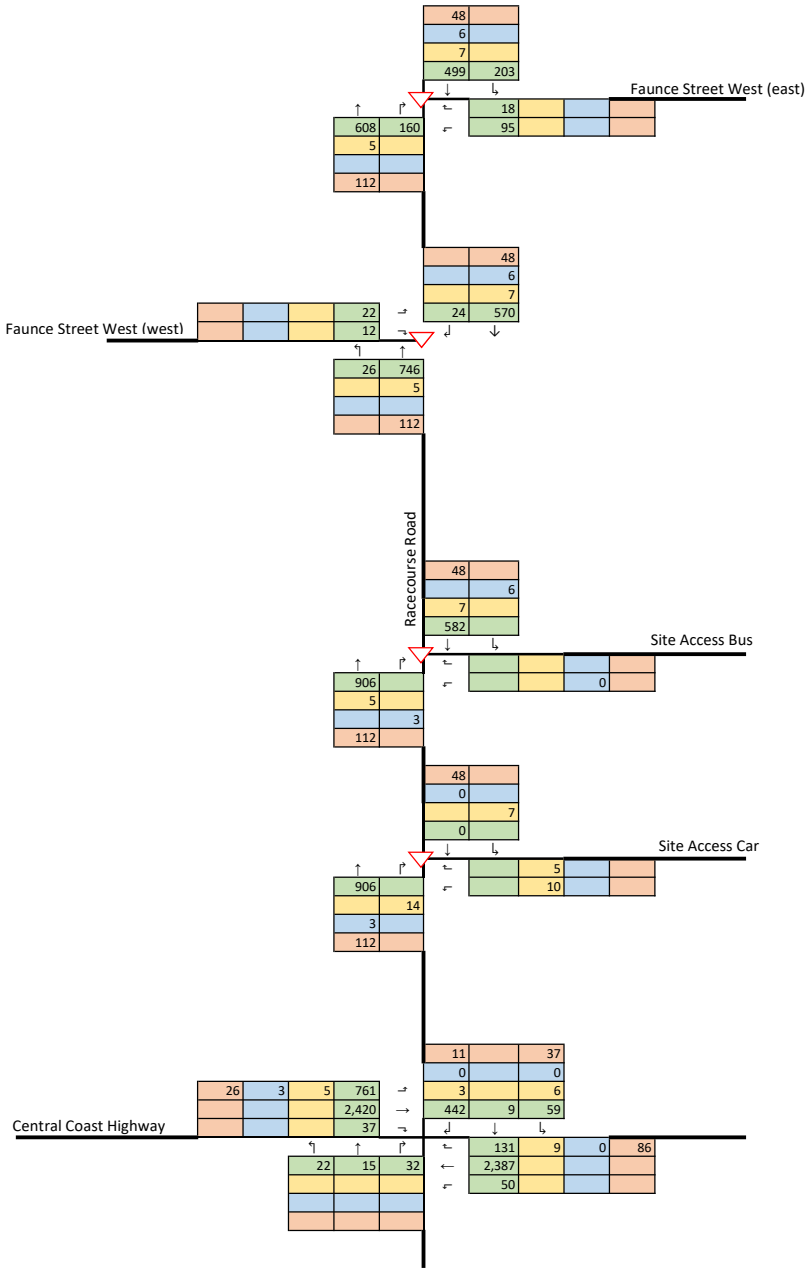


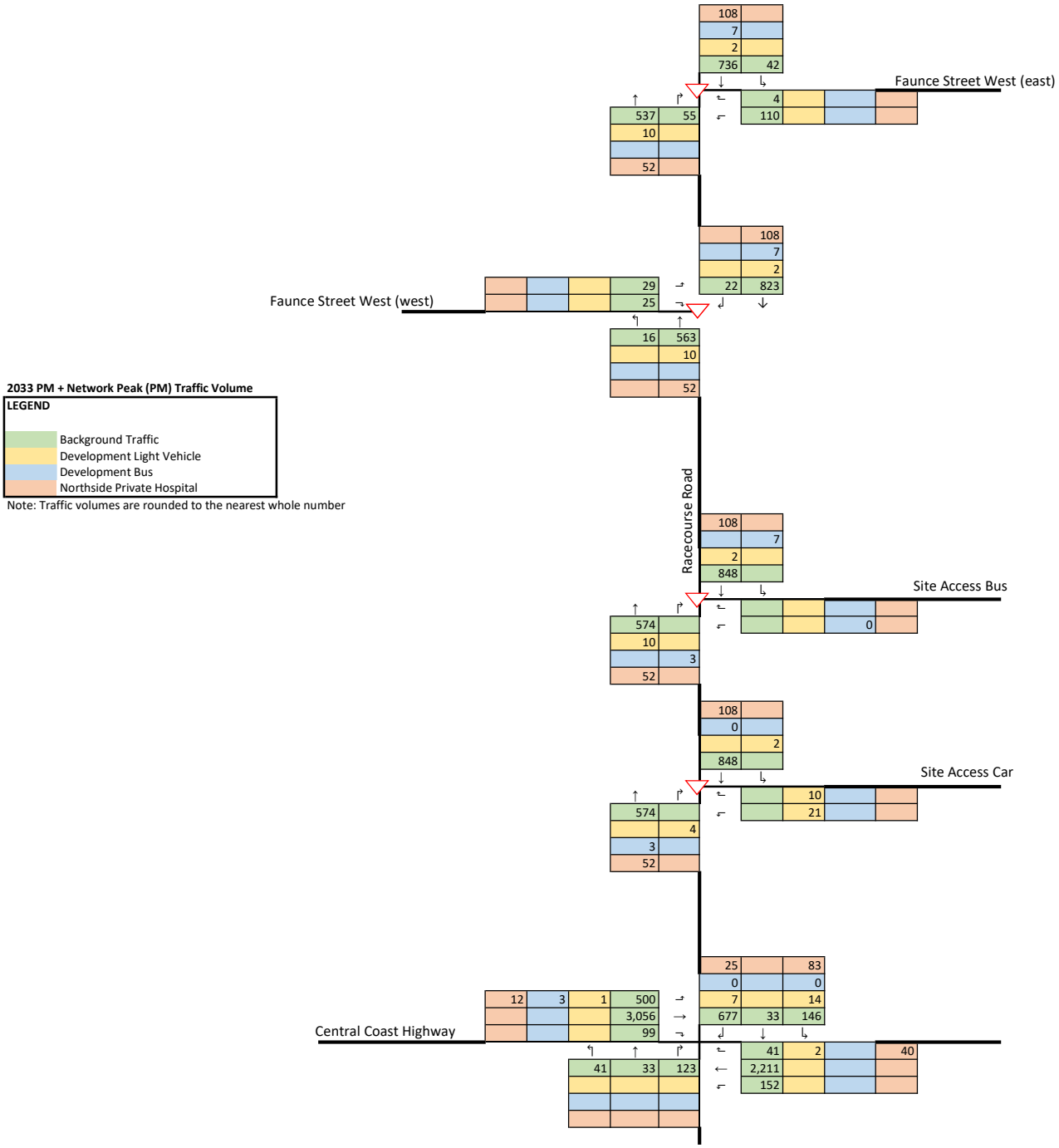
2033 AM + Network Peak (AM) Traffic Volume

LEGEND

- Background Traffic
- Development Light Vehicle
- Development Bus
- Northside Private Hospital

