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Progressive Property Solutions

Traffic and Parking Impact Assessment Report

682A Coleridge Road, Bateau Bay

19 June 2023

ENGINEERING
PLANNING
SURVEYING
CERTIFICATION

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1 Introduction

Barker Ryan Stewart have been engaged by Progressive Property Solutions to prepare a Traffic Impact Assessment in accordance with the requirements of Central Coast DCP 2022 and the NSW Government's *'Guide to Traffic Generating Developments'* to accompany a proposed residential rezoning for an existing bus depot facility at 682A Coleridge Road, Bateau Bay.

This report and the subsequent development application has been submitted in January 2022. Following TfNSW's comments in July 2022, an amended TIA has been submitted in November 2022. Following additional comments January 2023, this TIA has been further amended to address TfNSW comments.

The purpose of this report is to assess and address traffic, access and pedestrian impacts generated by the proposed development. This can be briefly outlined as follows:

- The expected traffic generation to/from the proposed development.
- The impact of the proposed development on the road network.
- Intersection analysis based on traffic counts.
- Access design requirements.
- Delivery and Waste Collection.
- Provision for pedestrians.
- Availability of public transport.

This Traffic Impact Assessment Report concludes that the subject site is suitable for the proposed development in relation to traffic impact, car parking provision, vehicle and pedestrian access and safety considerations.

2 Existing Conditions

2.1 Site Location

The site is located at 682A Coleridge Road, Bateau Bay within the Central Coast Council LGA.

The site is bound by Coleridge Road and The Entrance Road to the northwest, residential properties to the northeast and southwest, and Wyrrabalong National Park to the east. The subject site has an area of approximately 5.2 Ha and is shown in Figure 2.1.

Figure 2.1: Aerial Photo of Site (Nearmap 2022)

2.2 Existing Site Context

The site is zoned SP2 – Road and Traffic Facility pursuant to the Central Coast Local Environmental Plan 2022 but Central Coast Council has expressed that the land will be rezoned to be R1 – General Residential Zoning (email dated 28 July 2022). Existing access to the site is via the intersection of The Entrance Road / Passage Road / Coleridge Road.

The existing site is currently occupied by an existing bus depot facility consisting of several office buildings, bus and car parking, and warehouses. Currently there are two vehicular access points providing a connection to Coleridge Road and a secondary access to Bard Lane.

Surrounding the site are predominantly residential developments and Forresters Beach/Wyrrabalong National Park to the east.

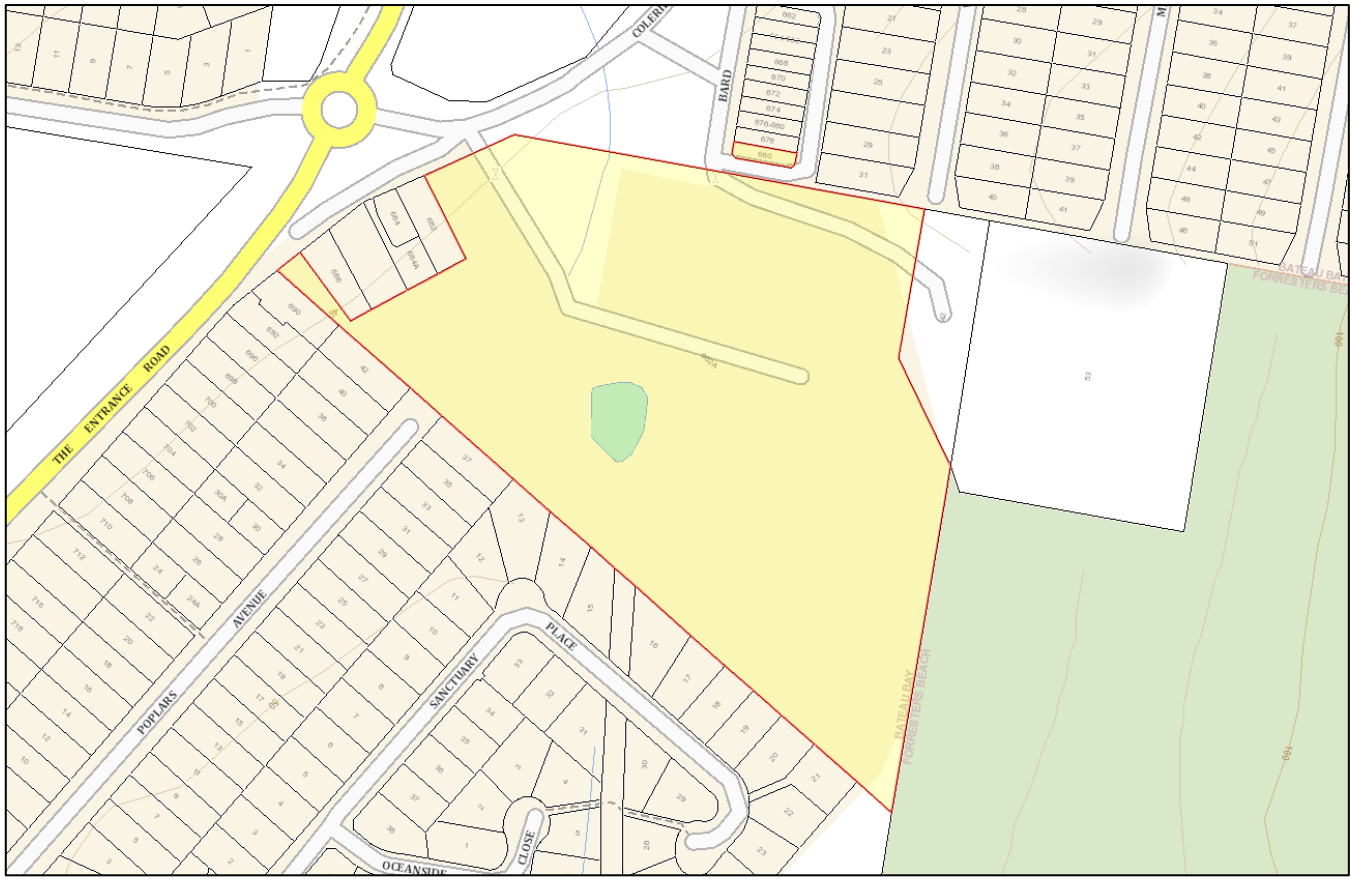

Figure 2.2: Existing Site Context (NSW Land & Property Information SIXMaps 2022)

2.3 Existing Road Network

Coleridge Road

Coleridge Road is a local road that provides access to the site from Central Coast Highway and The Entrance Road. It generally consists of one lane in each direction (one extra right-turn lane in to the site at the site frontage) and an assumed speed limit of 50km/hr (no formal sign posted speed limit). Street parking is generally not available along Coleridge Road in the vicinity of the site as there are 'No Stopping' signs and verges that appear to be too narrow to park.

The Entrance Road

The Entrance Road is a state road generally with one travel lane in each direction at the site vicinity. The Entrance Road provides the main north-south connectivity to the precinct driveway entry and incorporates a cycling lane along the western edge. No street parking is provided on either side of the road. The speed limit on this road approaching the Coleridge Road from the south and heading north is 60 km/h, whilst heading south away from Coleridge Road is 70km/h.

Whalans Road

Whalans Road is a local road with one travel lane in each direction that provides access to the Forresters Beach/ Wyrrabalong National Park area and residential properties from Central Coast Highway. Although there is no formal kerbside parking, the verges appear wide enough for street parking (with the exception of swales and culverts along some lengths of the southern edge of the road). The speed limit is assumed to be 50km/h (no formal sign posted speed limit).

2.4 Future Road Network improvements

The Entrance Road (Central Coast Highway) upgrade – Wamberal to Bateau Bay

The NSW Government committed $387 million in March 2019 to duplicate The Entrance Road (Central Coast Highway) between Wamberal and Bateau Bay. The NSW Government has invested $4 million to enable TfNSW to progress early planning for this project. Around 26,500 motorists use this section of the highway daily and this upgrade will ensure the Central Coast Highway between Wamberal and Bateau Bay is prepared to handle future growth.

Key benefits of the upgrade include:

- Improved consistent travel time and reducing congestion between Wamberal and Bateau Bay.
- Reduced delays at key intersections.
- Improved road user safety.
- Safer cycling and pedestrian facilities, particularly near intersections.
- Enhancing economic growth and productivity, particularly during busy holiday times.

Key Features of the upgrade include:

New Traffic lights at:

- Tumbi Road intersection.
- Crystal Street intersection.
- Forresters Beach Road intersection.
- Bellevue Road intersection.
- **Passage Road / Coleridge Road intersection.**
- Existing traffic lights at Bateau Bay Road will be modified.

Roundabout:

- Cresthaven Avenue roundabout upgraded to two through lanes in both directions on the Highway.

Left in - left out only at:

- Bakali Road intersection.
- Alistair Avenue intersection.
- **Coleridge Road (north entry) intersection.**

Dedicated right turn lane in and out at:

- Apollo Resort Entry, Wamberal.
- Mistview Circuit intersection.
- **Whalans Road intersection**.

Dedicated right turn lane in and U-turn facility at:

- Maas Parade

Bus bays:

- New indented bus bays north and south of the Tumbi Road intersection.
- New indented bus bays on the northern side of Passage and Coleridge Road intersection.
- Existing bus bay on Tumbi Road approach will be removed.
- Existing bus bay on southern side of Bellevue Road will be removed.

Shared path:

- 3 metres wide on the whole length of the eastern side (3.8 km).

Footpath:

- 1.5 metre wide footpath on whole length of western side (3.3km), except between Bellevue Road and Passage Road.

On road cycleway/shoulder:

- 2 metre wide on-road cycleway in both directions between Tumbi Road and Cresthaven Avenue.

As part of the next phase of project development, TfNSW will carry out additional investigation and design to define the extent of the service road modifications and residential access arrangements in this area.

Critical to the site, the intersection of Passage Road, Coleridge Road and Central Coast Highway will be upgraded to a signalised intersection. Additionally, Central Coast Highway and Whalans Road will become a seagull intersection and Central Coast Highway and Coleridge Road (N) will become left-in, left-out.

No timeframe has been outlined at the time of writing, however, considering models of the network show critical failure in the 10-year scenario, it can be presumed that upgrades will be complete by 2032.

2.5 Existing Traffic Volumes

2.5.1 December 2021

As part of the investigations for the Traffic Impact Assessment traffic counts at:

- The Entrance Road / Passage Road / Coleridge Road (S) and
- The Entrance Road / Whalans Road

These were undertaken on Thursday 16th December 2021 from 7:00AM to 9:00AM and 4:00PM to 6:00PM. The AM & PM peak traffic period at these intersections were determined to be between 8:00AM to 9:00AM and 16:15PM to 17:15PM.

2.5.2 October 2022

In response to TfNSW comments, additional surveys have been undertaken for:

- Central Coast Highway/ Coleridge Road (N), and
- Longs Road/ Whalans Road/ Central Coast Highway

These were undertaken on Thursday 20th October 2022 from 7:00AM to 9:30AM and 4:00PM to 6:30PM. The AM & PM peak traffic period at these intersections were determined to be between 7:45AM to 8:45AM and 16:00PM to 17:00PM.

Generally, volumes are recorded to be comparable and consistent between the two surveys, and BRS deems them fit for interchangeable use.

The surveyed sites are indicated in Figure 2.3. and the AM and PM peak hour traffic volumes are shown in Figure 2.4 and Figure 2.5.

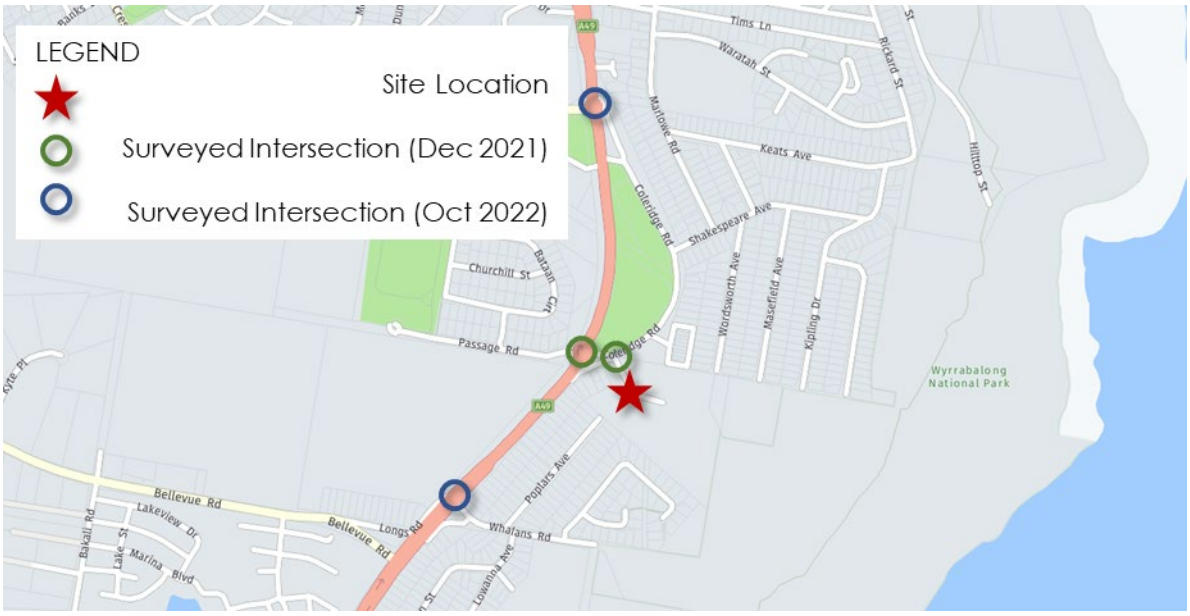

Figure 2.3: Surveyed Sites

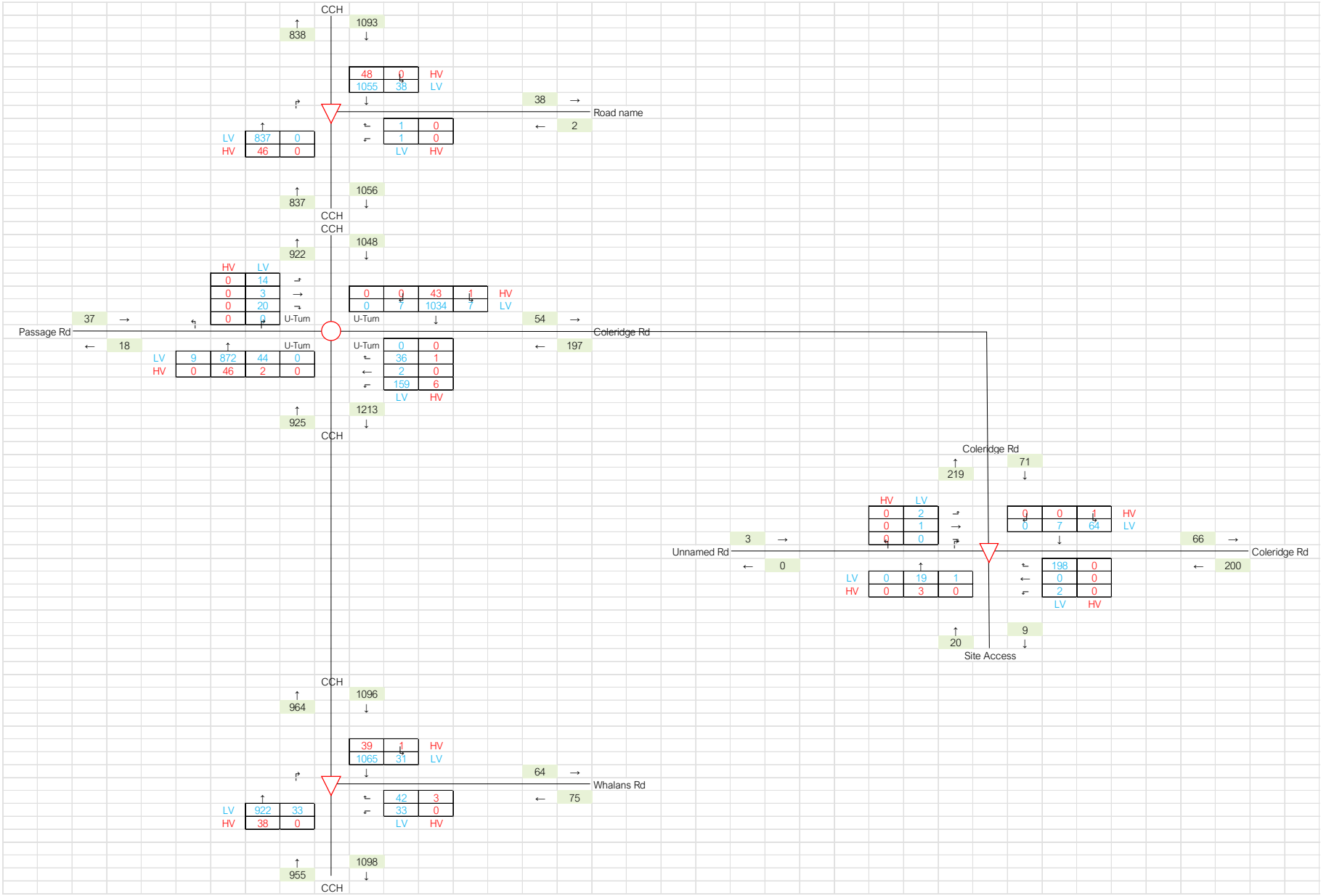

Figure 2.4: 2021 – 2022 AM Peak Existing Volume

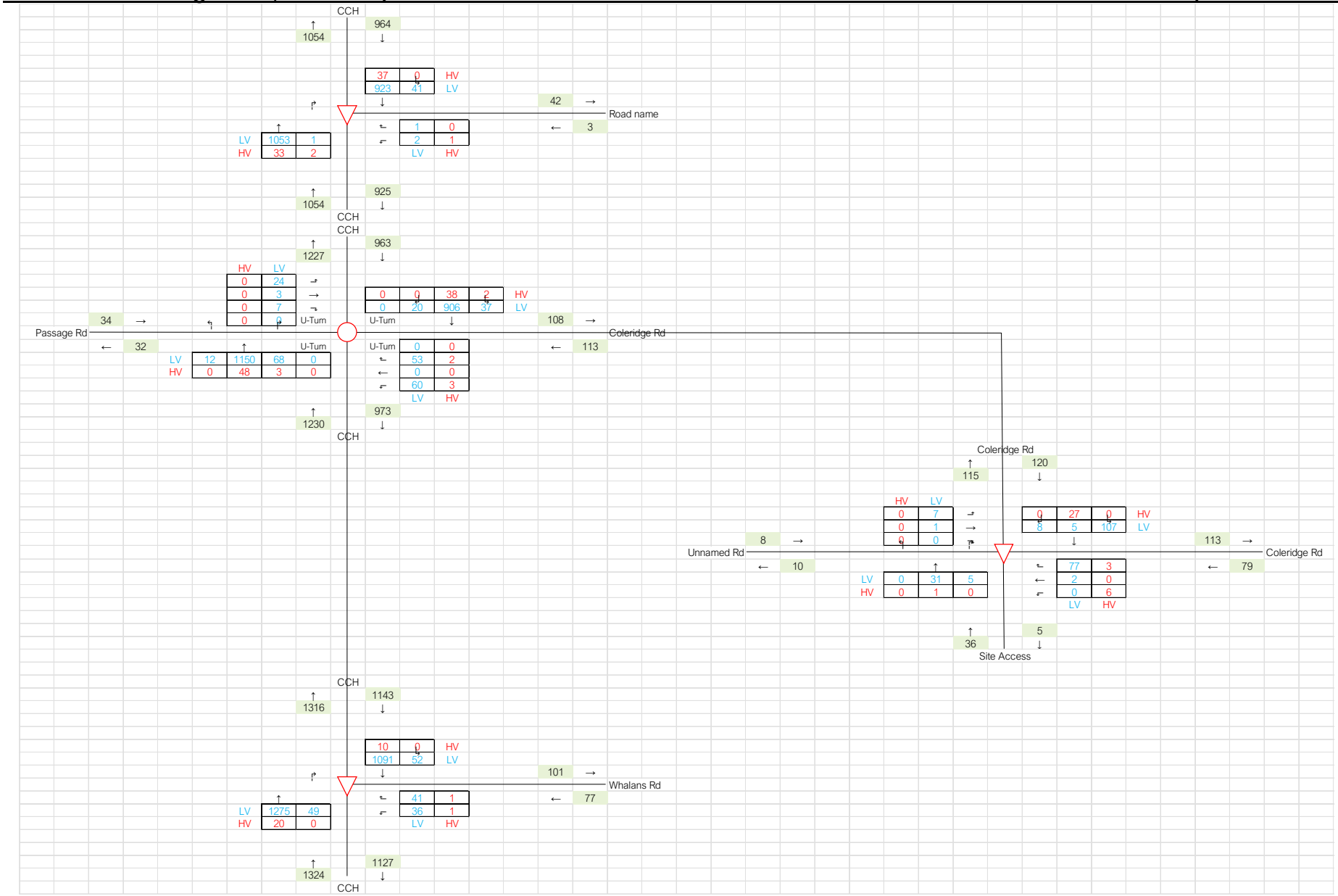

Figure 2.5: 2021 – 2022 PM Peak Existing Volume

Notably, the high number of heavy vehicles captured in the intersection of Coleridge Road and the site access corresponds to the existing bus depot on-site. Hence, bus volumes have been accounted for in the survey and all scenarios presented in Section 4.3.

The modelled existing performance of the network can be found in Section 4.3.6.

2.6 Public Transport, Pedestrians and Cyclists

The area is well connected to public transport through public bus connections located in close proximity to the site.

The site is located in close proximity to multiple bus routes (Route No. 17, 18, 19, 21, 22, 23, 28, 45 and 48) at the bus stops (Stop ID: 226140 and 2261431) located approximately 55m north of the Coleridge Road/ The Entrance Road/Passage Road roundabout intersection. The bus services link the site with the surrounding local landmarks including Gosford Hospital, Gosford, Wyong and the wider local area. For more information on bus routes and departure/arrival times, please visit https://transportnsw.info/routes/bus.