Note: Traffic volumes are rounded to the nearest whole number



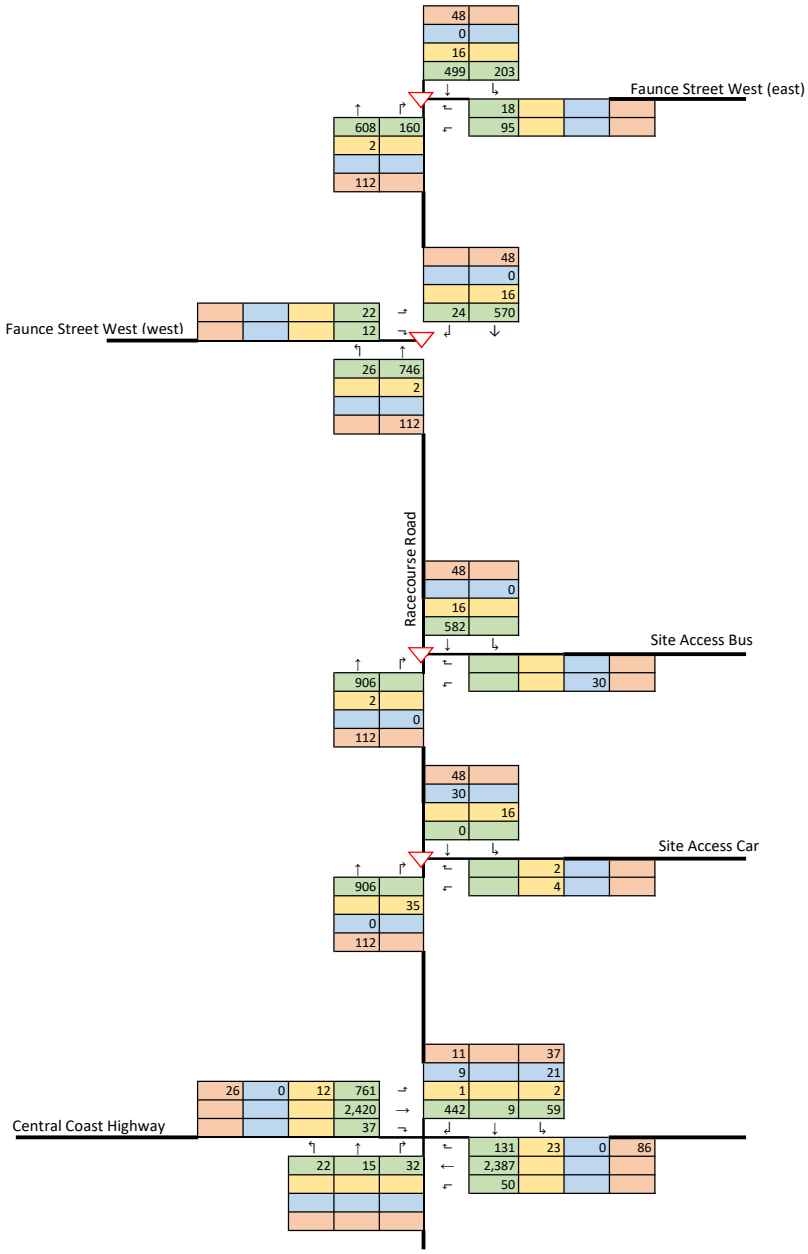

2033 PM + Network Peak (PM) Traffic Volume
LEGEND
Background Traffic
Development Light Vehicle
Development Bus
Northside Private Hospital
Note: Traffic volumes are rounded to the nearest whole number
Faunce Street West (east)
Faunce Street West (west)
Racecourse Road
Site Access Bus
Site Access Car
Central Coast Highway

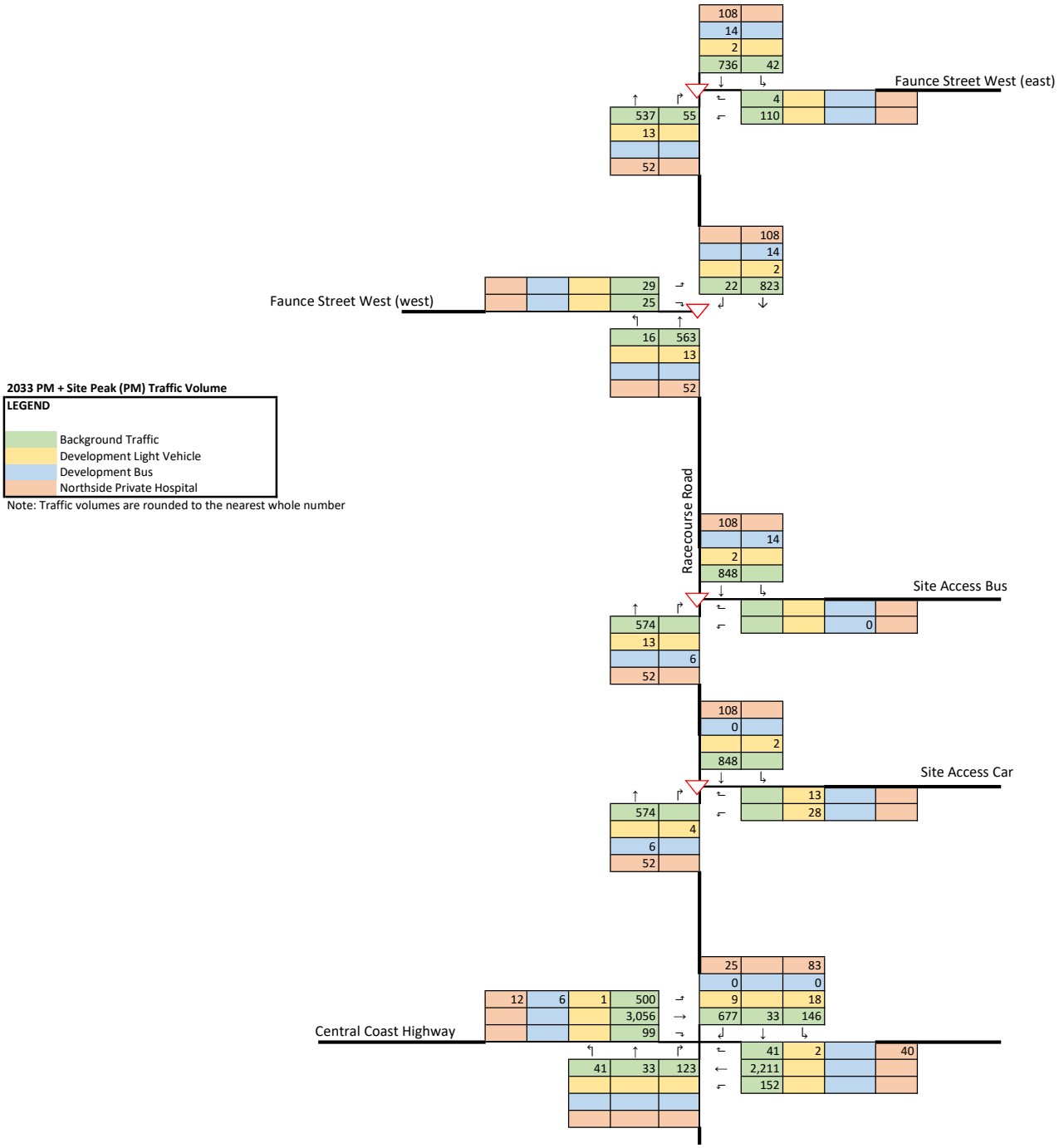
2033 AM + Site Peak (AM) Traffic Volume

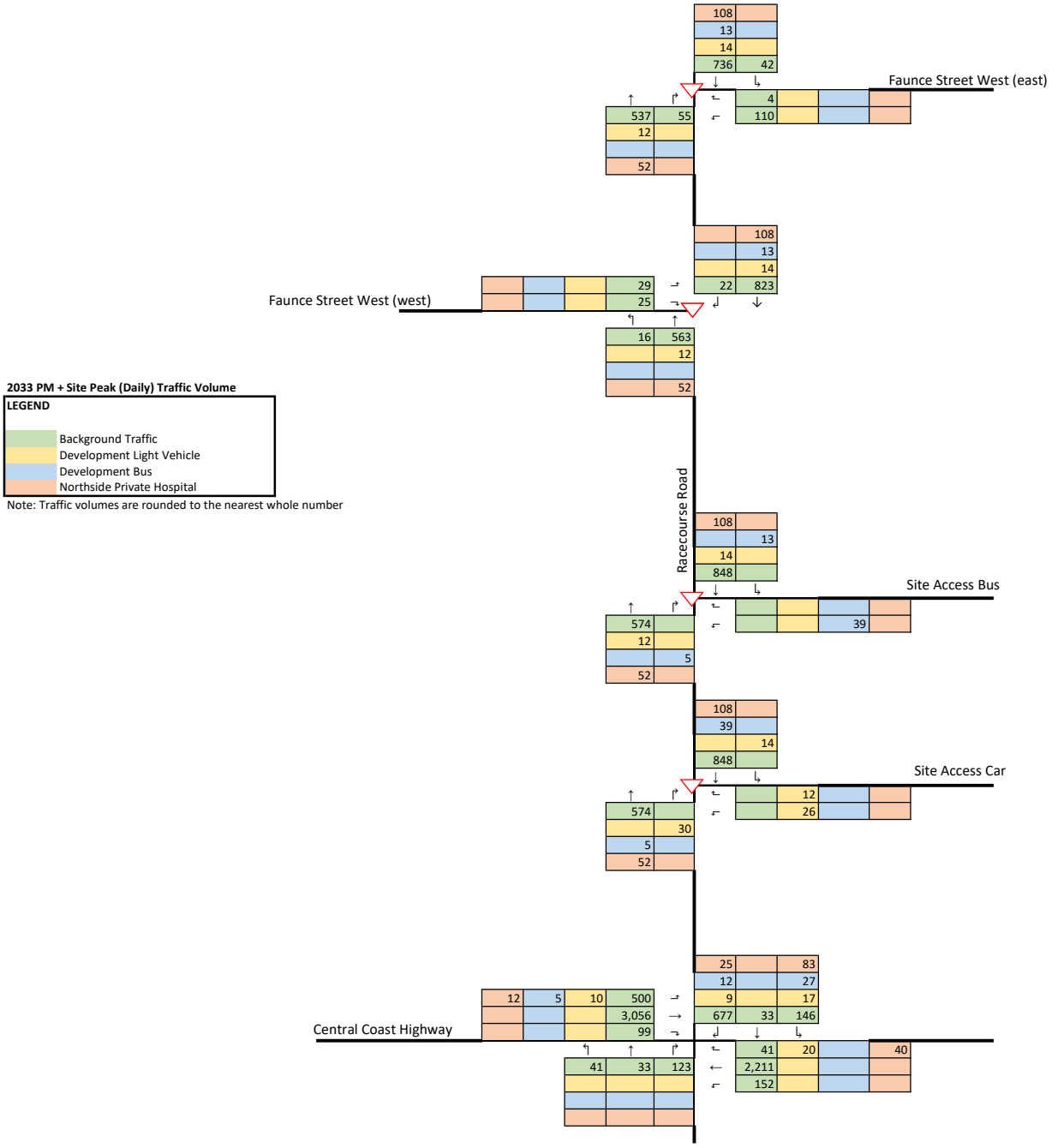
LEGEND

- Background Traffic
- Development Light Vehicle
- Development Bus
- Northside Private Hospital

Note: Traffic volumes are rounded to the nearest whole number




2033 PM + Site Peak (PM) Traffic Volume
LEGEND
Background Traffic
Development Light Vehicle
Development Bus
Northside Private Hospital
Note: Traffic volumes are rounded to the nearest whole number
Faunce Street West (east)
Faunce Street West (west)
Racecourse Road
Site Access Bus
Site Access Car
Central Coast Highway


2033 PM + Site Peak (Daily) Traffic Volume
LEGEND
Background Traffic
Development Light Vehicle
Development Bus
Northside Private Hospital
Note: Traffic volumes are rounded to the nearest whole number
Faunce Street West (east)
Faunce Street West (west)
Racecourse Road
Site Access Bus
Site Access Car
Central Coast Highway