Gosford railway station is located approximately 16km west (18-minute drive), providing access to the Sydney CBD via the Central Coast & Newcastle Line. There are bus services that provide access to Gosford railway station. Location of the bus stops near the site is as shown in Figure 2.6 below:

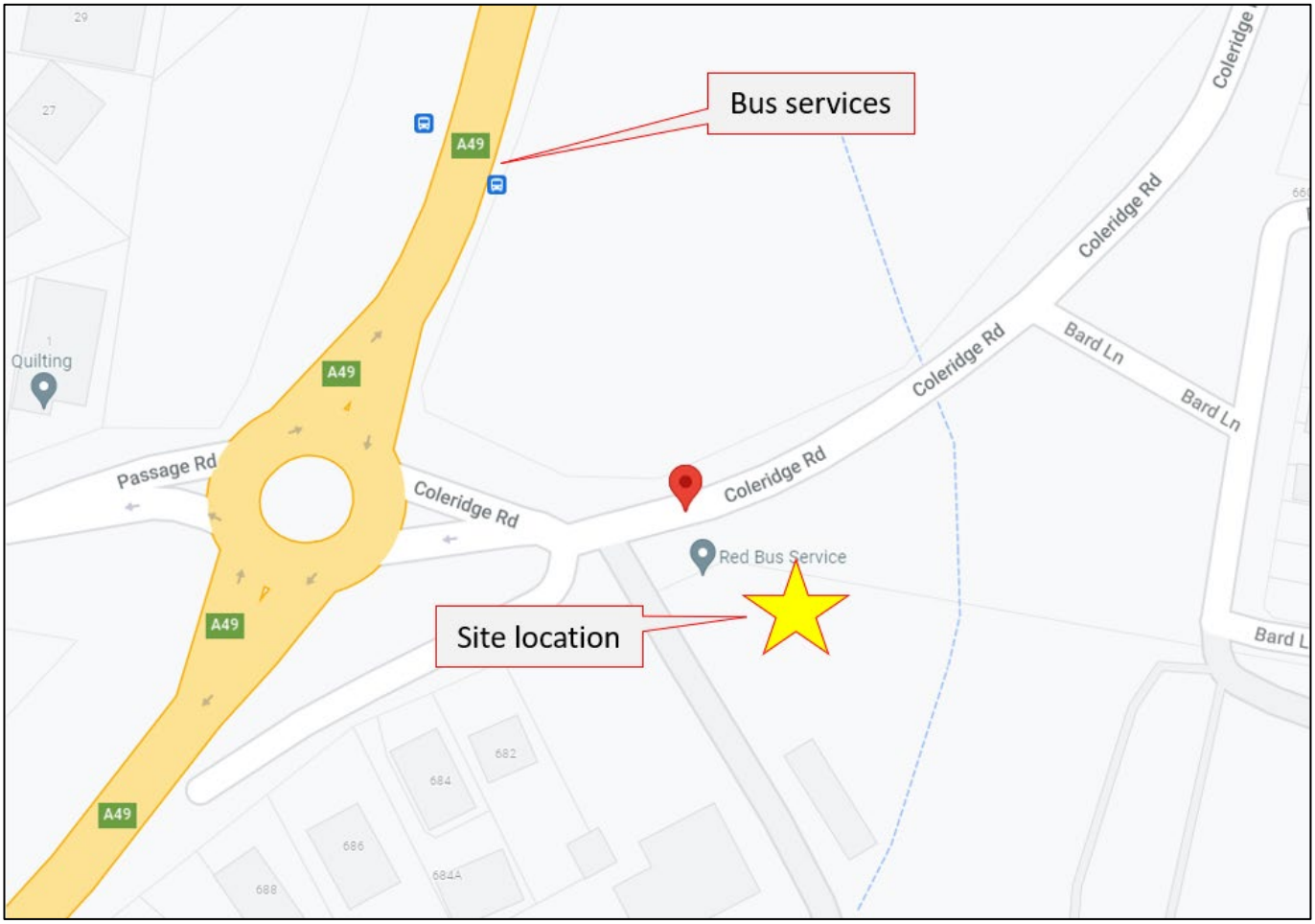

Figure 2.6: Map of Surrounding Bus Stops (Google Maps 2022)

3 Proposed Development

3.1 Development Description

Based on the Concept Subdivision Layout prepared by Barry Hunt Associates (Reference No. 55283), the proposed rezoning is seeking to potentially subdivide the existing lot in to 40 to 70 dwellings. The proposed subdivision will provide three new internal local roads for vehicular access to the dwellings. Extract of the proposed subdivision is shown in Figure 3.1 below. Concept design of the subdivision is attached in **Appendix A.**

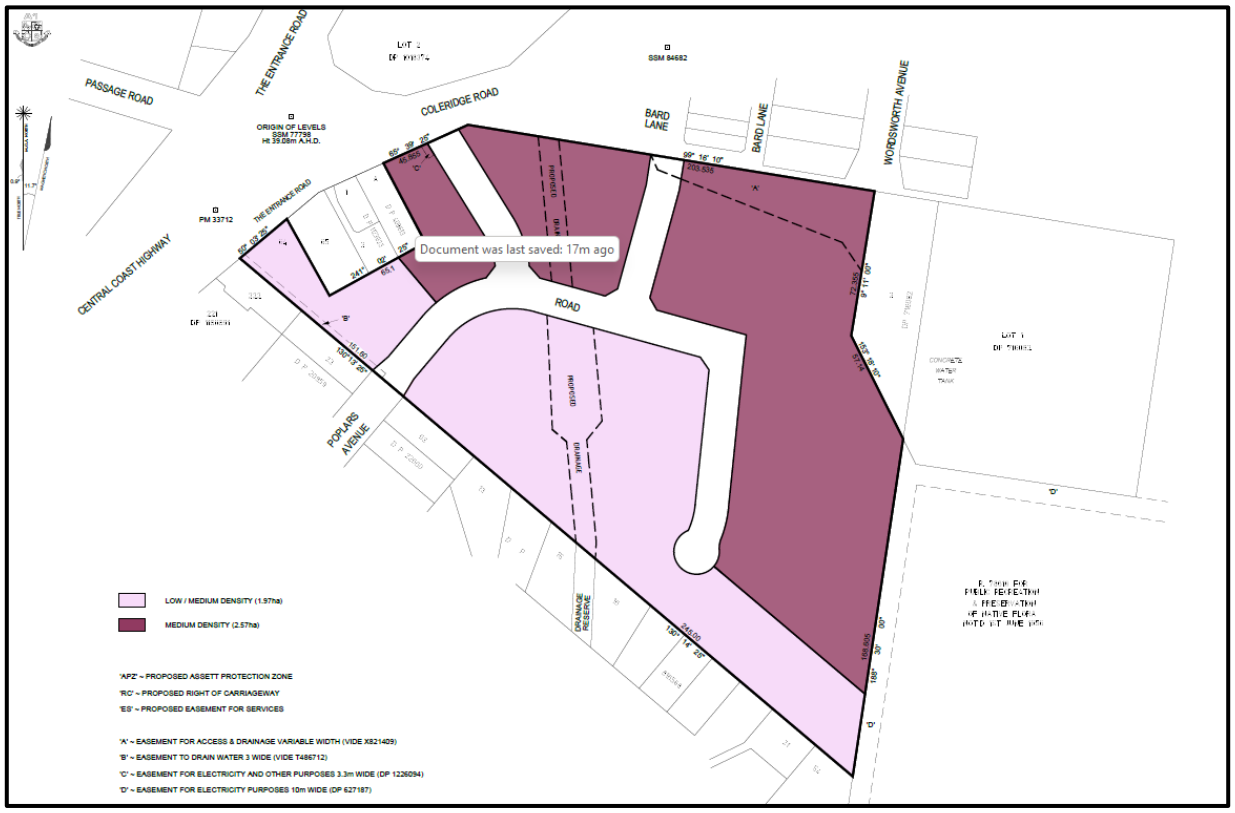

Figure 3.1: Concept of the Proposed Subdivision (prepared by Barry Hunt Associates, dated 14/10/2022)

For the purpose of assessment, it has been presumed that the maximum 70 dwellings will be provided.

3.2 Access

The proposed roads intend to connect with Poplars Avenue to the west and Coleridge Road to the north. Provided there are no proposed new intersections to The Entrance Road directly and all connections are proposed to local streets, priority-controlled intersections are considered sufficient for the new Coleridge Road intersections.

TfNSW have provided written support for an access on Poplars Avenue but note that current standards of the existing local road, and appropriate traffic assumptions are to be undertaken. These assessments will be undertaken as part of the submission of the final masterplan for this project.

Critically, the site proposes no direct accesses to the Central Coast Highway.

The provision of the new roads will greatly improve traffic flow and circulation into and out of the site.

The entry/exit driveways for each lot will be designed to comply with *AS/NZS 2890.1-2004 Parking Facilities – Off Street Car Parking, AS 2890.2-2018 Parking Facilities – Off Street Commercial Vehicle Facilities* and Council's DCP requirements.

3.3 Service Vehicles

The site will be serviced by Council's standard waste collection services. The local roads will be designed to Council's standard specifications to cater for Council's waste collection vehicles and emergency vehicles.

4 Traffic Assessment

4.1 Traffic Generation

4.1.1 Existing site

Based on the information received from Red Bus busiest AM and PM peak time for the site are from 6:30am till 7:30 am and 4:30pm till 5:30pm. Traffic generation for the site during these times are approximately 120 vehicles/hr in AM and PM peak.

4.1.2 Proposed Development

The NSW "Guide to Traffic Generating Developments" provides specific advice on the traffic generation potential of various land uses. However, TfNSW has released a Technical Direction (TDT 2013/4) with the results of updated traffic surveys and amended land use traffic generation rates.

TfNSW Technical Direction TDT 2013/04a *'Guide to Traffic Generating Developments, Updated Traffic Surveys'* provides the following trip generation rates for residential dwellings:

- Daily vehicle trips = 7.4 per dwelling in regional areas; and
- Weekday average AM peak hour vehicle trips = a maximum of 0.85 trips per dwelling in regional areas.
- Weekday average PM peak hour vehicle trips = a maximum of 0.90 trips per dwelling in regional areas.

Based on the traffic generation rates above and the 70 residential dwellings shown on the Concept Subdivision Layout, the site is expected to generate traffic in the order of 750 daily trips and 60 and 64 vehicles during the AM and PM peaks respectively as shown in Table 4.1 below.

Table 4.1: Proposed Traffic Generation

Period	TfNSW TG Rate Trips / Dwelling	Total Dwellings	Traffic Generation Veh / hour
AM	0.85	70	60
PM	0.90	70	64

Based on the Table 4.1above the total traffic generation from the site will be lot lesser than the existing traffic generation to and from the site both in AM and PM peak.

4.2 Trip Distribution and Assignment

The following assumptions and considerations have been made regarding the distribution and assignment of traffic to and from the subject site and the neighbouring site for the purpose of traffic modelling:

- Traffic from the residential subdivision has been distributed as 80% outbound and 20% inbound in the AM peak and 70% inbound and 30% outbound in the PM peak.
- Origin / destinations for traffic accessing the development has been split as 50% to and from the north, 48% to and from the south and 2% to and from the west respectively.
- Vehicles travelling south from the site are further distributed to 67% via The Entrance Road / Passage Road / Coleridge Road Intersection and 33% via The Entrance Road / Whalans Road (travelling up through Poplars Avenue).

The distribution and assignment of traffic to and from the subject site is shown below in Table 4.2 and illustrated in Figure 4.1 and Figure 4.2.

Table 4.2: Proposed Traffic Distribution

Peak	DA traffic	Inbound	Outbound	Peak Hour (In)	Peak Hour (Out)	Peak Hour Traffic Distribution (In)				Peak Hour Traffic Distribution (Out)			
						From East	From West	From North	From South	To East	To West	To North	To South
						0%	2%	50%	48%	0%	2%	50%	48%
AM	60	20%	80%	12	48	0	0	6	6	0	1	24	22
PM	64	70%	30%	44	18	0	0	22	22	0	1	10	10

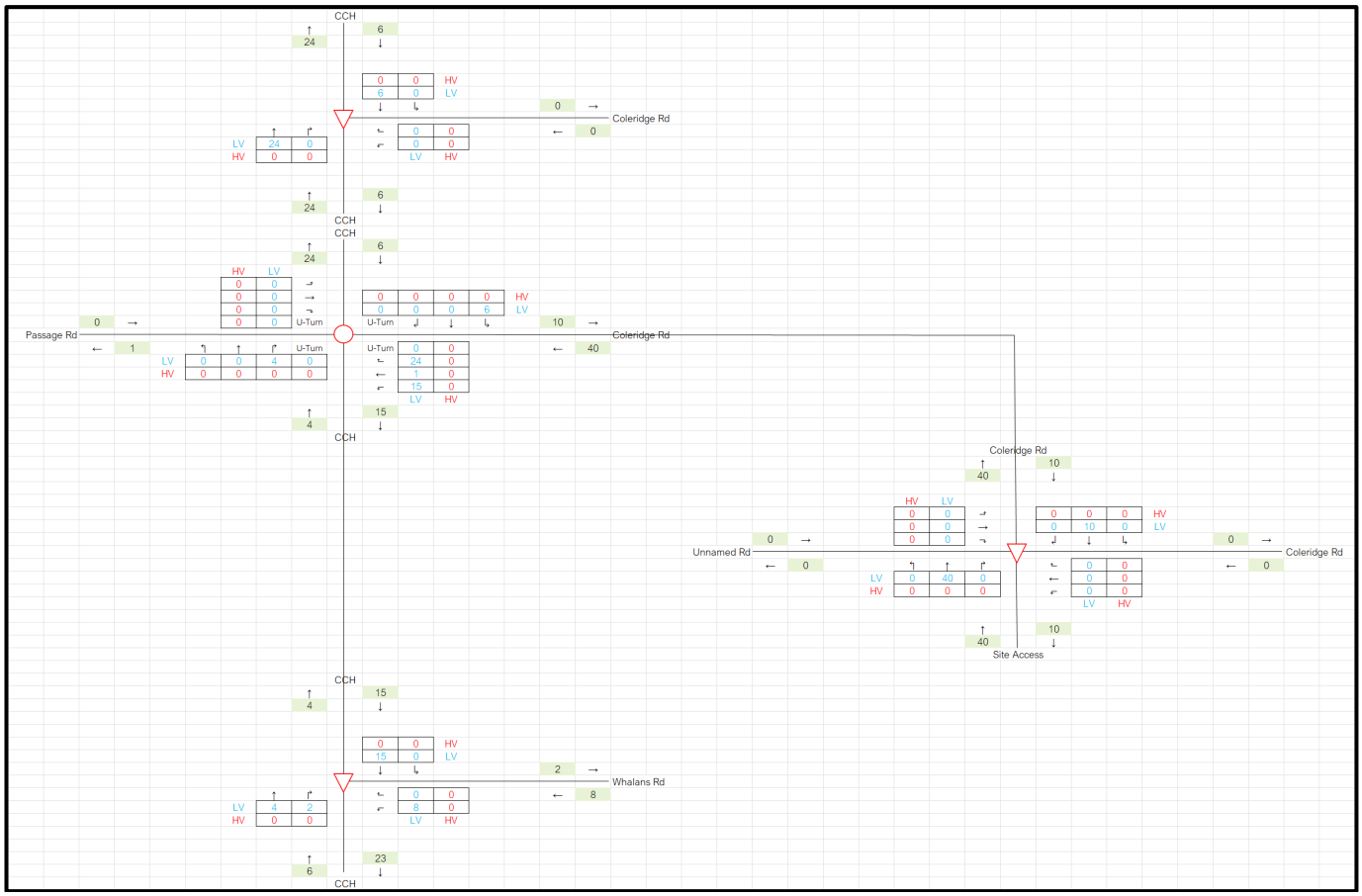

Figure 4.1: AM Traffic Distribution

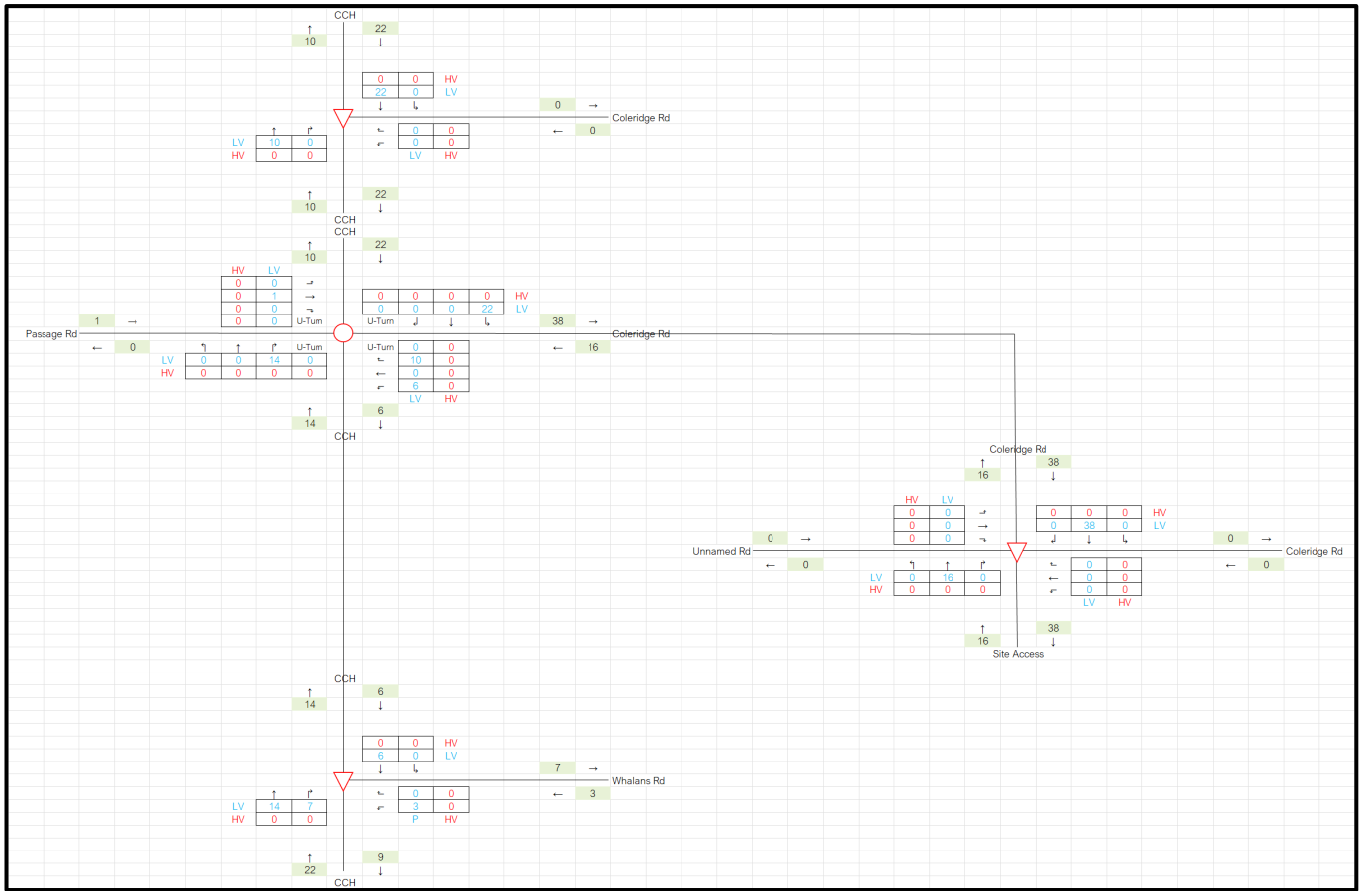

Figure 4.2: PM Traffic Distribution

4.3 Traffic Generation Impact

The future operational performance of the network has been assessed using SIDRA 9 modelling software which uses the level of service (delay) model adopted by Transport for NSW to assess intersection performance. Average delay is used to determine the level of service (LOS) based on the following table sourced from the TfNSW 'Traffic Modelling Guidelines.'

Table 4.3: Level-of-Service Criteria for Intersections (NSW)

LoS	Average Delay / Vehicle (Sec)	Traffic Signals and Roundabouts	Give Way and Stop Signs
A	< 15	Good	Good
B	15 - 28	Good, with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	28 - 42	Satisfactory	Satisfactory, but requires accident study
D	42 - 56	Operating near capacity	Near capacity and requires accident study
E	56 - 70	At capacity, excessive delay: roundabout requires other control method	At capacity, requires other control mode

LoS	Average Delay / Vehicle (Sec)	Traffic Signals and Roundabouts	Give Way and Stop Signs
F	>70	Unsatisfactory, requires other control mode or additional capacity	Unsatisfactory, requires other control mode

For assessment purposes a LOS D or higher is considered satisfactory intersection operation.

4.3.1 Theoretical Maximum Development Size

In addition to the planned dwellings, SIDRA modelling has also been performed to determine the critical number of dwellings that may be developed on-site so as to keep the future network operational. This is quantitatively considered to be the maximum volume whereby the highest delay experienced at any one relevant intersection is <56 seconds, which is LOS D.

4.3.2 2022 Existing Base and Development

AM Peak

The surveyed volumes (see Section 2.5) have been input to a SIDRA network model. Additionally, development volumes have been added onto the base to determine proposed operational performance of intersections. Finally, a theoretical maximum volume assessment has also been undertaken.

BRS understands that although planning is ongoing for the Central Coast Highway upgrade, timelines are not yet set for when the construction is to begin, and when the new alignment will be operational. In the base model, therefore, all intersection geometries, alignments and treatments are as existing.

It is noted that the right turn out of Coleridge Road in the intersection of Central Coast Highway/ Coleridge Road indicates LOS F in the base, with a delay of 236.2s in the base AM and 247.9s in the base PM. However, this turn only recorded one vehicle movement in the AM and PM peak period surveys and can be considered insignificant volume. Additionally, this intersection will be left-in, left-out after the upgrade so this turn will no longer be applicable, alongside the right turn into Coleridge Road. Therefore, these turns have been ignored in terms of maximum volume assessment, but their modelled results have been indicated. It is noted that none of the development volume will add to either of these turns.

The results of this analysis are provided in Table 4.4 and Table 4.5 below. Detailed SIDRA Movement Summary report is attached in **Appendix C** of this report.

Table 4.4: SIDRA Output Summary – 2022 AM Peak Period

Scenario	Intersection	Leg	DOS	Average Delay (s)	Level of Service	95% Back of Queue
Existing Base	Central Coast Hwy/ Coleridge Rd	S	0.394	30.1	C	0.9
		E	0.079	236.2	F	1.3
		N	0.502	5.5	A	0.0
		TOTAL*	**0.079**	**236.2**	**F**	**1.3**
	Central Coast Hwy/ Passage Rd/ Coleridge Rd	S	0.691	4.8	A	71.2
		E	0.587	27.6	B	41.4
		N	0.795	5.1	A	88.8
		W	0.081	14.3	A	3.8
		TOTAL	**0.795**	**7.1**	**A**	**88.8**
	Coleridge Rd/ Site Access	S	0.027	5.3	A	0.7
		E	0.119	5.4	A	4.1
		N	0.040	3.3	A	0.1
		W	0.004	5.8	A	0.1
		TOTAL	**0.004**	**5.8**	**A**	**0.1**
	Central Coast Hwy/ Whalans Rd	S	0.167	23.5	B	3.6
		E	0.229	26.0	B	5.0
		N	0.019	6.4	A	0.0
		TOTAL	**0.229**	**26.0**	**B**	**5.0**
Existing + Development (70 dwellings)	Central Coast Hwy/ Coleridge Rd	S	0.404	30.9	C	1.0
		E	0.086	257.5	F	1.5
		N	0.132	5.5	A	0.0
		TOTAL	**0.086**	**257.5**	**F**	**1.5**
	Central Coast Hwy/ Passage Rd/ Coleridge Rd	S	0.738	5.2	A	78.5
		E	0.730	40.6	C	63.1
		N	0.807	5.2	A	95.5
		W	0.092	15.0	B	4.5
		TOTAL	**0.730**	**40.6**	**C**	**63.1**
	Coleridge Rd/ Site Access	S	0.066	8.1	A	1.7
		E	0.120	5.6	A	4.2
		N	0.045	3.7	A	0.1
		W	0.004	6.4	A	0.1
		TOTAL	**0.066**	**8.1**	**A**	**1.7**

Scenario	Intersection	Leg	DOS	Average Delay (s)	Level of Service	95% Back of Queue
	Central Coast Hwy/ Whalans Rd	S	0.186	24.7	B	4.1
		E	0.239	27.0	B	5.2
		N	0.019	6.4	A	0.0
		TOTAL	**0.239**	**27.0**	**B**	**5.2**
Existing + Maximum Theoretical Development (123 dwellings)	Central Coast Hwy/ Coleridge Rd	S	0.411	31.5	C	1.0
		E	0.091	272.2	F	1.5
		N	0.132	5.5	A	0.0
		TOTAL	**0.091**	**272.2**	**F**	**1.5**
	Central Coast Hwy/ Passage Rd/ Coleridge Rd	S	0.769	5.6	A	83.2
		E	0.824	56.0	D	85.9
		N	0.816	5.3	A	100.6
		W	0.100	15.5	B	5.0
		TOTAL	**0.824**	**11.3**	**A**	**100.6**
	Coleridge Rd/ Site Access	S	0.088	8.3	A	2.3
		E	0.121	5.5	A	4.2
		N	0.050	3.7	A	0.1
		W	0.004	6.4	A	0.1
		TOTAL	**0.121**	**4.8**	**A**	**4.2**
	Central Coast Hwy/ Whalans Rd	S	0.200	25.3	B	4.4
		E	0.244	27.5	B	5.3
		N	0.019	6.4	A	0.0
		TOTAL	**0.244**	**27.5**	**B**	**5.3**

It is noted that some delay can be expected, particularly on the intersection of Central Coast Highway, Passage Road and Coleridge Road. Ultimately, this defines the critical intersection and has been used to identify the maximum yield. A maximum theoretical yield would be some 123 dwellings, whereby the intersection's east leg would have a modelled delay of 56.0s (although the intersection as a whole continues to operate well). However, in summary, the surrounding road network is able to facilitate the proposed 70 dwellings. Besides the abovementioned right-turns in and out of Coleridge Road (N), the existing network will operate at worst at a level-of-service C.

PM Peak

Table 4.5 outlines the results for the 2022 PM peak period, including the 2022 base volumes, the proposed 70-dwelling development, and the tested maximum development.

Table 4.5: SIDRA Output Summary – 2022 PM Peak Period

Scenario	Intersection	Leg	DOS	Average Delay (s)	Level of Service	95% Back of Queue
Existing Base	Central Coast Hwy/ Coleridge Rd	S	0.491	54.9	D	7.5
		E	0.084	247.9	F	1.8
		N	0.115	5.5	A	0.0
		TOTAL*	**0.084**	**247.9**	**F**	**1.8**
	Central Coast Hwy/ Passage Rd/ Coleridge Rd	S	0.945	6.5	A	225.9
		E	0.290	13.5	A	15.1
		N	0.761	5.2	A	84.7
		W	0.210	28.9	C	11.6
		TOTAL	**0.945**	**6.6**	**A**	**225.9**
	Coleridge Rd/ Site Access	S	0.035	6.7	A	0.9
		E	0.059	7.1	A	2.1
		N	0.092	3.7	A	0.5
		W	0.007	5.9	A	0.2
		TOTAL	**0.059**	**7.1**	**A**	**2.1**
	Central Coast Hwy/ Whalans Rd	S	0.241	24.5	B	5.5
		E	0.403	52.0	D	8.2
		N	0.029	6.4	A	0.0
		TOTAL	**0.403**	**52.0**	**D**	**8.2**
Existing + Development (70 dwellings)	Central Coast Hwy/ Coleridge Rd	S	0.496	58.7	E	8.3
		E	0.093	272.2	F	1.9
		N	0.117	5.5	A	0.0
		TOTAL	0.093	272.2	F	1.9
	Central Coast Hwy/ Passage Rd/ Coleridge Rd	S	0.973	12.9	A	282.7
		E	0.347	13.7	A	18.6
		N	0.797	5.5	A	93.5
		W	0.235	31.1	A	282.7
		TOTAL	**0.235**	**31.1**	**A**	**282.7**
	Coleridge Rd/ Site Access	S	0.049	7.0	A	1.2
		E	0.061	7.4	A	2.1

Scenario	Intersection	Leg	DOS	Average Delay (s)	Level of Service	95% Back of Queue
		N	0.112	3.7	A	0.5
		W	0.007	6.2	A	0.2
		TOTAL	**0.061**	**7.4**	**A**	**2.1**
	Central Coast Hwy/ Whalans Rd	S	0.281	25.5	B	6.6
		E	0.428	55.9	D	8.7
		N	0.029	6.4	A	0.0
		TOTAL	**0.428**	**55.9**	**D**	**8.7**
Existing + Maximum Theoretical Development (80 dwellings)	Central Coast Hwy/ Coleridge Rd	S	0.497	59.2	E	8.4
		E	0.094	275.4	F	2.0
		N	0.118	5.5	A	0.0
		TOTAL	**0.094**	**275.4**	**F**	**2.0**
	Central Coast Hwy/ Passage Rd/ Coleridge Rd	S	0.974	8.8	A	286.9
		E	0.352	13.7	A	18.8
		N	0.798	5.5	A	94.2
		W	0.224	30.8	C	12.3
		TOTAL	**0.974**	**8.0**	**A**	**286.9**
	Coleridge Rd/ Site Access	S	0.051	7.0	A	1.3
		E	0.061	7.5	A	2.1
		N	0.113	3.7	A	0.5
		W	0.007	6.2	A	0.2
		TOTAL	**0.113**	**7.5**	**A**	**2.1**
	Central Coast Hwy/ Whalans Rd	S	0.301	25.9	B	7.1
		E	0.430	56.2	D	8.7
		N	0.029	6.4	A	0.0
		TOTAL	**0.430**	**56.2**	**D**	**8.7**

It is noted that some delay can be expected, particularly on the intersection of Central Coast Highway and Whalans Road. Ultimately, this defines the critical intersection and has been used to assess the maximum theoretical yield. A maximum theoretical yield would be some 80 lots, whereby the east leg approaches the maximum delay.

However, in summary, the surrounding road network is able to facilitate the proposed 70 dwellings. Besides the abovementioned right-turns in and out of Coleridge Road (N), the existing network will operate at worst at a level-of-service D, but this indicates a small change in performance from the base, wherein the base case estimates a delay of 52.0s and the development would extend delay to 55.9s, close to, but under the theoretical maximum. With the proposed subdivision of 70 dwellings the intersection of The Entrance Rd / Whalans Rd will continue to operate at satisfactory Level of Service (LoS) of "B" in AM and "D" in PM peak with marginal increase in 95% queue length in PM peak.

4.3.3 Discussion Regarding Future Peak

It is generally understood that developments should be modelled for the base year as well as in a 10-year development scenario. Additionally, the Central Coast Highway upgrade between Wamberal and Bateau Bay (outlined in Section 2.4) had been planned. The project is currently at concept design stage and had previously been anticipated that the project will be funded and completed by year 2032. However, it has been requested that the development be assessed under existing road conditions.

It is noted that the 2022 PM peak shown in Table 4.5 shows that the intersection of Central Coast Highway/ Whalans Road is approaching capacity with a LOS of D and delay of 52.0s **in the existing scenario**. In the development scenario, this delay is only minimally increased to 56.2s. This intersection will fail before 2032, regardless of whether the development will be operational or not. In light of this, two future peak scenarios have been assessed, namely:

- The future base and development volumes without the proposed Central Coast Highway upgrades, and:
- The future base and development volumes with the proposed Central Coast Highway upgrades

4.3.4 2032 Future Base and Development (No Upgrades)

As outlined in Section 2.4, the NSW Government committed $387 million in March 2019 to upgrade The Entrance Road (Central Coast Highway) between Wamberal and Bateau Bay. The NSW Government has invested $4 million to enable TfNSW to progress early planning for this project.

Key Features of the upgrade include:

- new Traffic lights at Passage Road / Coleridge Road (S) intersection;
- a seagull intersection treatment at the Whalans Road intersection; and
- a left-in, left-out treatment at the Coleridge Road (N) intersection.

The below assessment is for the *no upgrade* scenario. Similar to the 2022 scenarios in Section 4.3.6, the intersection of Central Coast Highway and Coleridge Road has been excluded from assessment as the east leg only has one car, and the development will not add to the traffic generation on the east leg.

AM Peak

Table 4.6 outlines the results for the 2032 PM peak period, including the 2032 base volumes and the proposed 70-dwelling development.

Table 4.6: SIDRA Output Summary – 2032 AM Peak Period (No Upgrade)

Scenario	Intersection	Leg	DOS	Average Delay (s)	Level of Service	95% Back of Queue
Existing Base	Central Coast Hwy/ Coleridge Rd	S	0.468	56.0	D	2.5
		E	0.348	1231.2	F	5.6
		N	0.156	5.5	A	0.0
		TOTAL*	**0.348**	**1231.2**	**F**	**5.6**
	Central Coast Hwy/ Passage Rd/ Coleridge Rd	S	0.799	4.9	A	114.3
		E	1.483	519.6	F	487.2
		N	0.954	6.8	A	225.2
		W	0.140	21.8	B	6.9
		TOTAL	**1.483**	**51.5**	**D**	**487.2**
	Coleridge Rd/ Site Access	S	0.033	8.5	A	0.9
		E	0.140	5.6	A	5.0
		N	0.049	3.7	A	0.1
		W	0.004	6.4	A	0.1
		TOTAL	**0.033**	**8.5**	**A**	**0.9**
	Central Coast Hwy/ Whalans Rd	S	0.411	51.8	D	8.9
		E	0.666	80.6	F	15.1
		N	0.022	6.4	A	0.0
		TOTAL	**0.666**	**80.6**	**F**	**15.1**

Scenario	Intersection	Leg	DOS	Average Delay (s)	Level of Service	95% Back of Queue
Existing + Development (70 dwellings)	Central Coast Hwy/ Coleridge Rd	S	0.478	58.0	D	2.6
		E	0.390	1422.3	F	6.3
		N	0.156	5.5	A	0.0
		TOTAL	**0.390**	**1422.3**	**F**	**6.3**
	Central Coast Hwy/ Passage Rd/ Coleridge Rd	S	0.820	5.1	A	123.0
		E	1.730	726.7	F	684.2
		N	0.962	7.4	A	242.1
		W	0.153	20.3	B	7.7
		TOTAL	**1.730**	**79.5**	**F**	**684.2**
	Coleridge Rd/ Site Access	S	0.071	7.4	A	1.9
		E	0.142	5.6	A	5.0
		N	0.054	3.7	A	0.1
		W	0.004	6.5	A	0.1
		TOTAL	**0.071**	**7.4**	**A**	**1.9**
	Central Coast Hwy/ Whalans Rd	S	0.460	57.1	E	10.0
		E	0.707	90.3	F	16.3
		N	0.022	9.4	A	0.0
		TOTAL	**0.707**	**90.3**	**F**	**16.3**

Significant delays and general network failure can be expected in the network even without the development.

In the existing scenario, the intersection of Central Coast Highway and Whalans Road has reached failure and is unstable, with a delay of 80.6 seconds on Whalans Road. As is the case for the 2022 scenarios, the intersection of Central Coast Highway and Coleridge Road (North) can be ignored, particularly the east leg, whereby one vehicle turning right was picked in the survey and is responsible for all projected delay.

The intersection of Central Coast Highway, Passage Road and Coleridge Road is rapidly approaching unacceptable delay. This can be attributed to the east leg, with a degree-of-saturation of 1.483, meaning that more traffic is flowing in than can be flowed out. This will result in any additional volume severely compounding the delay.

In the development scenario, most intersections show very minor change in delay except for the intersection of Central Coast Highway, Passage Road and Coleridge Road. It can be observed that the intersection fails at LOS F. This is understood to be as a result of the instability on the eastern leg, which had exceeded capacity even in the existing scenario. The addition of some additional volume has exacerbated the degree-of-saturation to 1.730, and thereby exponentially increased delay on the east leg. However, this exponential nature is only present due to the base traffic already overflowing capacity, and the development cannot be considered the primary reason for the indicated delay.

This can be noted by observing all instances where degree of saturation is below 1.0, and the development scenario only introduces minor delay.

PM Peak

Table 4.5 outlines the results for the 2032 PM peak period, including the 2032 base volumes and the proposed 70-dwelling development.

Table 4.7: SIDRA Output Summary – 2022 PM Peak Period (No Upgrade)

Scenario	Intersection	Leg	DOS	Average Delay (s)	Level of Service	95% Back of Queue
Existing Base	Central Coast Hwy/ Coleridge Rd	S	0.591	112.3	F	22.2
		E	0.347	1124.9	F	7.1
		N	0.136	5.5	A	0.0
		TOTAL*	**0.347**	**1124.9**	**F**	**7.1**
	Central Coast Hwy/ Passage Rd/ Coleridge Rd	S	1.136	132.0	F	1261.4
		E	0.603	36.3	C	41.6
		N	0.900	5.9	A	158.9
		W	0.308	32.3	C	15.1
		TOTAL	**1.136**	**74.1**	**F**	**1261.4**
	Coleridge Rd/ Site Access	S	0.042	7.0	A	1.1
		E	0.070	7.2	A	2.5
		N	0.108	3.7	A	0.6
		W	0.008	6.0	A	0.2
		TOTAL	**0.070**	**7.2**	**A**	**2.5**
	Central Coast Hwy/ Whalans Rd	S	0.576	58.1	E	13.6
		E	1.824	921.5	F	138.1
		N	0.035	6.4	A	0.0
		TOTAL	**1.824**	**921.5**	**F**	**138.1**
Existing + Development (70 dwellings)	Central Coast Hwy/ Coleridge Rd	S	0.598	121.6	F	260.8
		E	0.392	1311.2	F	8.2
		N	0.138	5.5	A	0.0
		TOTAL	**0.392**	**1311.2**	**F**	**8.2**
		S	1.166	158.3	F	1401.0
		E	0.670	42.7	D	49.2

Scenario	Intersection	Leg	DOS	Average Delay (s)	Level of Service	95% Back of Queue
	Central Coast Hwy/ Passage Rd/ Coleridge Rd	N	0.933	6.4	A	181.3
		W	0.600	31.6	C	15.2
		TOTAL	**1.166**	**87.9**	**F**	**1401.0**
	Coleridge Rd/ Site Access	S	0.057	7.3	A	1.4
		E	0.073	7.5	A	2.6
		N	0.129	3.7	A	0.6
		W	0.008	6.3	A	0.2
		TOTAL	**0.073**	**7.5**	**A**	**2.6**
	Central Coast Hwy/ Whalans Rd	S	0.661	66.1	E	16.3
		E	1.996	1077.9	F	151.6
		N	0.035	6.4	A	0.0
		TOTAL	**1.996**	**1077.9**	**F**	**151.6**

Reflecting the AM peak, the PM peak also shows that the base scenario would indicate failure on the Central Coast Highway network. Also similarly, on any movement where the existing degree of saturation is below 1.0, the increased traffic volume does not significantly impact performance.

On the intersection of Central Coast Highway and Whalans Road, and the intersection of Central Coast Highway, Passage Road and Coleridge Road, the base case delay for 2032 has already increased to LOS F prior to introducing development volume.

Importantly, it can be observed that the development is not responsible for the overflow of traffic.

4.3.5 2032 Future Base and Development (Central Coast Highway Upgrade)

As outlined in Section 2.4, the NSW Government committed $387 million in March 2019 to duplicate The Entrance Road (Central Coast Highway) between Wamberal and Bateau Bay. The NSW Government has invested $4 million to enable TfNSW to progress early planning for this project.

Key Features of the upgrade include:

- new Traffic lights at Passage Road / Coleridge Road (S) intersection;
- a seagull intersection treatment at the Whalans Road intersection; and
- a left-in, left-out treatment at the Coleridge Road (N) intersection.

The project is currently at concept design stage and had previously been anticipated that the project will be funded and completed by year 2032. However, considering the project is currently formally unfunded past Concept Design, the assessment of the subdivision has been undertaken for two scenarios in 2032, being that the upgrade has either been completed or existing conditions remain.

The below assessment *assumes that the upgrade has gone ahead*.

Due to the early stages of planning, design assumptions and SIDRA configurations have been made which BRS deems reasonable for the upgraded network:

- In general:
  - A1.7% pa growth rate has been applied for all background volumes;
  - Short lanes are the default 60.0m unless queueing is observed which would suggest the short lane be extended otherwise; and
- For the intersection of Central Coast Highway, Passage Road and Coleridge Road:
  - The network coordinated cycle time of 100 seconds has been presumed for all signalized intersections; and
  - The phasing includes basic A and B phasing with a dedicated diamond phase, (Phase C) which induces some minor additional delay but allows for greater pedestrian safety and reduces conflict points.
  - On Passage Road and Coleridge Road, the left-most lanes are provided for left turn and through movements, and the right-most lane is exclusively for right turn movements.
- For the intersection of Central Coast Highway and Whalans Road:
  - The intersection is a seagull intersection, and the SIDRA model has been assessed as a network as opposed to a singular intersection.

AM Peak

The AM SIDRA results are shown in Table 4.8 below, showing the 2032 AM base, the base with development, and an extreme maximum size of 350 dwellings (modelling has assessed that the network can take significant volumes, but it is likely that the theoretical maximum found for the assessed 4 intersections would necessitate broader modelling outside the scope. Hence, a scenario indicating 5 times the proposed volume has been chosen as the maximum).

Table 4.8: SIDRA Output Summary – 2032 AM Peak Period

Scenario	Intersection	Leg	DOS	Average Delay (s)	Level of Service	95% Back of Queue
2032 Base	Central Coast Hwy/ Coleridge Rd	S	0.258	0.2	A	0
		E	0.001	6.4	A	2.2
		N	0.086	5.8	A	0
		TOTAL	**0.001**	**6.4**	**A**	**2.2**
	Central Coast Hwy/ Passage Rd/ Coleridge Rd	S	0.506	14.2	A	119.4
		E	0.401	36.9	C	59.7
		N	0.573	14.2	A	142.0
		W	0.205	46.3	D	8.6
		TOTAL	**0.573**	**16.7**	**B**	**142.0**
	Coleridge Rd/ Site Access	S	0.033	7.9	A	0.9
		E	0.14	4.6	A	5
		N	0.049	3.6	A	0.1
		W	0.004	5.4	A	0.1
		TOTAL	**0.003**	**7.9**	**A**	**0.9**
	Central Coast Hwy/ Whalans Rd	S	0.326	5.8	A	0.0
		E	0.270	19.0	B	2.8
		N	0.372	5.7	A	0.0
		TOTAL	**0.270**	**19.0**	**B**	**2.8**

Scenario	Intersection	Leg	DOS	Average Delay (s)	Level of Service	95% Back of Queue
2032 Base + Development (70 dwellings)	Central Coast Hwy/ Coleridge Rd	S	0.264	0.2	A	0.0
		E	0.001	6.4	A	0.0
		N	0.086	5.8	A	0.0
		TOTAL	**0.001**	**6.4**	**A**	**0.0**
	Central Coast Hwy/ Passage Rd/ Coleridge Rd	S	0.542	14.3	A	119.8
		E	0.435	37.9	C	65.1
		N	0.575	14.2	A	142.7
		W	0.224	46.5	D	8.7
		TOTAL	**0.435**	**37.9**	**C**	**65.1**
	Coleridge Rd/ Site Access	S	0.073	8.2	A	2.0
		E	0.172	4.6	A	5.0
		N	0.054	3.6	A	2.1
		W	0.004	5.5	A	0.1
		TOTAL	**0.073**	**8.2**	**A**	**2.0**
	Central Coast Hwy/ Whalans Rd	S	0.327	5.8	A	0.0
		E	0.287	19.7	B	3.0
		N	0.376	5.7	A	0.0
		TOTAL	**0.287**	**19.7**	**B**	**3.0**
2032 Base + Maximum Theoretical Development (350 dwellings)	Central Coast Hwy/ Coleridge Rd	S	0.286	0.2	A	0.0
		E	0.001	6.5	A	0.0
		N	0.088	5.8	A	0.0
		TOTAL	**0.001**	**6.5**	**A**	**0.0**
	Central Coast Hwy/ Passage Rd/ Coleridge Rd	S	0.589	17.3	B	133.6
		E	0.609	37.6	C	75.5
		N	0.624	16.7	B	160.5
		W	0.200	44.1	D	8.6
		TOTAL	**0.624**	**20.3**	**D**	**8.6**
	Coleridge Rd/ Site Access	S	0.214	9.4	A	6.1
		E	0.147	4.8	A	5.2
		N	0.076	3.6	A	0.1
		W	0.005	6.2	A	0.1
		TOTAL	**0.214**	**9.4**	**A**	**6.1**
		S	0.334	5.8	A	1.5

Scenario	Intersection	Leg	DOS	Average Delay (s)	Level of Service	95% Back of Queue
	Central Coast Hwy/ Whalans Rd	E	0.381	22.6	B	4.5
		N	0.388	5.7	A	0.0
		TOTAL	**0.381**	**22.6**	**B**	**4.5**

Generally, it can be observed that all intersections perform well with minimal delays in both the base and development scenario. After stress-testing for a development size 5 times the size of the proposed, the network continues to perform acceptably with a max theoretical delay of some 22.6 seconds in the Central Coast Highway/ Whalans Road intersection.

PM Peak

Similar to the AM peak, the maximum assessment is 350 dwellings.

Table 4.9 outlines the results for the 2032 PM peak period, including the 2032 base volumes, the proposed 70-dwelling development, and the tested maximum development.

Table 4.9: SIDRA Output Summary – 2032 PM Peak Period

Scenario	Intersection	Leg	DOS	Average Delay (s)	Level of Service	95% Back of Queue
2032 Base	Central Coast Hwy/ Coleridge Rd	S	0.313	0.2	A	0.0
		E	0.003	6.5	A	0.1
		N	0.076	5.8	A	0.0
		TOTAL	**0.003**	**6.5**	**A**	**0.1**
	Central Coast Hwy/ Passage Rd/ Coleridge Rd	S	0.679	16.9	B	183.7
		E	0.294	38.3	C	22.1
		N	0.527	14.4	A	16.8
		W	0.073	37.7	C	8.9
		TOTAL	**0.679**	**17.2**	**B**	**183.7**
	Coleridge Rd/ Site Access	S	0.042	6.1	A	1.1
		E	0.070	5.9	A	2.5
		N	0.109	3.6	A	0.6
		W	0.008	5.1	A	0.2
		TOTAL	**0.042**	**6.1**	**A**	**1.1**
	Central Coast Hwy/ Whalans Rd	S	0.434	5.9	A	0.0
		E	0.242	17.3	B	2.5
		N	0.371	5.6	A	0.0
		TOTAL	**0.242**	**17.3**	**B**	**2.5**

Scenario	Intersection	Leg	DOS	Average Delay (s)	Level of Service	95% Back of Queue
2032 Base + Development (70 dwellings)	Central Coast Hwy/ Coleridge Rd	S	0.315	0.2	A	0.0
		E	0.003	6.5	A	0.1
		N	0.077	5.8	A	0.0
		TOTAL	**0.003**	**6.5**	**A**	**0.1**
	Central Coast Hwy/ Passage Rd/ Coleridge Rd	S	0.690	17.9	B	190.2
		E	0.341	38.4	C	25.6
		N	0.542	14.8	B	126.5
		W	0.077	37.6	C	190.2
		TOTAL	**0.341**	**38.4**	**C**	**25.6**
	Coleridge Rd/ Site Access	S	0.057	6.4	A	1.4
		E	0.073	6.3	A	2.6
		N	0.130	3.6	A	0.6
		W	0.008	5.4	A	0.2
		TOTAL	**0.057**	**6.4**	**A**	**1.4**
	Central Coast Hwy/ Whalans Rd	S	0.440	5.9	A	0.0
		E	0.248	17.5	B	2.5
		N	0.373	5.6	A	0.0
		TOTAL	**0.248**	**17.5**	**B**	**2.5**
2032 Base + Maximum Theoretical Development (350 dwelling)	Central Coast Hwy/ Coleridge Rd	S	0.325	0.2	A	0.0
		E	0.003	6.7	A	0.1
		N	0.083	5.8	A	0.0
		TOTAL	**0.003**	**6.7**	**A**	**0.1**
	Central Coast Hwy/ Passage Rd/ Coleridge Rd	S	0.742	20.9	B	210.7
		E	0.518	38.8	C	40.3
		N	0.598	16.0	B	145.4
		W	0.069	36.6	C	8.6
		TOTAL	**0.742**	**20.3**	**B**	**210.7**
	Coleridge Rd/ Site Access	S	0.115	7.8	A	3.0
		E	0.085	7.8	A	2.9
		N	0.202	3.6	A	0.6
		W	0.009	6.6	A	0.2
		TOTAL	**0.115**	**7.8**	**A**	**3.0**
		S	0.465	5.9	A	0.0

Scenario	Intersection	Leg	DOS	Average Delay (s)	Level of Service	95% Back of Queue
	Central Coast Hwy/ Whalans Rd	E	0.280	18.6	B	3.0
		N	0.379	5.6	A	0.0
		TOTAL	**0.280**	**18.6**	**B**	**3.0**

Generally, it can be observed that all intersections perform well with minimal delays in both the base and development scenario. After stress-testing for a development size 5 times the size of the proposed, the network continues to perform acceptably with a max theoretical delay of some 42.3 seconds in the Central Coast Highway/ Passage Road/ Coleridge Road intersection.

4.3.6 Upgrade Requirement Assessment

Although the 2022 model indicates significant delays in the intersections with Coleridge Road (N) and Whalans Road, all delays are expected to be mitigated as part of the Central Coast Highway upgrade. Hence, no additional intersection upgrades are expected to be required.

4.4 Public Transport Assessment

The 2021 Australian Bureau of Statistics (ABS) census data regarding method of travel to work has been utilised to assess the most currently used travel modes in the Bateau Bay – Killarney Vale area (SA102021044). This data has been isolated to remove working from home and not applicable entries and has been reproduced in

Table 4.10: 2021 ABS Method of Travel to Work

Method of Travel	No. of Responses	% Share of Travel
Train	49	1%
Bus	56	1%
Car (driver)	5243	88%
Car (passenger)	321	5%
Truck	88	1%
Motorcycle	34	1%
Bicycle	27	0%
Other Modes	42	1%
Walked Only	90	2%
TOTAL	**5950**	**100%**

Considering only 2% of residents in residential developments would be expected to catch public transport, and the proposal is for 70 dwellings (an estimate of some 140 residents in the site area), the development would have a negligible impact on public transport (about 5 additional trips).

5 Conclusion/Recommendations

This Traffic Impact Assessment has been prepared in accordance with the requirements of Central Coast DCP 2022 and the TfNSW 'Guide to Traffic Generating Developments' to accompany proposed rezoning of an existing bus depot into a general residential zone.

The site will be provided access via new local roads intersecting with Coleridge Road and Poplars Avenue. Each new residential lot will be provided with a vehicular crossover and driveways in accordance with AS2890.1-2004 off Street Parking. The provision of these two controlled accesses will allow for traffic to flow and circulate into and out of the site efficiently.

The site is in close proximity to bus services that provide connectivity to the wider local area including Gosford Hospital, Gosford and Wyong. Gosford railways station provides access to the Sydney CBD via the Central Coast & Newcastle Line.

Based on the traffic generation rates as per TfNSW 'Guide to Traffic Generating Developments and the 70 dwellings proposed, the site is expected to generate traffic in the order of 750 daily trips or 60 vehicles during the AM and 64 PM vehicles during PM peak respectively.

In 2022, the SIDRA Network model results indicate that the whole surrounding intersection network will only be superficially impacted by the development. There are delays present in the existing 2022 network as a result of background volumes, including approaching the limit level-of-service D, but can nevertheless accommodate an additional 70 dwellings.

The NSW Government committed funding for concept project stage regarding an upgrade of the Central Coast Highway. The NSW Government has invested $4 million to enable TfNSW to progress early planning for this project. One of the key Feature of the upgrade include new Traffic lights at Passage Road / Coleridge Road intersection. The project is currently at concept design stage, and It is anticipated that the project will be funded and completed by year 2032. However, TfNSW has requested that modelling also be undertaken for if the Central Coast Highway upgrade does not go ahead.

It can be understood that in the 2032 scenario without upgrade the network will reach and exceed capacity. However, from the SIDRA model, it can be observed that the development would not be the major contributor towards this network failure, and in cases where a turn has not gone over capacity and is on exponential increase, the development only marginally increases delay.

Modelling for the 2032 development case indicates that the network is expected to operate well and the development continues to have minimal effects on network performance.

Considering an assessment of the ABS Journey to Work data available, it is expected that the development would possible generate 5 additional public transport trips per peak. This is considered negligible.

The Traffic Impact Assessment concludes that the subject site is suitable for the proposed rezoning/ development in relation to the impact of traffic, vehicle and pedestrian access and safety considerations.

6 References

Australian Standards, *'AS/NZS 2890.1:2004 Off-Street Car Parking'*.

Australian Standards, *'AS 2890.2:2018 Off-Street Commercial Vehicle Facilities'*.

Australian Standards, 'AS/NZS 2890.6:2002 Off-Street Parking for People with Disabilities'.

Roads and Maritime Services, *'Guide to Traffic Generating Developments'* Version 2.2 dated October 2002.

TfNSW Technical Direction TDT 2013/04a *'Guide to Traffic Generating Developments, Updated Traffic Surveys'*

NSW Department of Planning, *'SEPP (Transport and Infrastructure) 2021'*

Central Coast Council DCP 2022

Appendix A – Proposed Subdivision Plan

DIAL 1100 BEFORE YOU DIG

IMPORTANT NOTES:

1. THIS PLAN HAS BEEN PREPARED FOR THE CLIENT LISTED ON THIS PLAN ONLY, FOR THE PURPOSE OF SHOWING PHYSICAL FEATURES OF THE LAND TO ASSIST IN DESIGNING THE FUTURE DEVELOPMENT DESCRIBED HEREON AS THE PROJECT AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.

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	AMENDMENTS	DATE
D	LOW/MEDIUM DENSITY ZONING	14/10/22
C	AMENDED PROPOSED LOTS	12/10/22
B	PRELIMINARY SERVICING LAYOUT	31/1/22
A	ORIGINAL ISSUE	2/11/21

REGISTERED SURVEYOR

DRAWN	KDM	DATE	2/11/21
SURVEYED	RD	DATE	23/10/20

Barry Hunt Associates
REGISTERED SURVEYORS AND
LAND DEVELOPMENT CONSULTANTS
SUITE 4, 1 BOUNTY CL., TUGGERAH 2259
P.O. BOX 4144, BAY VILLAGE. 2261
PHONE (02) 43539644 FAX (02) 43533855
Email ~admin@surveyors.com.au

LOCALITY : 682A & 688 THE ENTRANCE RD
BATEAU BAY
L.G.A. CENTRAL COAST

CLIENT : THE ENTRANCE RED BUS SERVICE PTY LTD

PROJECT : PROPOSED DEVELOPMENT

PLAN : CONCEPT SUBDIVISION LAYOUT

LOT	DP	AREA
3	716082	5.26ha
64	22600	572m²

DATUM: AUSTRALIAN HEIGHT DATUM

SCALE: 1:750(A1)

CAD REF: 55283DSUB

SHEET 1 OF 8

A1

M.G.A. NORTH

0.9°

11.7°

MAGNETIC NORTH

TRUE NORTH

ORIGIN OF LEVELS
SSM 77798
Ht 39.08m A.H.D.

COLERIDGE ROAD

BARD LANE

WORDSWORTH AVENUE

CENTRAL COAST HIGHWAY

THE ENTRANCE ROAD

POPLARS AVENUE

SHEET 2

SHEET 3

SHEET 4

SHEET 5

SHEET 6

SHEET 7

SHEET 8

LOT 3
DP 716082
5.26ha

DRAINAGE RESERVE

PUBLIC ROAD

TURNING HEAD

SANCTUARY PLACE

CONCRETE WATER TANK

LOT 1
DP 716082

R. 78616 FOR PUBLIC RECREATION & PRESERVATION OF NATIVE FLORA NOTD 1ST JUNE 1956

'APZ' ~ PROPOSED ASSETT PROTECTION ZONE

'RC' ~ PROPOSED RIGHT OF CARRIAGEWAY

'ES' ~ PROPOSED EASEMENT FOR SERVICES

'A' ~ EASEMENT FOR ACCESS & DRAINAGE VARIABLE WIDTH (VIDE X821409)

'B' ~ EASEMENT TO DRAIN WATER 3 WIDE (VIDE T486712)

'C' ~ EASEMENT FOR ELECTRICITY AND OTHER PURPOSES 3.3m WIDE (DP 1226094)

LEGEND

- DENOTES BOTTOM OF BANK
- DENOTES TOP OF BANK
- DENOTES EDGE OF BITUMEN
- DENOTES FENCELINE
- DENOTES STORMWATER PIPE
- DENOTES OVERHEAD POWER IN VICINITY
- DENOTES UNDERGROUND POWER IN VICINITY
- UEB DENOTES UNDERGROUND POWER BOX
- P.P. DENOTES POWER POLE
- S.P. DENOTES SERVICE POLE
- DENOTES GASMAIN IN VICINITY
- SMH DENOTES SEWER MANHOLE
- DENOTES SEWER RISING MAIN IN VICINITY
- DENOTES SEWERMAIN IN VICINITY
- DENOTES FIBRE OPTIC MAIN IN VICINITY
- DENOTES TELSTRA MAIN IN VICINITY
- PIT DENOTES TELSTRA PIT
- H– HEIGHT
- S– SPREAD DENOTES TREE
- D– DIAMETER
- DENOTES EDGE OF VEGETATION
- W.M. DENOTES WATER METER
- HYD DENOTES HYDRANT
- S.V. DENOTES STOP VALVE
- DENOTES WATERMAIN IN VICINITY
- DENOTES BITUMEN CARRIAGEWAY
- DENOTES CONCRETE PATH
- DENOTES GRAVEL CARRIAGEWAY

ORIGIN OF LEVELS
SSM 77798 Ht 39.08m A.H.D.

0 7.5 15 30 45 30

SCALE 1: 750

DIAL 1100 BEFORE YOU DIG

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	AMENDMENTS	DATE
A	ORIGINAL ISSUE	2/11/21

REGISTERED SURVEYOR

DRAWN KDM DATE 2/11/21

SURVEYED RD DATE 23/10/20

Barry Hunt Associates

REGISTERED SURVEYORS AND
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BATEAU BAY
L.G.A. CENTRAL COAST

CLIENT : THE ENTRANCE RED BUS SERVICE PTY LTD

PROJECT : COMMERCIAL DEVELOPMENT

PLAN : SHEET LAYOUT
CONCEPT SUBDIVISION LAYOUT

LOT 3 DP 716082 AREA 5.26ha
64 22600 572m²

DATUM AUSTRALIAN HEIGHT DATUM

SCALE 1:750(A1)

CAD REF: 55283DSUB

SHEET 1 OF 8


'B' ~ EASEMENT TO DRAIN WATER 3 WIDE (VIDE T486712)
'C' ~ EASEMENT FOR ELECTRICITY AND OTHER PURPOSES 3.3m WIDE (DP 1226094)
'APZ' ~ PROPOSED ASSET PROTECTION ZONE
PASSAGE ROAD
SCALE 1: 200
0 2 4 8 12 16
COLERIDGE ROAD
LEGEND
DENOTES BOTTOM OF BANK
DENOTES TOP OF BANK
DENOTES EDGE OF BITUMEN
DENOTES FENCELINE
DENOTES STORMWATER PIPE
DENOTES OVERHEAD POWER IN VICINITY
DENOTES UNDERGROUND POWER IN VICINITY
DENOTES UNDERGROUND POWER BOX
DENOTES POWER POLE
DENOTES SERVICE POLE
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DENOTES SEWERMAIN IN VICINITY
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DENOTES TELSTRA MAIN IN VICINITY
DENOTES TELSTRA PIT
H– HEIGHT
S– SPREAD
D– DIAMETER
DENOTES TREE
DENOTES EDGE OF VEGETATION
DENOTES WATER METER
DENOTES HYDRANT
DENOTES STOP VALVE
DENOTES WATERMAIN IN VICINITY
DENOTES BITUMEN CARRIAGEWAY
DENOTES CONCRETE PATH
DENOTES GRAVEL CARRIAGEWAY
THE ENTRANCE ROAD
CENTRAL COAST HIGHWAY
'APZ'
LOT 3
DP 716082
30
1531m²
36
725m²
DRAINAGE RESERVE
ROAD
16.6 WIDE
LOT 1
DP 1123023
LOT A
DP 408613
LOT 2
DP 1123023
LOT 65
DP 22600
LOT 64
DP 22600
LOT 222
DP 1180891
35
933m²
31
2187m²
32
526m²
39
9924m²
PUBLIC ROAD
CARPORT
RESIDENCE
VERANDAH
FIBRO SHED
METAL ROOF
PREFAB TOILET BLOCK
DEMOUNTABLE BUILDING
BRICK MET. No. 682A
AWNING OVER CAR PARKING
BUS PARKING
CONCRETE PATH
'C'
'B'

IMPORTANT NOTES:

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A	ORIGINAL ISSUE	2/11/21

REGISTERED SURVEYOR

DRAWN	KDM	DATE	2/11/21
SURVEYED	RD	DATE	23/10/20

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Email ~admin@surveyors.com.au

LOCALITY : 682A & 688 THE ENTRANCE RD BATEAU BAY L.G.A. CENTRAL COAST

CLIENT : THE ENTRANCE RED BUS SERVICE PTY LTD

PROJECT : COMMERCIAL DEVELOPMENT

PLAN : CONCEPT SUBDIVISION LAYOUT

LOT	DP	AREA
3	716082	5.26ha
64	22600	572m²

DATUM : AUSTRALIAN HEIGHT DATUM

SCALE : 1:200(A1)

CAD REF: 55283DSUB

SHEET 2 OF 8

A1

0 2 4 8 12 16

SCALE 1: 200

'A' ~ EASEMENT FOR ACCESS & DRAINAGE VARIABLE WIDTH (VIDE X821409)

'APZ' ~ PROPOSED ASSET PROTECTION ZONE

BARD LANE

LOT 344 DP 228747

LOT 343 DP 228747

LOT 342 DP 228747

LOT 330 DP 220696

LOT 331 DP 220696

LOT 332 DP 220696

WORDSWORTH AVENUE

29 1347m²

28 503m²

27 614m²

36 725m²

24 880m²

25 532m²

26 824m²

23 782m²

22 702m²

38 1945m² (PUBLIC RESERVE)

LOT 3 DP 716082

DRAINAGE RESERVE

ROAD 16.6 WIDE

TURNING HEAD

'APZ'

'A'

99° 16' 46.23

354° 41' 31.54

105° 21' 36.38

354° 41' 16.03

105° 21' 30.72

354° 41' 25.56

285° 21' 10.69

285° 21' 16.70

240° 21' 7.07

330° 7.07

195° 29' 19.47

195° 21' 18.91

195° 21' 15.00

189° 16' 15.02

9° 16' 9.47

8° 47' 5.55

111° 30' 36.33

291° 30' 16.70

111° 30' 32.49

105° 21' 46.01

189° 11' 40.00

145° 47' 17.11

189° 11' 6.51

189° 11' 15.09

105° 21' 47.63

195° 21' 22.84

195° 21' 21.05

195° 21' 15.00

195° 21' 18.89

15° 21' 21.23

15° 21' 15.00

15° 21' 18.91

285° 21' 35.49

285° 21' 35.49

99° 16' 95.28

M.G.A. NORTH 0.9° TRUE NORTH 11.7° MAGNETIC NORTH

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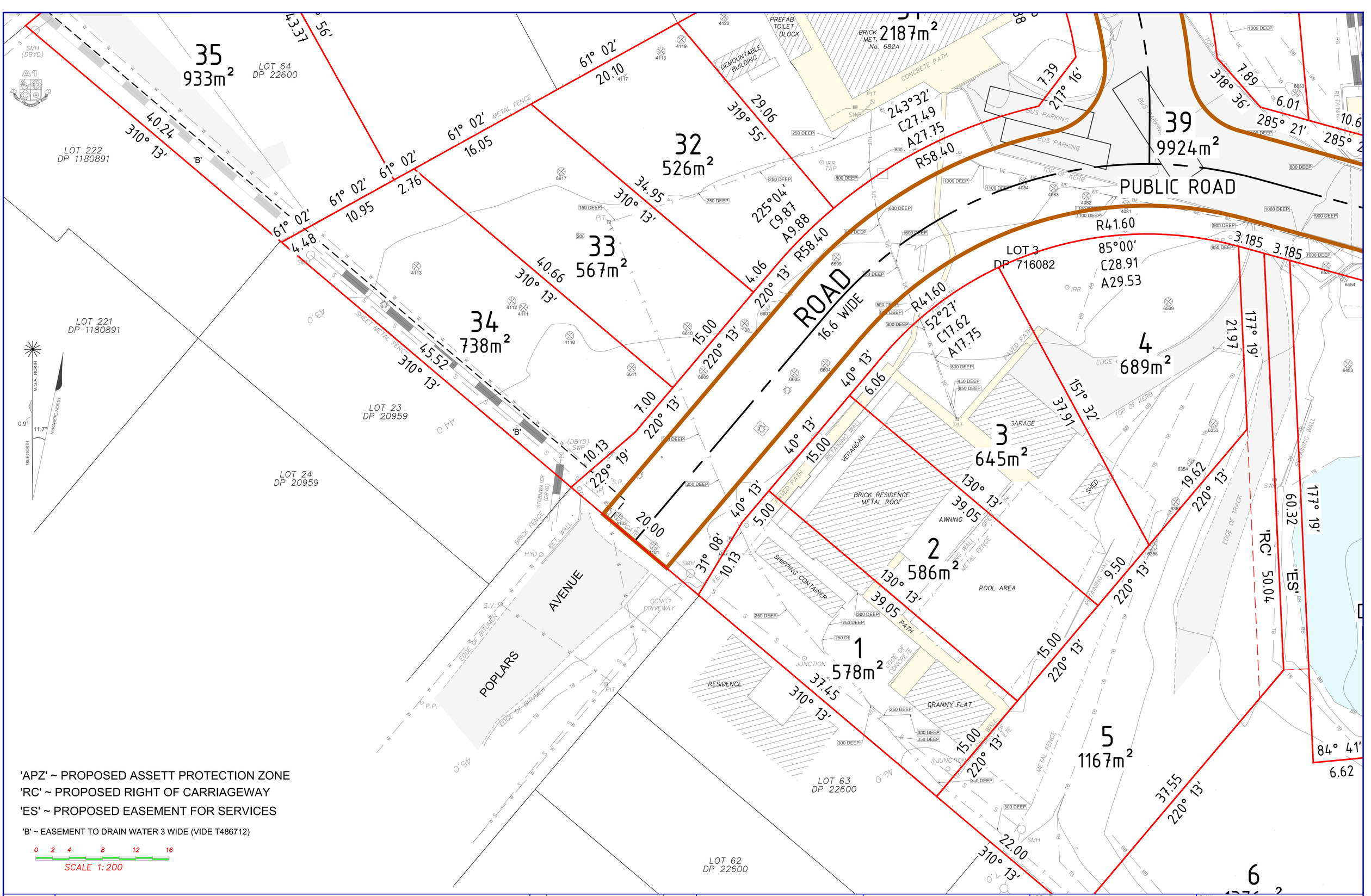
Email ~admin@surveyors.com.au

LOCALITY :	682A & 688 THE ENTRANCE RD BATEAU BAY L.G.A. CENTRAL COAST	PLAN :	CONCEPT SUBDIVISION LAYOUT
CLIENT :	THE ENTRANCE RED BUS SERVICE PTY LTD	LOT 3 64 DP 716082 22600	AREA 5.26ha 572m²
PROJECT :	COMMERCIAL DEVELOPMENT	DATUM AUSTRALIAN HEIGHT DATUM	SCALE 1:200(A1)
		CAD REF: 55283DSUB	SHEET 3 OF 8



'APZ' ~ PROPOSED ASSETT PROTECTION ZONE

'RC' ~ PROPOSED RIGHT OF CARRIAGEWAY

'ES' ~ PROPOSED EASEMENT FOR SERVICES

'B' ~ EASEMENT TO DRAIN WATER 3 WIDE (VIDE T486712)

0 2 4 8 12 16

SCALE 1:200

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CLIENT : THE ENTRANCE RED BUS SERVICE PTY LTD

PROJECT : COMMERCIAL DEVELOPMENT

PLAN : CONCEPT SUBDIVISION LAYOUT

LOT	DP	AREA
3	716082	5.26ha
64	22600	572m²

DATUM : AUSTRALIAN HEIGHT DATUM

SCALE : 1:200(A1)

CAD REF: 55283DSUB

SHEET 4 OF 8

27
614m²
ROAD
16.6 WIDE
ROAD
16.6 WIDE
26
824m²
25
532m²
22
702m²
21
734m²
20
1118m²
19
1036m²
18
1425m²
17
1471m²
7
1144m²
8
938m²
9
958m²
37
1904m²
POND
DRAINAGE RESERVE
LOT 3
DP 716082
'APZ'
'APZ' ~ PROPOSED ASSETT PROTECTION ZONE
BUS PARKING
METAL SHED
METAL ROOF
MONITORING WELL
EDGE OF BITUMEN
TOP OF KERB
RETAINING WALL
ROCK RETAINING WALL
HEDGE
CULVERT
AWNING (above)
STEPS
CONC PATH
TAP
SWP
PIT
DENSE VEGETATION
EDGE OF TRACK
EDGE OF CONCRETE
M.G.A. NORTH
MAGNETIC NORTH
TRUE NORTH
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BATEAU BAY
L.G.A. CENTRAL COAST

CLIENT : THE ENTRANCE RED BUS SERVICE PTY LTD

PROJECT : COMMERCIAL DEVELOPMENT

PLAN : CONCEPT SUBDIVISION LAYOUT

LOT	3, 64	DP	716082, 22600
AREA	5.26ha, 572m²		
DATUM	AUSTRALIAN HEIGHT DATUM		
SCALE	1:200(A1)		
CAD REF:	55283DSUB	SHEET	5 OF 8

TREE SCHEDULE

TREE	EASTING	NORTHING	G.L.	HEIGHT	SPREAD	DIAMETER
156	358074.57	6303638.69	39.92	10	5	0.4
157	358064.58	6303633.63	40.22	5	2	0.3
320	358083.46	6303608.07	41.60	12	4	0.6
331	358082.63	6303634.08	40.39	4	2	0.1
332	358077.43	6303636.52	40.17	8	4	0.3
333	358076.88	6303637.66	40.09	12	6	0.7
334	358076.08	6303636.61	40.17	5	2	0.2
335	358074.41	6303636.34	40.13	7	3	0.3
336	358073.71	6303636.14	40.21	10	5	0.4
337	358071.41	6303634.04	40.39	4	2	0.2
338	358069.98	6303634.25	40.37	8	4	0.4
339	358070.03	6303635.45	40.34	7	4	0.6
340	358068.98	6303634.48	40.28	4	3	0.2
341	358068.25	6303634.34	40.38	5	3	0.2
342	358066.25	6303633.10	40.35	4	2	0.1
4028	358109.18	6303639.08	40.42	15	8	0.6
4029	358109.34	6303641.30	40.30	15	10	0.6
4030	358111.84	6303641.86	40.33	15	10	0.9
4031	358123.47	6303643.44	40.31	15	10	0.9
4032	358128.41	6303642.33	40.71	15	8	0.6
4033	358127.25	6303636.83	40.94	15	10	0.9
4034	358127.97	6303632.75	41.26	10	6	0.3
4035	358127.55	6303629.62	41.45	15	6	0.4
4036	358135.10	6303634.93	41.48	8	8	0.4
4041	358132.89	6303629.21	41.73	15	15	0.9
4042	358132.07	6303626.43	41.89	8	6	0.3
4043	358132.53	6303623.68	42.01	6	4	0.2
4044	358136.98	6303622.66	42.15	10	6	0.3
4045	358135.59	6303619.46	42.14	15	8	0.5
4046	358138.11	6303619.13	42.14	15	8	0.4
4047	358132.15	6303617.54	42.01	10	6	0.4
4048	358133.34	6303616.58	42.10	10	6	0.4
4049	358134.48	6303615.80	42.18	15	6	0.4
4050	358141.84	6303617.38	42.26	15	6	0.4
4051	358141.39	6303616.53	42.20	15	6	0.4
4052	358135.41	6303612.79	42.36	15	6	0.4
4053	358136.41	6303613.14	42.32	15	6	0.5
4054	358140.90	6303607.96	42.32	8	6	0.4
4055	358143.84	6303609.81	42.52	15	10	0.7
4056	358144.25	6303600.89	42.61	10	6	0.3
4057	358144.33	6303598.27	42.72	15	10	0.5
4058	358146.57	6303595.78	42.90	15	15	0.7
4063	358134.55	6303590.31	43.38	15	4	0.4
4072	358129.50	6303604.79	42.60	6	6	0.4

TREE SCHEDULE

TREE	EASTING	NORTHING	G.L.	HEIGHT	SPREAD	DIAMETER
4081	358121.49	6303563.66	44.27	10	4	0.3
4082	358116.70	6303564.68	44.12	10	6	0.4
4083	358112.76	6303565.65	43.99	10	6	0.4
4084	358109.16	6303566.48	43.93	10	8	0.5
4101	358064.82	6303522.71	44.88	6	6	0.2
4103	358060.57	6303526.22	44.77	6	6	0.4
4108	358059.72	6303533.60	44.57	8	10	0.6
4110	358054.71	6303547.93	44.11	8	10	0.8
4111	358049.14	6303551.32	43.84	8	10	0.8
4112	358047.76	6303552.10	43.77	8	10	0.8
4113	358036.31	6303556.27	43.19	8	6	0.5
4117	358061.08	6303579.51	42.51	8	6	0.4
4118	358065.65	6303582.07	42.48	8	6	0.4
4119	358068.11	6303583.45	42.54	8	6	0.6
4120	358073.24	6303586.21	42.45	8	6	0.3
6021	358283.16	6303406.37	59.45	8	1	0.2
6022	358281.22	6303403.90	58.83	7	4	0.5
6315	358173.11	6303458.88	48.23	4	4	0.4
6350	358136.14	6303546.68	45.96	10	4	0.5
6353	358131.94	6303537.38	46.77	10	2	0.3
6354	358129.36	6303532.65	47.03	10	2	0.3
6355	358127.44	6303527.99	46.91	10	2	0.3
6356	358124.64	6303522.57	47.08	10	2	0.3
6369	358124.82	6303473.93	47.31	30		0.5
6372	358131.98	6303468.74	47.09	4	2	0.3
6373	358129.53	6303467.77	47.50	4	2	0.3
6377	358149.47	6303453.50	47.21	5	2	0.2
6453	358148.11	6303544.57	43.08	6	3	0.2
6454	358147.63	6303554.85	42.70	6	3	0.2
6488	358171.55	6303531.51	44.79	7	7	0.8
6537	358145.49	6303556.31	45.53	8	6	0.6
6539	358126.57	6303552.01	45.80	6	7	0.5
6599	358086.70	6303557.35	44.13	10	7	0.8
6604	358085.39	6303544.63	44.28	8	6	0.5
6605	358081.68	6303543.47	44.36	8	6	0.3
6606	358078.67	6303552.62	43.98	8	6	0.5
6607	358078.19	6303551.37	44.05	8	8	0.6
6608	358075.69	6303549.40	43.91	8	6	0.5
6609	358070.75	6303543.74	44.42	7	5	0.4
6610	358068.85	6303549.03	43.87	9	5	0.8
6611	358062.14	6303544.10	44.32	7	5	0.8
6617	358053.69	6303567.61	42.91	6	8	0.6
6653	358141.84	6303577.04	44.16	10	6	0.6

DIAL 1100 BEFORE YOU DIG

IMPORTANT NOTES:

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4. FOR ANY CONSTRUCTION ACTIVITIES PROPOSED IN CLOSE PROXIMITY TO THE BOUNDARIES OR PRESCRIBED SETBACKS. IT IS RECOMMENDED THAT THOSE BOUNDARIES BE MARKED TO AVOID THE POSSIBILITY OF ENCROACHMENT.

A	ORIGINAL ISSUE	2/11/21
	AMENDMENTS	DATE

REGISTERED SURVEYOR

DRAWN	KDM	DATE	2/11/21
SURVEYED	RD	DATE	23/10/20

Barry Hunt Associates
REGISTERED SURVEYORS AND
LAND DEVELOPMENT CONSULTANTS
SUITE 4, 1 BOUNTY CL., TUGGERAH 2259
P.O. BOX 4144, BAY VILLAGE. 2261
PHONE (02) 43539644 FAX (02) 43533855
Email ~admin@surveyors.com.au

LOCALITY : 682A & 688 THE ENTRANCE RD, BATEAU BAY, L.G.A. CENTRAL COAST

CLIENT : THE ENTRANCE RED BUS SERVICE PTY LTD

PROJECT : COMMERCIAL DEVELOPMENT

PLAN : CONCEPT SUBDIVISION LAYOUT

LOT	DP	AREA
3	716082	5.26ha
64	22600	572m²

DATUM: AUSTRALIAN HEIGHT DATUM

SCALE: 1:200(A1)

CAD REF: 55283DSUB

LOT 3
DP 716082

ROAD
16.6 WIDE

8
938m²
53.88
275° 53'
50.32
275° 53'
354° 41'
18.35
354° 41'
7.40
84° 4' 41'
8.38
6.29

9
958m²
55.30
275° 53'
18.35

10
963m²
51.73
275° 53'

11
899m²
48.17
275° 53'
354° 41'
7.62

12
840m²
43.04
275° 53'
8.34
2° 57'
3.90
310° 14'

19
1036m²
95° 53'
73.85

18
1425m²
95° 53'
82.12

17
1471m²
95° 53'
81.29

16
1456m²
95° 53'
80.47

15
1441m²
95° 53'
79.65

14
1426m²
95° 53'
78.83

18.00
185° 53'
5° 53'
10.81
15.00
4.73
188° 30'
18.02
153° 18'
17.80
15.75

'APZ'

LOT 1
DP 716082

R. 78616 FOR PUBLIC RECREATION & PRESERVATION OF NATIVE FLORA NOT'D 1ST JUNE 1956

'APZ' ~ PROPOSED ASSETT PROTECTION ZONE

BUS PARKING
EDGE OF CONCRETE
METAL SHED
METAL ROOF
TURNING HEAD
TOILET BLOCK
CONCRETE WATER TANK
DENSE VEGETATION
EDGE OF BITUMEN
EDGE OF TRACK
RETAINING WALL
MONITORING WELL
TAP
PIT
SWP
SPR
UE
TB
BB
P.P.

M.G.A. NORTH
MAGNETIC NORTH
TRUE NORTH
0.9°
11.7°

DIAL 1100 BEFORE YOU DIG

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A	ORIGINAL ISSUE	2/11/21

REGISTERED SURVEYOR

DRAWN	KDM	DATE	2/11/21
SURVEYED	RD	DATE	23/10/20

Barry Hunt Associates
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P.O. BOX 4144, BAY VILLAGE, 2261
PHONE (02) 43539644 FAX (02) 43533855
Email ~admin@surveyors.com.au

LOCALITY : 682A & 688 THE ENTRANCE RD, BATEAU BAY, L.G.A. CENTRAL COAST

PLAN : CONCEPT SUBDIVISION LAYOUT

LOT 3, 64 DP 716082, 22600 AREA 5.26ha, 572m²

CLIENT : THE ENTRANCE RED BUS SERVICE PTY LTD

DATUM : AUSTRALIAN HEIGHT DATUM

SCALE : 1:200(A1)

PROJECT : COMMERCIAL DEVELOPMENT

CAD REF: 55283DSUB

SHEET 7 OF 8

ROAD
16.6 WIDE
TURNING HEAD
METAL SHED
METAL ROOF
275° 53'
72.24
5° 53'
40.77
95° 53'
78.83
14
1426m²
18.02
188° 30'
'APZ'
EDGE OF TRACK
FENCELINE
13
5139m²
LOT 3
DP 716082
LOT 1
DP 716082
LOT 16
DP 816568
LOT 17
DP 816568
LOT 18
DP 816568
LOT 19
DP 816568
LOT 20
DP 816568
LOT 21
DP 816568
LOT 22
DP 816568
LOT 54
DP 816568
SHIPPING CONTAINER
RETAINING WALL
RET. WALL
PIT
TAP
SWP
SHEET METAL FENCE
PALING FENCE
TIMBER FENCE
91.88
188° 30'
90.40
310° 14'
P.P.
R. 78616 FOR
PUBLIC RECREATION
& PRESERVATION
OF NATIVE FLORA
NOT'D 1ST JUNE 1956
M.G.A. NORTH
MAGNETIC NORTH
TRUE NORTH
0.9°
11.7°

'APZ' ~ PROPOSED ASSETT PROTECTION ZONE

0 2 4 8 12 16
SCALE 1: 200

DIAL1100 BEFORE YOU DIG

IMPORTANT NOTES:

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	AMENDMENTS	DATE
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REGISTERED SURVEYOR

DRAWN KDM DATE 2/11/21

SURVEYED RD DATE 23/10/20

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SUITE 4, 1 BOUNTY CL., TUGGERAH 2259
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L.G.A. CENTRAL COAST

CLIENT : THE ENTRANCE RED BUS SERVICE PTY LTD

PROJECT : COMMERCIAL DEVELOPMENT

PLAN : CONCEPT SUBDIVISION LAYOUT

LOT 3 64 DP 716082 22600

AREA 5.26ha 572m²

DATUM AUSTRALIAN HEIGHT DATUM

SCALE 1:200(A1)

CAD REF: 55283DSUB

SHEET 8 OF 8

Appendix B – SIDRA Layouts

USER REPORT FOR SITE

All Movement Classes

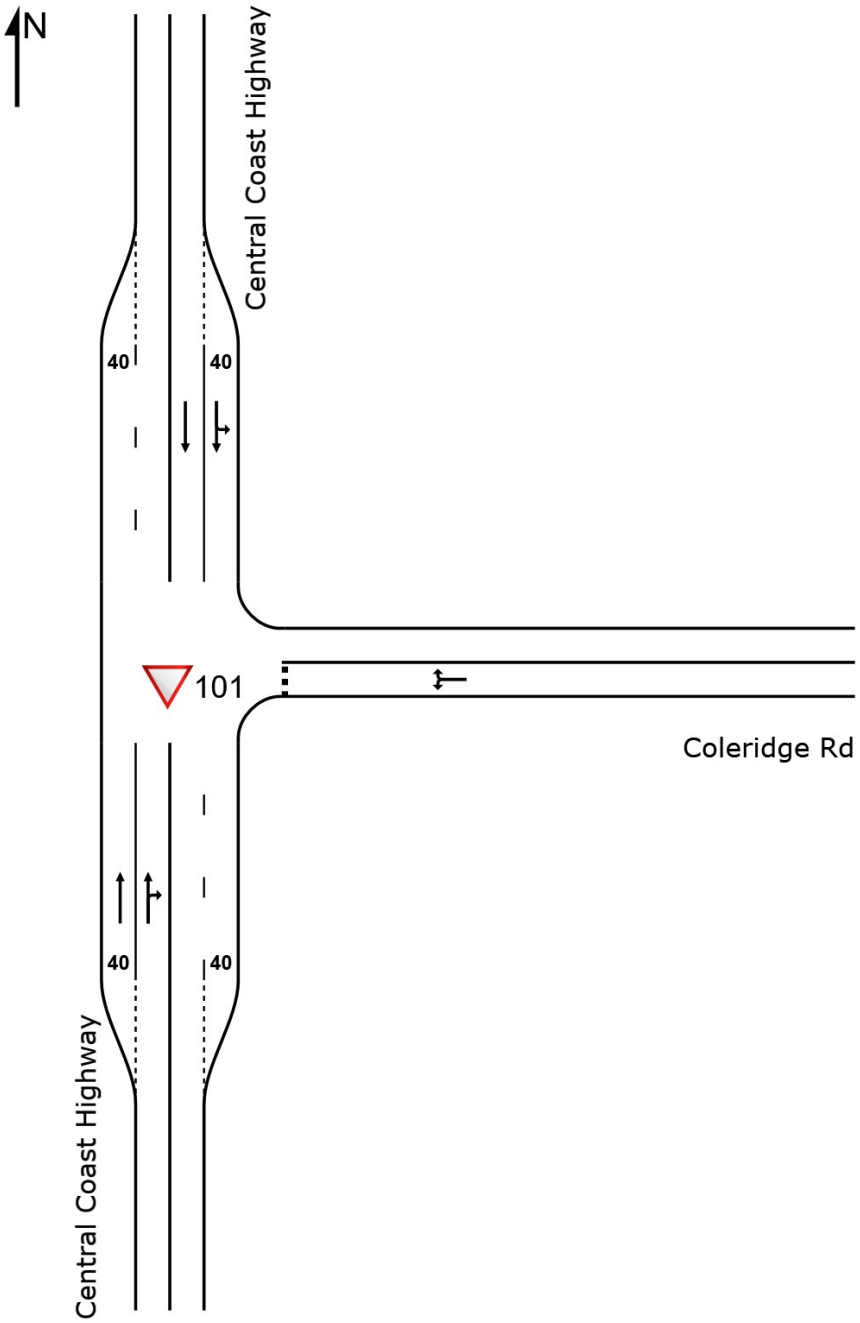
Project: 210781 - 682a Bateau Bay 221018 **Template: Layouts**

Site: 101 [1. 2022_DEV_Central Coast Hwy/ Coleridge Rd_PM - Copy (Site Folder: Max Dev 2022 PM (80 Lots))]

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

Site Layout

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

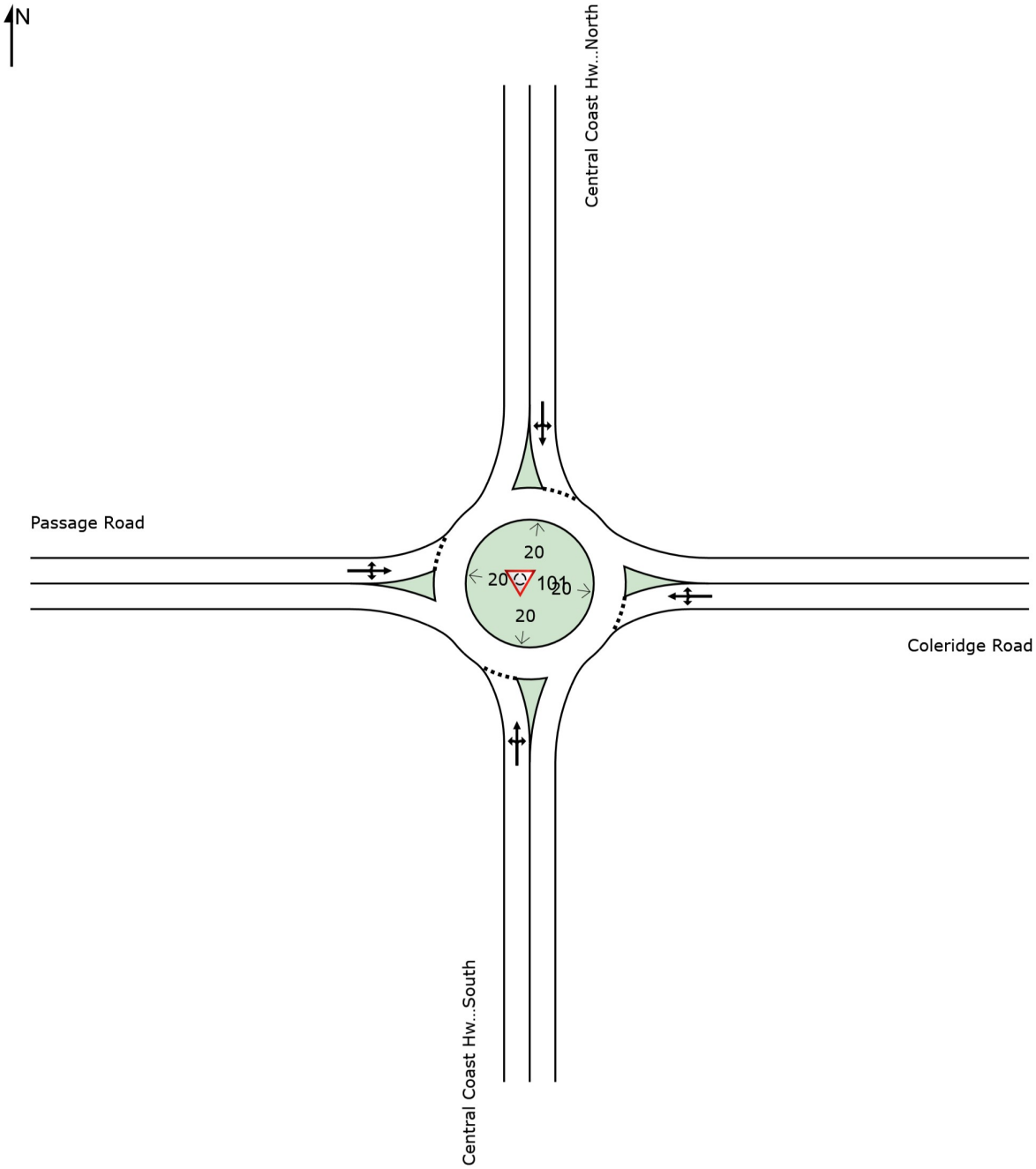


Site: 101 [2. 2022_DEV_Central Coast Hwy_Passage Rd_ Coleridge Rd_PM - Default EF - Copy (Site Folder: Max Dev 2022 PM (80 Lots))]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Roundabout

Site Layout

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

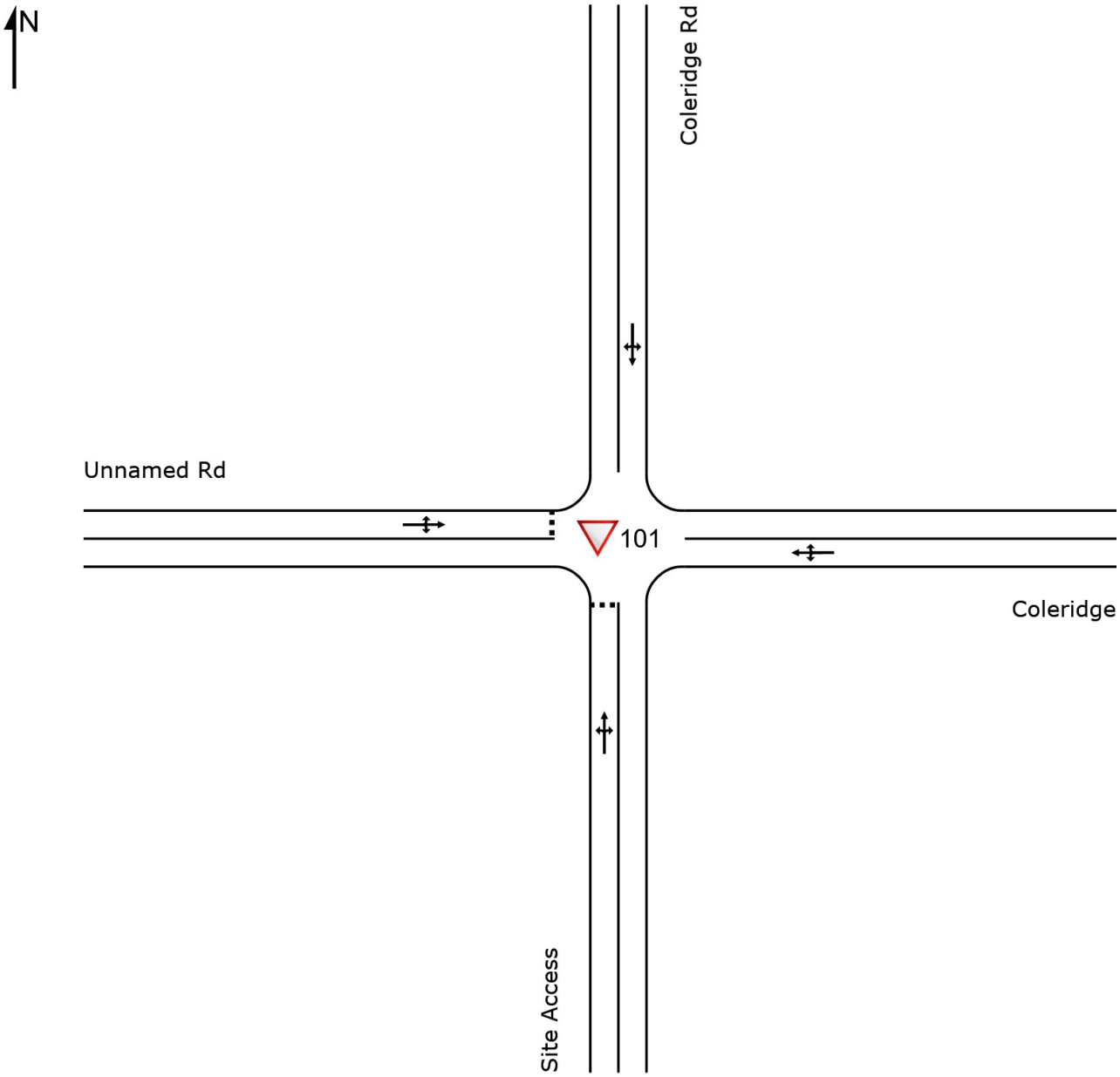


Site: 101 [3. 2022_DEV_Coleridge Rd/ Site Access_PM - Copy (Site Folder: Max Dev 2022 PM (80 Lots))]

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

Site Layout

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

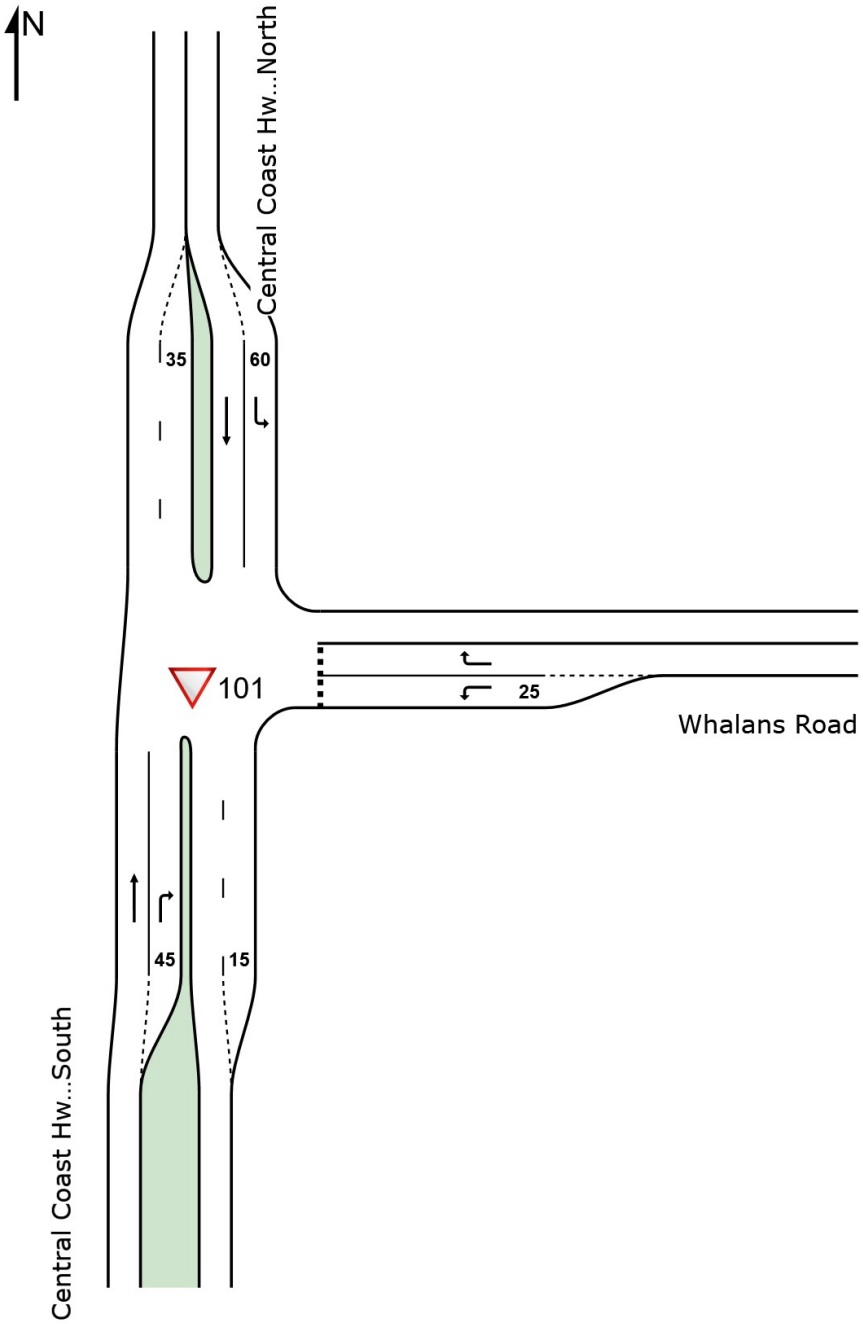


Site: 101 [4. 2022_DEV_Central Coast Hwy / Whalans Rd_PM - Copy (Site Folder: Max Dev 2022 PM (80 Lots))]

Central Coast Hwy / Whalans Rd
Site Category: Existing Design
Give-Way (Two-Way)

Site Layout

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

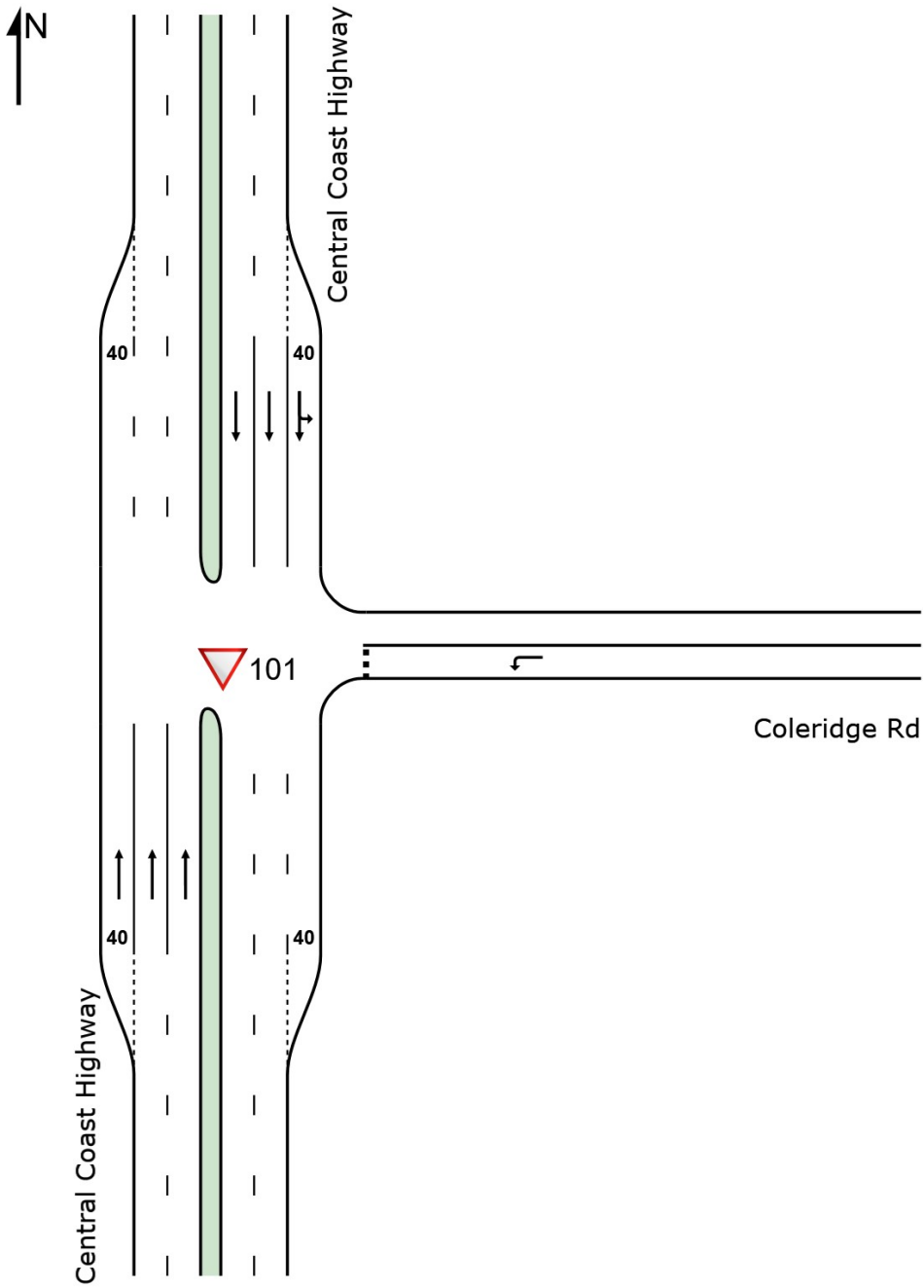


Site: 101 [1. 2032_BA_Central Coast Hwy/ Coleridge Rd_AM (Site Folder: Base 2032 AM)]

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

Site Layout

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



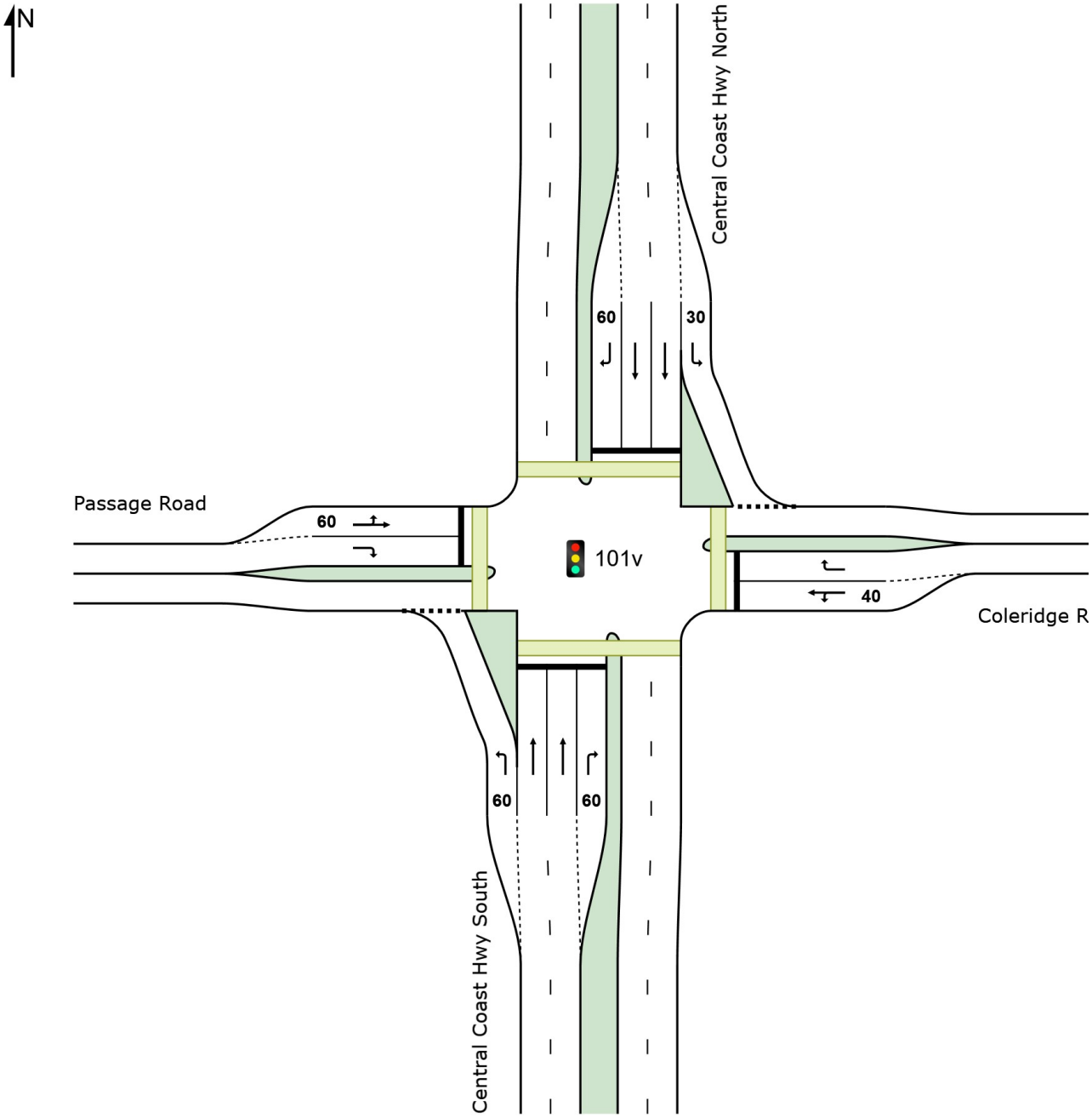
Site: 101v [2. 2032_BA_Central Coast Hwy_Passage Rd_ Coleridge Rd_AM - Default EF - Conversion (Site Folder: Base 2032 AM)]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Convert Function Default
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Site Layout

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

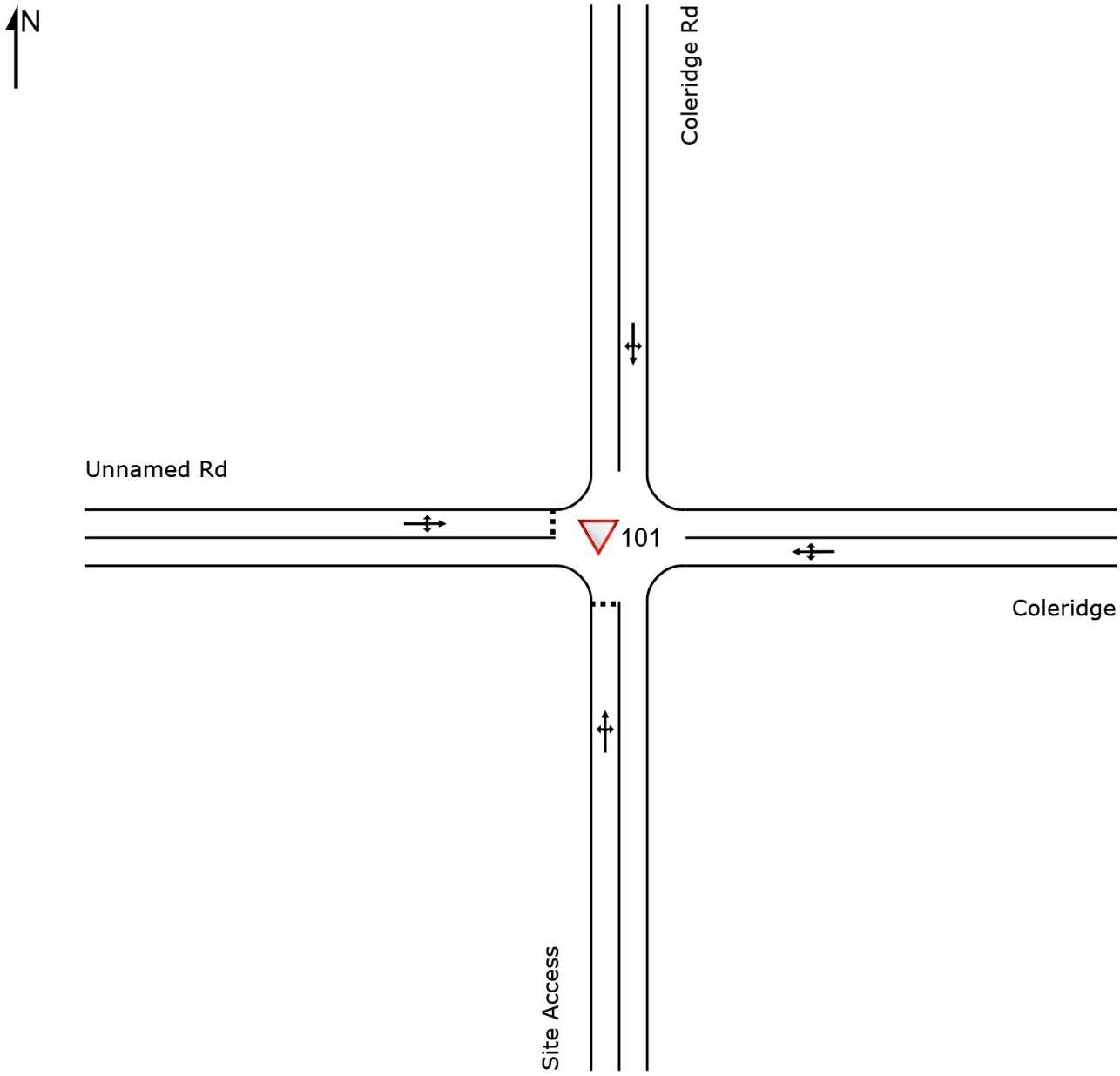


Site: 101 [3. 2032_BA_Coleridge Rd/ Site Access_AM (Site Folder: Base 2032 AM)]

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

Site Layout

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

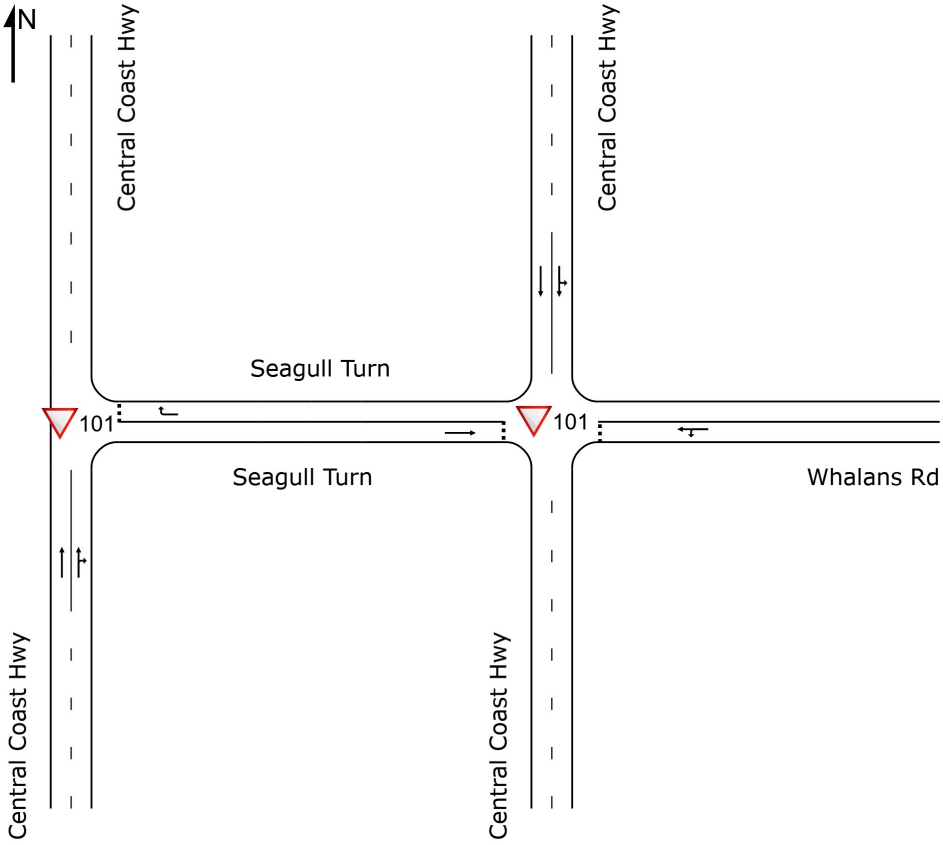


NETWORK LAYOUT

Network: N101 [2032_BA_AM (Network Folder: Seagull 2023)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
▽101	NA	4a. 2032_BA_Central Coast Hwy/ Whalans Rd AM
▽101	NA	4b. 2032_BA_Central Coast Hwy/ Whalans Rd AM

Appendix C – SIDRA Output Summary

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: 210781 - 682a Bateau Bay 221018 **Template: Summary**

Site: 101 [4a. 2032_M.DEV_Central Coast Hwy/ Whalans Rd (Site Folder: 350 Lot Dev 2032 PM [CCH Upgrades])]

Network: 8 [2032_350_DEV_PM (Network Folder: Seagull 2023)]

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	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Whalans Rd														
4	L2	67	1.6	67	1.6	0.280	9.7	LOS A	0.4	3.0	0.73	0.92	0.85	45.7
5	T1	53	2.0	53	2.0	0.280	18.6	LOS B	0.4	3.0	0.73	0.92	0.85	35.1
Approach		120	1.8	120	1.8	0.280	13.6	LOS A	0.4	3.0	0.73	0.92	0.85	42.7
North: Central Coast Hwy														
7	L2	65	0.0	65	0.0	0.379	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	56.9
8	T1	1403	0.9	1403	0.9	0.379	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.5
Approach		1468	0.9	1468	0.9	0.379	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.4
West: Seagull Turn														
11	T1	64	0.0	64	0.0	0.242	16.1	LOS B	0.3	2.2	0.86	0.95	0.95	32.4
Approach		64	0.0	64	0.0	0.242	16.1	LOS B	0.3	2.2	0.86	0.95	0.95	32.4
All Vehicles		1653	0.9	1653	0.9	0.379	1.9	NA	0.4	3.0	0.09	0.13	0.10	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.

Site: 101 [4b. 2032_M.DEV_Central Coast Hwy/ Whalans Rd (Site Folder: 350 Lot Dev 2032 PM [CCH Upgrades])]

Network: 8 [2032_350_DEV_PM (Network Folder: Seagull 2023)]

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	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Central Coast Hwy														
2	T1	1677	1.5	1677	1.5	0.465	0.2	LOS A	0.0	0.0	0.00	0.04	0.00	59.3
3	R2	114	0.0	114	0.0	0.465	5.9	LOS A	0.0	0.0	0.00	0.08	0.00	58.3
Approach		1791	1.4	1791	1.4	0.465	0.5	NA	0.0	0.0	0.00	0.04	0.00	59.2
East: Seagull Turn														
6	R2	53	2.0	53	2.0	0.285	23.4	LOS B	0.3	2.4	0.90	0.99	1.02	30.2
Approach		53	2.0	53	2.0	0.285	23.4	LOS B	0.3	2.4	0.90	0.99	1.02	30.2
All Vehicles		1843	1.4	1843	1.4	0.465	1.2	NA	0.3	2.4	0.03	0.07	0.03	58.4

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.

USER REPORT FOR SITE

All Movement Classes

Project: 210781 - 682a Bateau Bay 221018 **Template: Summary**

Site: 101 [1. 2032_M.DEV_Central Coast Hwy/ Coleridge Rd_AM (Site Folder: 350 Lot Dev 2032 PM [CCH Upgrades])]

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: Central Coast Highway														
2	T1	1335	39	1405	2.9	0.325	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		1335	39	1405	2.9	0.325	0.2	NA	0.0	0.0	0.00	0.00	0.00	69.8
East: Coleridge Rd														
4	L2	3	1	3	33.3	0.003	6.7	LOS A	0.0	0.1	0.21	0.49	0.21	42.5
Approach		3	1	3	33.3	0.003	6.7	LOS A	0.0	0.1	0.21	0.49	0.21	42.5
North: Central Coast Highway														
7	L2	49	0	52	0.0	0.083	5.8	LOS A	0.0	0.0	0.00	0.21	0.00	56.2
8	T1	1246	44	1312	3.5	0.317	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	69.4
Approach		1295	44	1363	3.4	0.317	0.3	NA	0.0	0.0	0.00	0.02	0.00	68.9
All Vehicles		2633	84	2772	3.2	0.325	0.3	NA	0.0	0.1	0.00	0.01	0.00	69.3

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.
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.

Site: 101v [2. 2032_M.DEV_Central Coast Hwy_Passage Rd_ Coleridge Rd_AM - Default EF (Site Folder: 350 Lot Dev 2032 PM [CCH Upgrades])]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Convert Function Default
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

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: Central Coast Hwy South														
1	L2	14	0	15	0.0	0.012	10.5	LOS A	0.2	1.5	0.36	0.60	0.36	45.8
2	T1	1418	57	1493	4.0	* 0.742	17.5	LOS B	29.1	210.7	0.79	0.71	0.79	44.1
3	R2	144	4	152	2.8	* 0.730	55.9	LOS D	7.7	55.3	1.00	0.86	1.14	19.4
Approach		1576	61	1659	3.9	0.742	20.9	LOS B	29.1	210.7	0.80	0.73	0.82	41.2
East: Coleridge Road														
4	L2	105	4	111	3.8	0.185	29.3	LOS C	3.9	28.0	0.75	0.73	0.75	27.9
5	T1	1	0	1	0.0	0.185	25.7	LOS B	3.9	28.0	0.75	0.73	0.75	25.9
6	R2	115	2	121	1.7	* 0.518	47.6	LOS D	5.7	40.3	0.97	0.79	0.97	22.1
Approach		221	6	233	2.7	0.518	38.8	LOS C	5.7	40.3	0.86	0.76	0.86	24.5
North: Central Coast Hwy North														
7	L2	156	2	164	1.3	0.111	7.3	LOS A	0.8	5.9	0.18	0.63	0.18	49.5
8	T1	1117	45	1176	4.0	0.598	16.5	LOS B	20.1	145.4	0.69	0.68	0.69	47.3
9	R2	24	0	25	0.0	0.119	50.9	LOS D	1.1	8.0	0.93	0.71	0.93	28.4
Approach		1297	47	1365	3.6	0.598	16.0	LOS B	20.1	145.4	0.64	0.67	0.64	46.8
West: Passage Road														
10	L2	28	0	29	0.0	0.069	34.5	LOS C	1.2	8.6	0.78	0.68	0.78	33.2
11	T1	4	0	4	0.0	0.069	29.9	LOS C	1.2	8.6	0.78	0.68	0.78	24.1
12	R2	8	0	8	0.0	0.045	47.5	LOS D	0.4	2.6	0.91	0.66	0.91	28.5
Approach		40	0	42	0.0	0.069	36.6	LOS C	1.2	8.6	0.81	0.68	0.81	31.4
All Vehicles		3134	114	3299	3.6	0.742	20.3	LOS B	29.1	210.7	0.74	0.71	0.74	41.9

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)

Site: 101 [3. 2032_M.DEV_Coleridge Rd/ Site Access_AM (Site Folder: 350 Lot Dev 2032 PM [CCH Upgrades])]

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: Site Access														
1	L2	1	0	1	0.0	0.115	4.6	LOS A	0.4	3.0	0.21	0.48	0.21	38.1
2	T1	118	1	124	0.8	0.115	3.7	LOS A	0.4	3.0	0.21	0.48	0.21	11.8
3	R2	6	0	6	0.0	0.115	7.8	LOS A	0.4	3.0	0.21	0.48	0.21	44.5
Approach		125	1	132	0.8	0.115	3.9	LOS A	0.4	3.0	0.21	0.48	0.21	13.5
East: Coleridge Rd														
4	L2	7	7	7	100.0	0.085	7.8	LOS A	0.4	2.9	0.36	0.57	0.36	40.7
5	T1	2	0	2	0.0	0.085	1.9	LOS A	0.4	2.9	0.36	0.57	0.36	44.1
6	R2	95	4	100	4.2	0.085	5.4	LOS A	0.4	2.9	0.36	0.57	0.36	41.6
Approach		104	11	109	10.6	0.085	5.5	NA	0.4	2.9	0.36	0.57	0.36	41.6
North: Coleridge Rd														
7	L2	128	1	135	0.8	0.202	3.6	LOS A	0.1	0.6	0.00	0.21	0.00	47.3
8	T1	208	32	219	15.4	0.202	0.0	LOS A	0.1	0.6	0.00	0.21	0.00	43.8
9	R2	9	0	9	0.0	0.202	3.6	LOS A	0.1	0.6	0.00	0.21	0.00	39.4
Approach		345	33	363	9.6	0.202	1.4	NA	0.1	0.6	0.00	0.21	0.00	46.0
West: Unnamed Rd														
10	L2	8	0	8	0.0	0.009	5.2	LOS A	0.0	0.2	0.32	0.52	0.32	11.4
11	T1	1	0	1	0.0	0.009	6.1	LOS A	0.0	0.2	0.32	0.52	0.32	43.8
12	R2	1	0	1	0.0	0.009	6.6	LOS A	0.0	0.2	0.32	0.52	0.32	34.2
Approach		10	0	11	0.0	0.009	5.4	LOS A	0.0	0.2	0.32	0.52	0.32	16.0
All Vehicles		584	45	615	7.7	0.202	2.8	NA	0.4	3.0	0.12	0.34	0.12	34.4

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.

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: 210781 - 682a Bateau Bay 221018 **Template: Summary**

Site: 101 [4a. 2032_M.DEV_Central Coast Hwy/ Whalans Rd - Copy (Site Folder: 350 Lot Max Dev 2032 AM [CCH Upgrades])]

Network: 7 [2032_350_DEV_AM (Network Folder: Seagull 2023)]

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	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Whalans Rd														
4	L2	104	0.0	104	0.0	0.381	11.0	LOS A	0.6	4.5	0.76	0.97	1.00	44.7
5	T1	57	7.4	57	7.4	0.381	22.6	LOS B	0.6	4.5	0.76	0.97	1.00	33.5
Approach		161	2.6	161	2.6	0.381	15.1	LOS B	0.6	4.5	0.76	0.97	1.00	42.3
North: Central Coast Hwy														
7	L2	40	2.6	40	2.6	0.388	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	56.9
8	T1	1439	3.4	1439	3.4	0.388	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach		1479	3.3	1479	3.3	0.388	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
West: Seagull Turn														
11	T1	41	0.0	41	0.0	0.163	15.6	LOS B	0.2	1.4	0.86	0.93	0.86	32.9
Approach		41	0.0	41	0.0	0.163	15.6	LOS B	0.2	1.4	0.86	0.93	0.86	32.9
All Vehicles		1681	3.2	1681	3.2	0.388	2.1	NA	0.6	4.5	0.09	0.13	0.12	57.4

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.

Site: 101 [4b. 2032_M.DEV_Central Coast Hwy/ Whalans Rd (Site Folder: 350 Lot Max Dev 2032 AM [CCH Upgrades])]

Network: 7 [2032_350_DEV_AM (Network Folder: Seagull 2023)]

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	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Central Coast Hwy														
2	T1	1217	3.9	1217	3.9	0.334	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.5
3	R2	52	0.0	52	0.0	0.334	5.8	LOS A	0.0	0.0	0.00	0.05	0.00	58.9
Approach		1268	3.7	1268	3.7	0.334	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
East: Seagull Turn														
6	R2	57	7.4	57	7.4	0.152	11.3	LOS A	0.2	1.4	0.76	0.90	0.76	38.9
Approach		57	7.4	57	7.4	0.152	11.3	LOS A	0.2	1.4	0.76	0.90	0.76	38.9
All Vehicles		1325	3.9	1325	3.9	0.334	0.8	NA	0.2	1.4	0.03	0.06	0.03	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.

USER REPORT FOR SITE

All Movement Classes

Project: 210781 - 682a Bateau Bay 221018 **Template: Summary**

Site: 101 [1. 2032_M.DEV_Central Coast Hwy/ Coleridge Rd_AM - Copy (Site Folder: 350 Lot Max Dev 2032 AM [CCH Upgrades])]

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: Central Coast Highway														
2	T1	1165	54	1226	4.6	0.286	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		1165	54	1226	4.6	0.286	0.2	NA	0.0	0.0	0.00	0.00	0.00	69.8
East: Coleridge Rd														
4	L2	1	0	1	0.0	0.001	6.5	LOS A	0.0	0.0	0.21	0.48	0.21	50.0
Approach		1	0	1	0.0	0.001	6.5	LOS A	0.0	0.0	0.21	0.48	0.21	50.0
North: Central Coast Highway														
7	L2	45	0	47	0.0	0.088	5.8	LOS A	0.0	0.0	0.00	0.18	0.00	56.8
8	T1	1327	48	1397	3.6	0.335	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	69.4
Approach		1372	48	1444	3.5	0.335	0.3	NA	0.0	0.0	0.00	0.02	0.00	69.0
All Vehicles		2538	102	2672	4.0	0.335	0.3	NA	0.0	0.0	0.00	0.01	0.00	69.4

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.

Site: 101v [2. 2032_M.DEV_Central Coast Hwy_Passage Rd_ Coleridge Rd_AM - Default EF - Copy (Site Folder: 350 Lot Max Dev 2032 AM [CCH Upgrades])]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Convert Function Default
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

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: Central Coast Hwy South														
1	L2	11	0	12	0.0	0.009	11.2	LOS A	0.2	1.3	0.38	0.60	0.38	45.3
2	T1	1086	54	1143	5.0	0.548	14.6	LOS B	18.3	133.6	0.67	0.60	0.67	46.1
3	R2	74	2	78	2.7	* 0.589	57.8	LOS E	4.0	28.4	1.00	0.78	1.05	19.0
Approach		1171	56	1233	4.8	0.589	17.3	LOS B	18.3	133.6	0.69	0.61	0.69	43.8
East: Coleridge Road														
4	L2	255	7	268	2.7	0.496	32.9	LOS C	10.5	75.5	0.85	0.79	0.85	26.3
5	T1	2	0	2	0.0	0.496	29.2	LOS C	10.5	75.5	0.85	0.79	0.85	24.4
6	R2	164	1	173	0.6	* 0.609	45.0	LOS D	8.0	56.3	0.97	0.81	0.97	23.0
Approach		421	8	443	1.9	0.609	37.6	LOS C	10.5	75.5	0.89	0.80	0.89	24.9
North: Central Coast Hwy North														
7	L2	39	1	41	2.6	0.027	7.2	LOS A	0.2	1.3	0.16	0.62	0.16	49.6
8	T1	1275	51	1342	4.0	* 0.624	16.7	LOS B	22.2	160.5	0.72	0.70	0.72	47.1
9	R2	8	0	8	0.0	0.063	55.1	LOS D	0.4	2.8	0.96	0.66	0.96	27.3
Approach		1322	52	1392	3.9	0.624	16.7	LOS B	22.2	160.5	0.71	0.70	0.71	46.9
West: Passage Road														
10	L2	17	0	18	0.0	0.045	34.2	LOS C	0.8	5.6	0.78	0.66	0.78	33.4
11	T1	4	0	4	0.0	0.045	29.6	LOS C	0.8	5.6	0.78	0.66	0.78	24.3
12	R2	24	0	25	0.0	0.200	53.6	LOS D	1.2	8.6	0.97	0.71	0.97	26.9
Approach		45	0	47	0.0	0.200	44.1	LOS D	1.2	8.6	0.88	0.69	0.88	28.9
All Vehicles		2959	116	3115	3.9	0.624	20.3	LOS B	22.2	160.5	0.73	0.68	0.73	42.0

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)

Site: 101 [3. 2032_M.DEV_Coleridge Rd/ Site Access_AM - Copy (Site Folder: 350 Lot Max Dev 2032 AM [CCH Upgrades])]

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: Site Access														
1	L2	1	0	1	0.0	0.214	4.6	LOS A	0.9	6.1	0.26	0.53	0.26	37.2
2	T1	206	4	217	1.9	0.214	4.4	LOS A	0.9	6.1	0.26	0.53	0.26	13.3
3	R2	2	1	2	50.0	0.214	9.4	LOS A	0.9	6.1	0.26	0.53	0.26	42.9
Approach		209	5	220	2.4	0.214	4.5	LOS A	0.9	6.1	0.26	0.53	0.26	13.8
East: Coleridge Rd														
4	L2	2	0	2	0.0	0.147	4.8	LOS A	0.7	5.2	0.17	0.52	0.17	44.1
5	T1	1	0	1	0.0	0.147	0.4	LOS A	0.7	5.2	0.17	0.52	0.17	44.8
6	R2	234	0	246	0.0	0.147	4.8	LOS A	0.7	5.2	0.17	0.52	0.17	40.8
Approach		237	0	249	0.0	0.147	4.7	NA	0.7	5.2	0.17	0.52	0.17	40.9
North: Coleridge Rd														
7	L2	77	1	81	1.3	0.076	3.6	LOS A	0.0	0.1	0.00	0.30	0.00	46.7
8	T1	58	0	61	0.0	0.076	0.0	LOS A	0.0	0.1	0.00	0.30	0.00	42.3
9	R2	1	0	1	0.0	0.076	3.6	LOS A	0.0	0.1	0.00	0.30	0.00	38.2
Approach		136	1	143	0.7	0.076	2.1	NA	0.0	0.1	0.00	0.30	0.00	45.8
West: Unnamed Rd														
10	L2	2	0	2	0.0	0.005	6.2	LOS A	0.0	0.1	0.42	0.55	0.42	11.3
11	T1	1	0	1	0.0	0.005	5.9	LOS A	0.0	0.1	0.42	0.55	0.42	43.4
12	R2	1	0	1	0.0	0.005	5.9	LOS A	0.0	0.1	0.42	0.55	0.42	33.6
Approach		4	0	4	0.0	0.005	6.0	LOS A	0.0	0.1	0.42	0.55	0.42	23.6
All Vehicles		586	6	617	1.0	0.214	4.0	NA	0.9	6.1	0.16	0.47	0.16	32.0

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.

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: 210781 - 682a Bateau Bay 221018 **Template: Summary**

Site: 101 [4a. 2032_DEV_Central Coast Hwy/ Whalans Rd (Site Folder: 70 Lot Dev 2032 PM [CCH Upgrades])] **Network: 6 [2032_70_DEV_PM (Network Folder: Seagull 2023)]**

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	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Whalans Rd														
4	L2	49	2.1	49	2.1	0.248	9.3	LOS A	0.4	2.5	0.74	0.91	0.82	45.7
5	T1	53	2.0	53	2.0	0.248	17.5	LOS B	0.4	2.5	0.74	0.91	0.82	35.1
Approach		102	2.1	102	2.1	0.248	13.5	LOS A	0.4	2.5	0.74	0.91	0.82	42.0
North: Central Coast Hwy														
7	L2	65	0.0	65	0.0	0.373	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	56.9
8	T1	1378	0.9	1378	0.9	0.373	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.5
Approach		1443	0.9	1443	0.9	0.373	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.4
West: Seagull Turn														
11	T1	66	0.0	66	0.0	0.240	15.4	LOS B	0.3	2.2	0.85	0.94	0.94	33.0
Approach		66	0.0	66	0.0	0.240	15.4	LOS B	0.3	2.2	0.85	0.94	0.94	33.0
All Vehicles		1612	0.9	1612	0.9	0.373	1.8	NA	0.4	2.5	0.08	0.12	0.09	57.6

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.

Site: 101 [4b. 2032_DEV_Central Coast Hwy/ Whalans Rd (Site Folder: 70 Lot Dev 2032 PM [CCH Upgrades])]

Network: 6 [2032_70_DEV_PM (Network Folder: Seagull 2023)]

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	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Central Coast Hwy														
2	T1	1628	1.6	1628	1.6	0.440	0.2	LOS A	0.0	0.0	0.00	0.03	0.00	59.4
3	R2	68	0.0	68	0.0	0.440	5.9	LOS A	0.0	0.0	0.00	0.05	0.00	58.8
Approach		1697	1.5	1697	1.5	0.440	0.4	NA	0.0	0.0	0.00	0.03	0.00	59.4
East: Seagull Turn														
6	R2	53	2.0	53	2.0	0.255	20.7	LOS B	0.3	2.2	0.89	0.97	0.98	31.8
Approach		53	2.0	53	2.0	0.255	20.7	LOS B	0.3	2.2	0.89	0.97	0.98	31.8
All Vehicles		1749	1.5	1749	1.5	0.440	1.0	NA	0.3	2.2	0.03	0.06	0.03	58.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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.

USER REPORT FOR SITE

All Movement Classes

Project: 210781 - 682a Bateau Bay 221018 **Template: Summary**

Site: 101 [1. 2032_DEV_Central Coast Hwy/ Coleridge Rd_PM (Site Folder: 70 Lot Dev 2032 PM [CCH Upgrades])]

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: Central Coast Highway														
2	T1	1295	39	1363	3.0	0.315	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		1295	39	1363	3.0	0.315	0.2	NA	0.0	0.0	0.00	0.00	0.00	69.8
East: Coleridge Rd														
4	L2	3	1	3	33.3	0.003	6.5	LOS A	0.0	0.1	0.20	0.49	0.20	42.6
Approach		3	1	3	33.3	0.003	6.5	LOS A	0.0	0.1	0.20	0.49	0.20	42.6
North: Central Coast Highway														
7	L2	49	0	52	0.0	0.077	5.8	LOS A	0.0	0.0	0.00	0.22	0.00	55.9
8	T1	1158	44	1219	3.8	0.296	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	69.4
Approach		1207	44	1271	3.6	0.296	0.3	NA	0.0	0.0	0.00	0.03	0.00	68.9
All Vehicles		2505	84	2637	3.4	0.315	0.3	NA	0.0	0.1	0.00	0.01	0.00	69.3

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.
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.

Site: 101v [2. 2032_DEV_Central Coast Hwy_Passage Rd_ Coleridge Rd_AM - Default EF (Site Folder: 70 Lot Dev 2032 PM [CCH Upgrades])]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Convert Function Default
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

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: Central Coast Hwy South														
1	L2	14	0	15	0.0	0.012	10.5	LOS A	0.2	1.5	0.36	0.60	0.36	45.7
2	T1	1418	57	1493	4.0	* 0.690	15.1	LOS B	26.3	190.2	0.73	0.67	0.73	45.7
3	R2	98	4	103	4.1	* 0.689	58.1	LOS E	5.3	38.5	1.00	0.84	1.14	19.0
Approach		1530	61	1611	4.0	0.690	17.9	LOS B	26.3	190.2	0.75	0.68	0.76	43.4
East: Coleridge Road														
4	L2	81	4	85	4.9	0.158	31.3	LOS C	3.1	22.6	0.77	0.73	0.77	26.9
5	T1	1	0	1	0.0	0.158	27.7	LOS B	3.1	22.6	0.77	0.73	0.77	25.0
6	R2	75	2	79	2.7	* 0.341	46.2	LOS D	3.6	25.6	0.94	0.76	0.94	22.4
Approach		157	6	165	3.8	0.341	38.4	LOS C	3.6	25.6	0.85	0.74	0.85	24.6
North: Central Coast Hwy North														
7	L2	68	2	72	2.9	0.048	7.3	LOS A	0.3	2.4	0.16	0.62	0.16	49.6
8	T1	1117	45	1176	4.0	0.542	14.4	LOS A	17.5	126.5	0.65	0.64	0.65	48.9
9	R2	24	0	25	0.0	0.164	54.7	LOS D	1.2	8.4	0.96	0.71	0.96	27.4
Approach		1209	47	1273	3.9	0.542	14.8	LOS B	17.5	126.5	0.62	0.64	0.62	48.2
West: Passage Road														
10	L2	28	0	29	0.0	0.077	36.2	LOS C	1.3	9.2	0.81	0.69	0.81	32.6
11	T1	5	0	5	0.0	0.077	31.6	LOS C	1.3	9.2	0.81	0.69	0.81	23.5
12	R2	8	0	8	0.0	0.042	46.4	LOS D	0.4	2.6	0.90	0.66	0.90	28.8
Approach		41	0	43	0.0	0.077	37.6	LOS C	1.3	9.2	0.82	0.68	0.82	30.9
All Vehicles		2937	114	3092	3.9	0.690	18.0	LOS B	26.3	190.2	0.70	0.67	0.71	43.9

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)

Site: 101 [3. 2032_DEV_Coleridge Rd/ Site Access_AM (Site Folder: 70 Lot Dev 2032 PM [CCH Upgrades])]

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: Site Access														
1	L2	1	0	1	0.0	0.057	4.6	LOS A	0.2	1.4	0.19	0.48	0.19	38.0
2	T1	54	1	57	1.9	0.057	3.6	LOS A	0.2	1.4	0.19	0.48	0.19	11.8
3	R2	6	0	6	0.0	0.057	6.4	LOS A	0.2	1.4	0.19	0.48	0.19	44.5
Approach		61	1	64	1.6	0.057	3.9	LOS A	0.2	1.4	0.19	0.48	0.19	15.4
East: Coleridge Rd														
4	L2	7	7	7	100.0	0.073	6.3	LOS A	0.3	2.6	0.22	0.52	0.22	41.1
5	T1	2	0	2	0.0	0.073	0.7	LOS A	0.3	2.6	0.22	0.52	0.22	44.6
6	R2	95	4	100	4.2	0.073	4.9	LOS A	0.3	2.6	0.22	0.52	0.22	42.1
Approach		104	11	109	10.6	0.073	4.9	NA	0.3	2.6	0.22	0.52	0.22	42.1
North: Coleridge Rd														
7	L2	128	1	135	0.8	0.130	3.6	LOS A	0.1	0.6	0.00	0.34	0.00	46.0
8	T1	76	32	80	42.1	0.130	0.0	LOS A	0.1	0.6	0.00	0.34	0.00	40.3
9	R2	9	0	9	0.0	0.130	3.6	LOS A	0.1	0.6	0.00	0.34	0.00	36.6
Approach		213	33	224	15.5	0.130	2.3	NA	0.1	0.6	0.00	0.34	0.00	44.9
West: Unnamed Rd														
10	L2	8	0	8	0.0	0.008	5.0	LOS A	0.0	0.2	0.25	0.50	0.25	11.5
11	T1	1	0	1	0.0	0.008	4.8	LOS A	0.0	0.2	0.25	0.50	0.25	44.0
12	R2	1	0	1	0.0	0.008	5.4	LOS A	0.0	0.2	0.25	0.50	0.25	34.6
Approach		10	0	11	0.0	0.008	5.0	LOS A	0.0	0.2	0.25	0.50	0.25	16.1
All Vehicles		388	45	408	11.6	0.130	3.4	NA	0.3	2.6	0.10	0.41	0.10	37.5

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.

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: 210781 - 682a Bateau Bay 221018 **Template: Summary**

Site: 101 [4a. 2032_DEV_Central Coast Hwy/ Whalans Rd (Site Folder: 70 Lot Dev 2032 AM [CCH Upgrades])]

Network: 5 [2032_70_DEV_AM (Network Folder: Seagull 2023)]

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	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Whalans Rd														
4	L2	49	0.0	49	0.0	0.287	9.9	LOS A	0.4	3.0	0.77	0.94	0.90	44.7
5	T1	57	7.4	57	7.4	0.287	19.7	LOS B	0.4	3.0	0.77	0.94	0.90	33.5
Approach		106	4.0	106	4.0	0.287	15.1	LOS B	0.4	3.0	0.77	0.94	0.90	40.5
North: Central Coast Hwy														
7	L2	40	2.6	40	2.6	0.376	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	56.9
8	T1	1392	3.5	1392	3.5	0.376	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach		1432	3.5	1432	3.5	0.376	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
West: Seagull Turn														
11	T1	43	0.0	43	0.0	0.158	14.3	LOS A	0.2	1.4	0.84	0.92	0.84	34.0
Approach		43	0.0	43	0.0	0.158	14.3	LOS A	0.2	1.4	0.84	0.92	0.84	34.0
All Vehicles		1581	3.4	1581	3.4	0.376	1.6	NA	0.4	3.0	0.07	0.10	0.08	57.9

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.

Site: 101 [4b. 2032_DEV_Central Coast Hwy/ Whalans Rd (Site Folder: 70 Lot Dev 2032 AM [CCH Upgrades])]

Network: 5 [2032_70_DEV_AM (Network Folder: Seagull 2023)]

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	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Central Coast Hwy														
2	T1	1200	3.9	1200	3.9	0.327	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
3	R2	43	0.0	43	0.0	0.327	5.8	LOS A	0.0	0.0	0.00	0.05	0.00	59.0
Approach		1243	3.8	1243	3.8	0.327	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.6
East: Seagull Turn														
6	R2	57	7.4	57	7.4	0.148	11.0	LOS A	0.2	1.3	0.75	0.89	0.75	39.2
Approach		57	7.4	57	7.4	0.148	11.0	LOS A	0.2	1.3	0.75	0.89	0.75	39.2
All Vehicles		1300	4.0	1300	4.0	0.327	0.8	NA	0.2	1.3	0.03	0.06	0.03	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.

USER REPORT FOR SITE

All Movement Classes

Project: 210781 - 682a Bateau Bay 221018 **Template: Summary**

Site: 101 [1. 2032_DEV_Central Coast Hwy/ Coleridge Rd_AM (Site Folder: 70 Lot Dev 2032 AM [CCH Upgrades])]

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: Central Coast Highway														
2	T1	1069	54	1125	5.1	0.264	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		1069	54	1125	5.1	0.264	0.2	NA	0.0	0.0	0.00	0.00	0.00	69.8
East: Coleridge Rd														
4	L2	1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.20	0.48	0.20	50.0
Approach		1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.20	0.48	0.20	50.0
North: Central Coast Highway														
7	L2	45	0	47	0.0	0.086	5.8	LOS A	0.0	0.0	0.00	0.18	0.00	56.8
8	T1	1303	48	1372	3.7	0.330	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	69.4
Approach		1348	48	1419	3.6	0.330	0.3	NA	0.0	0.0	0.00	0.02	0.00	69.0
All Vehicles		2418	102	2545	4.2	0.330	0.3	NA	0.0	0.0	0.00	0.01	0.00	69.4

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.

Site: 101v [2. 2032_DEV_Central Coast Hwy_Passage Rd_ Coleridge Rd_AM - Default EF (Site Folder: 70 Lot Dev 2032 AM [CCH Upgrades])]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Convert Function Default
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

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: Central Coast Hwy South														
1	L2	11	0	12	0.0	0.009	10.2	LOS A	0.2	1.2	0.35	0.60	0.35	46.0
2	T1	1086	54	1143	5.0	0.507	12.0	LOS A	16.4	119.8	0.61	0.55	0.61	48.1
3	R2	58	2	61	3.4	* 0.542	58.7	LOS E	3.1	22.5	1.00	0.76	1.03	18.8
Approach		1155	56	1216	4.8	0.542	14.3	LOS A	16.4	119.8	0.63	0.56	0.63	45.9
East: Coleridge Road														
4	L2	210	7	221	3.3	0.435	35.7	LOS C	9.0	65.1	0.87	0.79	0.87	25.2
5	T1	3	0	3	0.0	* 0.435	32.0	LOS C	9.0	65.1	0.87	0.79	0.87	23.4
6	R2	68	1	72	1.5	0.296	44.9	LOS D	3.2	22.6	0.92	0.76	0.92	22.9
Approach		281	8	296	2.8	0.435	37.9	LOS C	9.0	65.1	0.88	0.78	0.88	24.6
North: Central Coast Hwy North														
7	L2	15	1	16	6.7	0.011	7.3	LOS A	0.1	0.5	0.16	0.61	0.16	49.6
8	T1	1275	51	1342	4.0	* 0.575	14.0	LOS A	19.7	142.7	0.66	0.66	0.66	49.3
9	R2	8	0	8	0.0	0.073	56.6	LOS E	0.4	2.9	0.97	0.66	0.97	26.9
Approach		1298	52	1366	4.0	0.575	14.2	LOS A	19.7	142.7	0.65	0.66	0.65	49.1
West: Passage Road														
10	L2	17	0	18	0.0	0.052	37.6	LOS C	0.8	5.9	0.82	0.67	0.82	32.1
11	T1	4	0	4	0.0	0.052	33.1	LOS C	0.8	5.9	0.82	0.67	0.82	23.1
12	R2	24	0	25	0.0	0.224	55.0	LOS D	1.2	8.7	0.98	0.71	0.98	26.5
Approach		45	0	47	0.0	0.224	46.5	LOS D	1.2	8.7	0.90	0.69	0.90	28.2
All Vehicles		2779	116	2925	4.2	0.575	17.2	LOS B	19.7	142.7	0.67	0.63	0.67	44.5

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)

Site: 101 [3. 2032_DEV_Coleridge Rd/ Site Access_AM (Site Folder: 70 Lot Dev 2032 AM [CCH Upgrades])]

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: Site Access														
1	L2	1	0	1	0.0	0.073	4.6	LOS A	0.3	2.0	0.15	0.49	0.15	37.4
2	T1	66	4	69	6.1	0.073	4.3	LOS A	0.3	2.0	0.15	0.49	0.15	13.4
3	R2	2	1	2	50.0	0.073	8.2	LOS A	0.3	2.0	0.15	0.49	0.15	42.9
Approach		69	5	73	7.2	0.073	4.5	LOS A	0.3	2.0	0.15	0.49	0.15	14.6
East: Coleridge Rd														
4	L2	2	0	2	0.0	0.142	4.6	LOS A	0.7	5.0	0.09	0.53	0.09	44.4
5	T1	1	0	1	0.0	0.142	0.1	LOS A	0.7	5.0	0.09	0.53	0.09	45.0
6	R2	234	0	246	0.0	0.142	4.6	LOS A	0.7	5.0	0.09	0.53	0.09	41.1
Approach		237	0	249	0.0	0.142	4.6	NA	0.7	5.0	0.09	0.53	0.09	41.1
North: Coleridge Rd														
7	L2	77	1	81	1.3	0.054	3.6	LOS A	0.0	0.1	0.00	0.42	0.00	45.8
8	T1	18	0	19	0.0	0.054	0.0	LOS A	0.0	0.1	0.00	0.42	0.00	39.8
9	R2	1	0	1	0.0	0.054	3.6	LOS A	0.0	0.1	0.00	0.42	0.00	36.2
Approach		96	1	101	1.0	0.054	3.0	NA	0.0	0.1	0.00	0.42	0.00	45.3
West: Unnamed Rd														
10	L2	2	0	2	0.0	0.004	5.5	LOS A	0.0	0.1	0.27	0.51	0.27	11.4
11	T1	1	0	1	0.0	0.004	4.9	LOS A	0.0	0.1	0.27	0.51	0.27	44.1
12	R2	1	0	1	0.0	0.004	5.0	LOS A	0.0	0.1	0.27	0.51	0.27	34.8
Approach		4	0	4	0.0	0.004	5.2	LOS A	0.0	0.1	0.27	0.51	0.27	24.0
All Vehicles		406	6	427	1.5	0.142	4.2	NA	0.7	5.0	0.08	0.50	0.08	37.6

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 [4b. 2032_BA_Central Coast Hwy/ Whalans Rd PM (Site Folder: Base 2032 PM [CCH Upgrades])]

Network: N101 [2032_BA_PM (Network Folder: Seagull 2023)]

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	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Central Coast Hwy														
2	T1	1614	1.6	1614	1.6	0.434	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	59.5
3	R2	61	0.0	61	0.0	0.434	5.9	LOS A	0.0	0.0	0.00	0.05	0.00	58.9
Approach		1675	1.5	1675	1.5	0.434	0.4	NA	0.0	0.0	0.00	0.02	0.00	59.5
East: Seagull Turn														
6	R2	53	2.0	53	2.0	0.247	20.0	LOS B	0.3	2.1	0.88	0.97	0.97	32.2
Approach		53	2.0	53	2.0	0.247	20.0	LOS B	0.3	2.1	0.88	0.97	0.97	32.2
All Vehicles		1727	1.5	1727	1.5	0.434	1.0	NA	0.3	2.1	0.03	0.05	0.03	58.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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.

USER REPORT FOR SITE

All Movement Classes

Project: 210781 - 682a Bateau Bay 221018 **Template: Summary**

Site: 101 [1. 2032_BA_Central Coast Hwy/ Coleridge Rd_PM (Site Folder: Base 2032 PM [CCH Upgrades])]

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: Central Coast Highway														
2	T1	1285	39	1353	3.0	0.313	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		1285	39	1353	3.0	0.313	0.2	NA	0.0	0.0	0.00	0.00	0.00	69.8
East: Coleridge Rd														
4	L2	3	1	3	33.3	0.003	6.5	LOS A	0.0	0.1	0.19	0.49	0.19	42.6
Approach		3	1	3	33.3	0.003	6.5	LOS A	0.0	0.1	0.19	0.49	0.19	42.6
North: Central Coast Highway														
7	L2	49	0	52	0.0	0.076	5.8	LOS A	0.0	0.0	0.00	0.22	0.00	55.8
8	T1	1136	44	1196	3.9	0.290	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	69.4
Approach		1185	44	1247	3.7	0.290	0.3	NA	0.0	0.0	0.00	0.03	0.00	68.9
All Vehicles		2473	84	2603	3.4	0.313	0.3	NA	0.0	0.1	0.00	0.01	0.00	69.3

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.
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.

Site: 101v [2. 2032_BA_Central Coast Hwy_Passage Rd_ Coleridge Rd_PM - Default EF (Site Folder: Base 2032 PM [CCH Upgrades])]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Convert Function Default
Reference Phase: Phase B
Input Phase Sequence: A, B, ?
Output Phase Sequence: A, B, ?

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: Central Coast Hwy South														
1	L2	14	0	15	0.0	0.012	10.6	LOS A	0.2	1.5	0.36	0.60	0.36	45.7
2	T1	1418	57	1493	4.0	* 0.674	14.4	LOS A	25.4	183.7	0.72	0.65	0.72	46.2
3	R2	84	4	88	4.8	* 0.679	59.0	LOS E	4.6	33.4	1.00	0.83	1.14	18.8
Approach		1516	61	1596	4.0	0.679	16.9	LOS B	25.4	183.7	0.73	0.66	0.74	44.1
East: Coleridge Road														
4	L2	75	4	79	5.3	0.152	32.0	LOS C	2.9	21.2	0.78	0.73	0.78	26.6
5	T1	1	0	1	0.0	0.152	28.4	LOS B	2.9	21.2	0.78	0.73	0.78	24.8
6	R2	65	2	68	3.1	* 0.294	45.8	LOS D	3.1	22.1	0.93	0.75	0.93	22.5
Approach		141	6	148	4.3	0.294	38.3	LOS C	3.1	22.1	0.85	0.74	0.85	24.6
North: Central Coast Hwy North														
7	L2	46	2	48	4.3	0.032	7.2	LOS A	0.2	1.4	0.15	0.61	0.15	49.6
8	T1	1117	45	1176	4.0	0.527	13.8	LOS A	16.8	121.3	0.63	0.63	0.63	49.4
9	R2	24	0	25	0.0	0.188	56.2	LOS D	1.2	8.6	0.97	0.71	0.97	27.0
Approach		1187	47	1249	4.0	0.527	14.4	LOS A	16.8	121.3	0.62	0.63	0.62	48.6
West: Passage Road														
10	L2	28	0	29	0.0	0.073	36.1	LOS C	1.3	8.9	0.80	0.69	0.80	32.6
11	T1	4	0	4	0.0	0.073	31.6	LOS C	1.3	8.9	0.80	0.69	0.80	23.5
12	R2	8	0	8	0.0	0.041	46.3	LOS D	0.4	2.6	0.90	0.66	0.90	28.8
Approach		40	0	42	0.0	0.073	37.7	LOS C	1.3	8.9	0.82	0.68	0.82	31.0
All Vehicles		2884	114	3036	4.0	0.679	17.2	LOS B	25.4	183.7	0.69	0.65	0.69	44.6

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)

Site: 101 [3. 2032_BA_Coleridge Rd/ Site Access_PM (Site Folder: Base 2032 PM [CCH Upgrades])]

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: Site Access														
1	L2	1	0	1	0.0	0.042	4.6	LOS A	0.1	1.1	0.18	0.48	0.18	38.0
2	T1	38	1	40	2.6	0.042	3.6	LOS A	0.1	1.1	0.18	0.48	0.18	11.8
3	R2	6	0	6	0.0	0.042	6.1	LOS A	0.1	1.1	0.18	0.48	0.18	44.4
Approach		45	1	47	2.2	0.042	4.0	LOS A	0.1	1.1	0.18	0.48	0.18	16.6
East: Coleridge Rd														
4	L2	7	7	7	100.0	0.070	5.9	LOS A	0.3	2.5	0.17	0.51	0.17	41.3
5	T1	2	0	2	0.0	0.070	0.4	LOS A	0.3	2.5	0.17	0.51	0.17	44.8
6	R2	95	4	100	4.2	0.070	4.8	LOS A	0.3	2.5	0.17	0.51	0.17	42.3
Approach		104	11	109	10.6	0.070	4.8	NA	0.3	2.5	0.17	0.51	0.17	42.2
North: Coleridge Rd														
7	L2	128	1	135	0.8	0.109	3.6	LOS A	0.1	0.6	0.00	0.41	0.00	45.3
8	T1	38	32	40	84.2	0.109	0.0	LOS A	0.1	0.6	0.00	0.41	0.00	38.4
9	R2	9	0	9	0.0	0.109	3.6	LOS A	0.1	0.6	0.00	0.41	0.00	35.0
Approach		175	33	184	18.9	0.109	2.8	NA	0.1	0.6	0.00	0.41	0.00	44.4
West: Unnamed Rd														
10	L2	8	0	8	0.0	0.008	5.0	LOS A	0.0	0.2	0.23	0.50	0.23	11.5
11	T1	1	0	1	0.0	0.008	4.5	LOS A	0.0	0.2	0.23	0.50	0.23	44.1
12	R2	1	0	1	0.0	0.008	5.1	LOS A	0.0	0.2	0.23	0.50	0.23	34.7
Approach		10	0	11	0.0	0.008	4.9	LOS A	0.0	0.2	0.23	0.50	0.23	16.1
All Vehicles		334	45	352	13.5	0.109	3.7	NA	0.3	2.5	0.09	0.45	0.09	38.5

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.

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: 210781 - 682a Bateau Bay 221018 **Template: Summary**

Site: 101 [4a. 2032_BA_Central Coast Hwy/ Whalans Rd AM (Site Folder: Base 2032 AM [CCH Upgrades])] **Network: 3 [2032_BA_AM (Network Folder: Seagull 2023)]**

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	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Whalans Rd														
4	L2	41	0.0	41	0.0	0.270	9.7	LOS A	0.4	2.8	0.77	0.93	0.88	44.7
5	T1	57	7.4	57	7.4	0.270	19.0	LOS B	0.4	2.8	0.77	0.93	0.88	33.5
Approach		98	4.3	98	4.3	0.270	15.1	LOS B	0.4	2.8	0.77	0.93	0.88	40.0
North: Central Coast Hwy														
7	L2	40	2.6	40	2.6	0.372	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	56.9
8	T1	1376	3.5	1376	3.5	0.372	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach		1416	3.5	1416	3.5	0.372	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
West: Seagull Turn														
11	T1	41	0.0	41	0.0	0.146	13.9	LOS A	0.2	1.3	0.84	0.91	0.84	34.4
Approach		41	0.0	41	0.0	0.146	13.9	LOS A	0.2	1.3	0.84	0.91	0.84	34.4
All Vehicles		1555	3.5	1555	3.5	0.372	1.6	NA	0.4	2.8	0.07	0.10	0.08	58.0

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.

Site: 101 [4b. 2032_BA_Central Coast Hwy/ Whalans Rd AM (Site Folder: Base 2032 AM [CCH Upgrades])]

Network: 3 [2032_BA_AM (Network Folder: Seagull 2023)]

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	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Central Coast Hwy														
2	T1	1196	4.0	1196	4.0	0.326	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
3	R2	41	0.0	41	0.0	0.326	5.8	LOS A	0.0	0.0	0.00	0.04	0.00	59.0
Approach		1237	3.8	1237	3.8	0.326	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.6
East: Seagull Turn														
6	R2	57	7.4	57	7.4	0.147	10.9	LOS A	0.2	1.3	0.75	0.89	0.75	39.2
Approach		57	7.4	57	7.4	0.147	10.9	LOS A	0.2	1.3	0.75	0.89	0.75	39.2
All Vehicles		1294	4.0	1294	4.0	0.326	0.8	NA	0.2	1.3	0.03	0.06	0.03	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.

USER REPORT FOR SITE

All Movement Classes

Project: 210781 - 682a Bateau Bay 221018 **Template: Summary**

Site: 101 [1. 2022_BA_Central Coast Hwy/ Coleridge Rd_AM (Site Folder: Base 2022 AM)]

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: Central Coast Highway														
2	T1	883	46	929	5.2	0.394	0.6	LOS A	0.1	0.9	0.01	0.00	0.01	59.7
3	R2	1	0	1	0.0	0.394	30.1	LOS C	0.1	0.9	0.01	0.00	0.01	56.8
Approach		884	46	931	5.2	0.394	0.6	NA	0.1	0.9	0.01	0.00	0.01	59.7
East: Coleridge Rd														
4	L2	1	0	1	0.0	0.079	9.9	LOS A	0.2	1.3	0.92	0.79	0.92	14.5
6	R2	1	0	1	0.0	0.079	236.2	LOS F	0.2	1.3	0.92	0.79	0.92	8.0
Approach		2	0	2	0.0	0.079	123.1	LOS F	0.2	1.3	0.92	0.79	0.92	11.3
North: Central Coast Highway														
7	L2	38	0	40	0.0	0.131	5.5	LOS A	0.0	0.0	0.00	0.10	0.00	53.5
8	T1	1103	48	1161	4.4	0.502	0.7	LOS A	0.0	0.0	0.00	0.02	0.00	59.3
Approach		1141	48	1201	4.2	0.502	0.8	NA	0.0	0.0	0.00	0.02	0.00	59.1
All Vehicles		2027	94	2134	4.6	0.502	0.9	NA	0.2	1.3	0.00	0.01	0.01	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.

Site: 101 [2. 2022_BA_Central Coast Hwy_Passage Rd_ Coleridge Rd_AM - Default EF (Site Folder: Base 2022 AM)]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Roundabout

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: Central Coast Hwy South														
1	L2	9	0	9	0.0	0.691	4.3	LOS A	9.8	71.2	0.43	0.42	0.43	48.7
2	T1	918	46	966	5.0	0.691	4.5	LOS A	9.8	71.2	0.43	0.42	0.43	53.3
3	R2	46	2	48	4.3	0.691	9.2	LOS A	9.8	71.2	0.43	0.42	0.43	45.9
Approach		973	48	1024	4.9	0.691	4.8	LOS A	9.8	71.2	0.43	0.42	0.43	53.0
East: Coleridge Road														
4	L2	165	6	174	3.6	0.587	26.8	LOS B	5.7	41.4	1.00	1.20	1.47	29.1
5	T1	2	0	2	0.0	0.587	26.6	LOS B	5.7	41.4	1.00	1.20	1.47	27.4
6	R2	37	1	39	2.7	0.587	31.0	LOS C	5.7	41.4	1.00	1.20	1.47	29.6
Approach		204	7	215	3.4	0.587	27.6	LOS B	5.7	41.4	1.00	1.20	1.47	29.2
North: Central Coast Hwy North														
7	L2	8	1	8	12.5	0.795	5.1	LOS A	12.3	88.8	0.59	0.45	0.59	38.1
8	T1	1077	43	1134	4.0	0.795	5.1	LOS A	12.3	88.8	0.59	0.45	0.59	52.6
9	R2	7	0	7	0.0	0.795	9.7	LOS A	12.3	88.8	0.59	0.45	0.59	49.6
Approach		1092	44	1149	4.0	0.795	5.1	LOS A	12.3	88.8	0.59	0.45	0.59	52.5
West: Passage Road														
10	L2	14	0	15	0.0	0.081	12.0	LOS A	0.5	3.8	0.88	0.82	0.88	42.2
11	T1	3	0	3	0.0	0.081	11.8	LOS A	0.5	3.8	0.88	0.82	0.88	25.7
12	R2	20	0	21	0.0	0.081	16.4	LOS B	0.5	3.8	0.88	0.82	0.88	43.3
Approach		37	0	39	0.0	0.081	14.3	LOS A	0.5	3.8	0.88	0.82	0.88	41.5
All Vehicles		2306	99	2427	4.3	0.795	7.1	LOS A	12.3	88.8	0.56	0.51	0.60	50.4

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.
Roundabout Capacity Model: SIDRA Standard.
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.

Site: 101 [3. 2022_BA_Coleridge Rd/ Site Access_AM (Site Folder: Base 2022 AM)]

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: Site Access														
1	L2	1	0	1	0.0	0.027	5.5	LOS A	0.1	0.7	0.07	0.54	0.07	23.0
2	T1	22	3	23	13.6	0.027	5.1	LOS A	0.1	0.7	0.07	0.54	0.07	19.4
3	R2	2	1	2	50.0	0.027	7.9	LOS A	0.1	0.7	0.07	0.54	0.07	46.5
Approach		25	4	26	16.0	0.027	5.3	LOS A	0.1	0.7	0.07	0.54	0.07	22.9
East: Coleridge Rd														
4	L2	2	0	2	0.0	0.119	5.6	LOS A	0.6	4.1	0.05	0.58	0.05	49.0
5	T1	1	0	1	0.0	0.119	0.1	LOS A	0.6	4.1	0.05	0.58	0.05	52.0
6	R2	198	0	208	0.0	0.119	5.5	LOS A	0.6	4.1	0.05	0.58	0.05	48.2
Approach		201	0	212	0.0	0.119	5.4	NA	0.6	4.1	0.05	0.58	0.05	48.2
North: Coleridge Rd														
7	L2	62	1	65	1.6	0.040	3.7	LOS A	0.0	0.1	0.00	0.50	0.00	52.1
8	T1	7	0	7	0.0	0.040	0.0	LOS A	0.0	0.1	0.00	0.50	0.00	44.5
9	R2	1	0	1	0.0	0.040	3.5	LOS A	0.0	0.1	0.00	0.50	0.00	20.5
Approach		70	1	74	1.4	0.040	3.3	NA	0.0	0.1	0.00	0.50	0.00	51.4
West: Unnamed Rd														
10	L2	2	0	2	0.0	0.004	6.2	LOS A	0.0	0.1	0.16	0.55	0.16	13.6
11	T1	1	0	1	0.0	0.004	5.3	LOS A	0.0	0.1	0.16	0.55	0.16	50.0
12	R2	1	0	1	0.0	0.004	5.6	LOS A	0.0	0.1	0.16	0.55	0.16	35.5
Approach		4	0	4	0.0	0.004	5.8	LOS A	0.0	0.1	0.16	0.55	0.16	27.5
All Vehicles		300	5	316	1.7	0.119	4.9	NA	0.6	4.1	0.04	0.55	0.04	47.0

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.

Site: 101 [4. 2022_BA_Central Coast Hwy / Whalans Rd_AM (Site Folder: Base 2022 AM)]

Central Coast Hwy / Whalans Rd
Site Category: Existing Design
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: Central Coast Hwy South														
2	T1	960	38	1011	4.0	0.536	0.6	LOS A	0.0	0.0	0.00	0.00	0.00	69.5
3	R2	33	0	35	0.0	0.167	23.5	LOS B	0.5	3.6	0.88	0.96	0.89	53.2
Approach		993	38	1045	3.8	0.536	1.4	NA	0.5	3.6	0.03	0.03	0.03	68.8
East: Whalans Road														
4	L2	33	0	35	0.0	0.086	12.2	LOS A	0.3	1.8	0.78	0.90	0.78	57.3
6	R2	45	3	47	6.7	0.229	26.0	LOS B	0.7	5.0	0.92	0.98	0.99	36.6
Approach		78	3	82	3.8	0.229	20.1	LOS B	0.7	5.0	0.86	0.95	0.90	48.0
North: Central Coast Hwy North														
7	L2	32	1	34	3.1	0.019	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	55.6
8	T1	1104	39	1162	3.5	0.610	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	69.3
Approach		1136	40	1196	3.5	0.610	0.4	NA	0.0	0.0	0.00	0.02	0.00	69.1
All Vehicles		2207	81	2323	3.7	0.610	1.5	NA	0.7	5.0	0.04	0.06	0.05	68.3

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.
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.

Site: 101 [1. 2022_BA_Central Coast Hwy/ Coleridge Rd_PM (Site Folder: Base 2022 PM)]

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: Central Coast Highway														
2	T1	1086	33	1143	3.0	0.491	1.7	LOS A	1.0	7.5	0.04	0.00	0.05	57.8
3	R2	3	2	3	66.7	0.491	54.9	LOS D	1.0	7.5	0.05	0.00	0.07	44.3
Approach		1089	35	1146	3.2	0.491	1.9	NA	1.0	7.5	0.04	0.00	0.05	57.7
East: Coleridge Rd														
4	L2	3	1	3	33.3	0.084	9.3	LOS A	0.2	1.8	0.84	0.71	0.84	21.5
6	R2	1	0	1	0.0	0.084	247.9	LOS F	0.2	1.8	0.84	0.71	0.84	13.5
Approach		4	1	4	25.0	0.084	69.0	LOS E	0.2	1.8	0.84	0.71	0.84	19.7
North: Central Coast Highway														
7	L2	41	0	43	0.0	0.115	5.5	LOS A	0.0	0.0	0.00	0.12	0.00	53.0
8	T1	960	37	1011	3.9	0.440	0.5	LOS A	0.0	0.0	0.00	0.02	0.00	59.3
Approach		1001	37	1054	3.7	0.440	0.7	NA	0.0	0.0	0.00	0.02	0.00	59.1
All Vehicles		2094	73	2204	3.5	0.491	1.4	NA	1.0	7.5	0.02	0.01	0.03	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.

Site: 101 [2. 2022_BA_Central Coast Hwy_Passage Rd_ Coleridge Rd_PM - Default EF (Site Folder: Base 2022 PM)]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Roundabout

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: Central Coast Hwy South														
1	L2	12	0	13	0.0	0.945	6.0	LOS A	31.2	225.9	1.00	0.51	1.00	46.2
2	T1	1198	48	1261	4.0	0.945	6.2	LOS A	31.2	225.9	1.00	0.51	1.00	50.5
3	R2	71	3	75	4.2	0.945	10.9	LOS A	31.2	225.9	1.00	0.51	1.00	42.3
Approach		1281	51	1348	4.0	0.945	6.5	LOS A	31.2	225.9	1.00	0.51	1.00	50.1
East: Coleridge Road														
4	L2	63	3	66	4.8	0.290	11.5	LOS A	2.1	15.1	0.95	0.95	0.95	38.8
5	T1	1	0	1	0.0	0.290	11.3	LOS A	2.1	15.1	0.95	0.95	0.95	36.6
6	R2	55	2	58	3.6	0.290	15.7	LOS B	2.1	15.1	0.95	0.95	0.95	39.9
Approach		119	5	125	4.2	0.290	13.5	LOS A	2.1	15.1	0.95	0.95	0.95	39.3
North: Central Coast Hwy North														
7	L2	39	2	41	5.1	0.761	5.0	LOS A	11.7	84.7	0.65	0.48	0.65	37.8
8	T1	944	38	994	4.0	0.761	5.1	LOS A	11.7	84.7	0.65	0.48	0.65	52.3
9	R2	20	0	21	0.0	0.761	9.7	LOS A	11.7	84.7	0.65	0.48	0.65	49.3
Approach		1003	40	1056	4.0	0.761	5.2	LOS A	11.7	84.7	0.65	0.48	0.65	51.8
West: Passage Road														
10	L2	24	0	25	0.0	0.210	28.0	LOS B	1.7	11.6	1.00	0.97	1.00	34.6
11	T1	3	0	3	0.0	0.210	27.9	LOS B	1.7	11.6	1.00	0.97	1.00	20.6
12	R2	7	0	7	0.0	0.210	32.4	LOS C	1.7	11.6	1.00	0.97	1.00	35.4
Approach		34	0	36	0.0	0.210	28.9	LOS C	1.7	11.6	1.00	0.97	1.00	33.6
All Vehicles		2437	96	2565	3.9	0.945	6.6	LOS A	31.2	225.9	0.86	0.52	0.86	50.0

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.
Roundabout Capacity Model: SIDRA Standard.
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.

Site: 101 [3. 2022_BA_Coleridge Rd/ Site Access_PM (Site Folder: Base 2022 PM)]

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: Site Access														
1	L2	1	0	1	0.0	0.035	5.6	LOS A	0.1	0.9	0.16	0.53	0.16	17.1
2	T1	32	1	34	3.1	0.035	4.5	LOS A	0.1	0.9	0.16	0.53	0.16	14.0
3	R2	5	0	5	0.0	0.035	6.7	LOS A	0.1	0.9	0.16	0.53	0.16	50.0
Approach		38	1	40	2.6	0.035	4.8	LOS A	0.1	0.9	0.16	0.53	0.16	19.2
East: Coleridge Rd														
4	L2	6	6	6	100.0	0.059	7.1	LOS A	0.3	2.1	0.15	0.55	0.15	45.2
5	T1	2	0	2	0.0	0.059	0.3	LOS A	0.3	2.1	0.15	0.55	0.15	51.6
6	R2	80	3	84	3.8	0.059	5.7	LOS A	0.3	2.1	0.15	0.55	0.15	47.7
Approach		88	9	93	10.2	0.059	5.6	NA	0.3	2.1	0.15	0.55	0.15	47.6
North: Coleridge Rd														
7	L2	107	0	113	0.0	0.092	3.7	LOS A	0.1	0.5	0.00	0.44	0.00	51.9
8	T1	32	27	34	84.4	0.092	0.0	LOS A	0.1	0.5	0.00	0.44	0.00	43.8
9	R2	8	0	8	0.0	0.092	3.6	LOS A	0.1	0.5	0.00	0.44	0.00	14.5
Approach		147	27	155	18.4	0.092	2.9	NA	0.1	0.5	0.00	0.44	0.00	48.8
West: Unnamed Rd														
10	L2	7	0	7	0.0	0.007	5.9	LOS A	0.0	0.2	0.21	0.53	0.21	13.6
11	T1	1	0	1	0.0	0.007	5.2	LOS A	0.0	0.2	0.21	0.53	0.21	49.6
12	R2	1	0	1	0.0	0.007	5.9	LOS A	0.0	0.2	0.21	0.53	0.21	35.0
Approach		9	0	9	0.0	0.007	5.8	LOS A	0.0	0.2	0.21	0.53	0.21	19.3
All Vehicles		282	37	297	13.1	0.092	4.1	NA	0.3	2.1	0.08	0.49	0.08	43.0

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.

Site: 101 [4. 2022_BA_Central Coast Hwy / Whalans Rd_PM (Site Folder: Base 2022 PM)]

Central Coast Hwy / Whalans Rd
Site Category: Existing Design
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: Central Coast Hwy South														
2	T1	1295	20	1363	1.5	0.712	1.3	LOS A	0.0	0.0	0.00	0.00	0.00	68.9
3	R2	49	0	52	0.0	0.241	24.5	LOS B	0.8	5.5	0.88	0.97	0.97	52.8
Approach		1344	20	1415	1.5	0.712	2.2	NA	0.8	5.5	0.03	0.04	0.04	68.1
East: Whalans Road														
4	L2	37	1	39	2.7	0.096	12.2	LOS A	0.3	2.0	0.78	0.90	0.78	57.2
6	R2	42	1	44	2.4	0.403	52.0	LOS D	1.1	8.2	0.97	1.02	1.11	28.3
Approach		79	2	83	2.5	0.403	33.4	LOS C	1.1	8.2	0.88	0.96	0.96	43.7
North: Central Coast Hwy North														
7	L2	52	0	55	0.0	0.029	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	56.3
8	T1	1101	10	1159	0.9	0.598	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	69.3
Approach		1153	10	1214	0.9	0.598	0.5	NA	0.0	0.0	0.00	0.03	0.00	69.0
All Vehicles		2576	32	2712	1.2	0.712	2.4	NA	1.1	8.2	0.04	0.06	0.05	67.8

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.

Site: 101 [1. 2022_DEV_Central Coast Hwy/ Coleridge Rd_AM (Site Folder: 70 Lot Dev 2022 AM)]

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: Central Coast Highway														
2	T1	907	46	955	5.1	0.404	0.6	LOS A	0.1	1.0	0.01	0.00	0.01	59.7
3	R2	1	0	1	0.0	0.404	30.9	LOS C	0.1	1.0	0.01	0.00	0.01	56.8
Approach		908	46	956	5.1	0.404	0.6	NA	0.1	1.0	0.01	0.00	0.01	59.7
East: Coleridge Rd														
4	L2	1	0	1	0.0	0.086	10.0	LOS A	0.2	1.5	0.93	0.79	0.93	13.6
6	R2	1	0	1	0.0	0.086	257.5	LOS F	0.2	1.5	0.93	0.79	0.93	7.6
Approach		2	0	2	0.0	0.086	133.7	LOS F	0.2	1.5	0.93	0.79	0.93	10.6
North: Central Coast Highway														
7	L2	38	0	40	0.0	0.132	5.5	LOS A	0.0	0.0	0.00	0.10	0.00	53.5
8	T1	1109	48	1167	4.3	0.505	0.7	LOS A	0.0	0.0	0.00	0.02	0.00	59.3
Approach		1147	48	1207	4.2	0.505	0.9	NA	0.0	0.0	0.00	0.02	0.00	59.1
All Vehicles		2057	94	2165	4.6	0.505	0.9	NA	0.2	1.5	0.00	0.01	0.01	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.

Site: 101 [2. 2022_DEV_Central Coast Hwy_Passage Rd_ Coleridge Rd_AM - Default EF (Site Folder: 70 Lot Dev 2022 AM)]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Roundabout

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: Central Coast Hwy South														
1	L2	9	0	9	0.0	0.738	4.8	LOS A	10.8	78.5	0.60	0.47	0.60	47.9
2	T1	918	46	966	5.0	0.738	5.0	LOS A	10.8	78.5	0.60	0.47	0.60	52.4
3	R2	50	2	53	4.0	0.738	9.6	LOS A	10.8	78.5	0.60	0.47	0.60	44.8
Approach		977	48	1028	4.9	0.738	5.2	LOS A	10.8	78.5	0.60	0.47	0.60	52.1
East: Coleridge Road														
4	L2	180	6	189	3.3	0.730	39.6	LOS C	8.8	63.1	1.00	1.35	1.84	23.9
5	T1	3	0	3	0.0	0.730	39.5	LOS C	8.8	63.1	1.00	1.35	1.84	22.9
6	R2	61	1	64	1.6	0.730	43.9	LOS D	8.8	63.1	1.00	1.35	1.84	24.1
Approach		244	7	257	2.9	0.730	40.6	LOS C	8.8	63.1	1.00	1.35	1.84	23.9
North: Central Coast Hwy North														
7	L2	8	1	8	12.5	0.807	5.2	LOS A	13.2	95.5	0.64	0.47	0.64	37.9
8	T1	1077	43	1134	4.0	0.807	5.2	LOS A	13.2	95.5	0.64	0.47	0.64	52.3
9	R2	13	0	14	0.0	0.807	9.7	LOS A	13.2	95.5	0.64	0.47	0.64	50.8
Approach		1098	44	1156	4.0	0.807	5.2	LOS A	13.2	95.5	0.64	0.47	0.64	52.2
West: Passage Road														
10	L2	14	0	15	0.0	0.092	12.6	LOS A	0.6	4.5	0.92	0.84	0.92	41.8
11	T1	3	0	3	0.0	0.092	12.5	LOS A	0.6	4.5	0.92	0.84	0.92	25.5
12	R2	20	0	21	0.0	0.092	17.0	LOS B	0.6	4.5	0.92	0.84	0.92	42.8
Approach		37	0	39	0.0	0.092	15.0	LOS B	0.6	4.5	0.92	0.84	0.92	41.1
All Vehicles		2356	99	2480	4.2	0.807	9.0	LOS A	13.2	95.5	0.67	0.57	0.75	48.4

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.
Roundabout Capacity Model: SIDRA Standard.
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.

Site: 101 [3. 2022_DEV_Coleridge Rd/ Site Access_AM (Site Folder: 70 Lot Dev 2022 AM)]

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: Site Access														
1	L2	1	0	1	0.0	0.066	5.5	LOS A	0.2	1.7	0.14	0.54	0.14	23.1
2	T1	62	3	65	4.8	0.066	5.0	LOS A	0.2	1.7	0.14	0.54	0.14	19.5
3	R2	2	1	2	50.0	0.066	8.1	LOS A	0.2	1.7	0.14	0.54	0.14	46.7
Approach		65	4	68	6.2	0.066	5.1	LOS A	0.2	1.7	0.14	0.54	0.14	20.9
East: Coleridge Rd														
4	L2	2	0	2	0.0	0.120	5.6	LOS A	0.6	4.2	0.08	0.57	0.08	48.9
5	T1	1	0	1	0.0	0.120	0.1	LOS A	0.6	4.2	0.08	0.57	0.08	51.9
6	R2	198	0	208	0.0	0.120	5.5	LOS A	0.6	4.2	0.08	0.57	0.08	48.0
Approach		201	0	212	0.0	0.120	5.5	NA	0.6	4.2	0.08	0.57	0.08	48.1
North: Coleridge Rd														
7	L2	62	1	65	1.6	0.045	3.7	LOS A	0.0	0.1	0.00	0.44	0.00	52.6
8	T1	17	0	18	0.0	0.045	0.0	LOS A	0.0	0.1	0.00	0.44	0.00	46.0
9	R2	1	0	1	0.0	0.045	3.5	LOS A	0.0	0.1	0.00	0.44	0.00	20.7
Approach		80	1	84	1.3	0.045	2.9	NA	0.0	0.1	0.00	0.44	0.00	51.8
West: Unnamed Rd														
10	L2	2	0	2	0.0	0.004	6.4	LOS A	0.0	0.1	0.26	0.54	0.26	13.5
11	T1	1	0	1	0.0	0.004	5.5	LOS A	0.0	0.1	0.26	0.54	0.26	49.7
12	R2	1	0	1	0.0	0.004	5.8	LOS A	0.0	0.1	0.26	0.54	0.26	35.0
Approach		4	0	4	0.0	0.004	6.0	LOS A	0.0	0.1	0.26	0.54	0.26	27.3
All Vehicles		350	5	368	1.4	0.120	4.8	NA	0.6	4.2	0.07	0.53	0.07	44.6

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.

Site: 101 [4. 2022_DEV_Central Coast Hwy / Whalans Rd_AM (Site Folder: 70 Lot Dev 2022 AM)]

Central Coast Hwy / Whalans Rd
Site Category: Existing Design
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: Central Coast Hwy South														
2	T1	964	38	1015	3.9	0.539	0.6	LOS A	0.0	0.0	0.00	0.00	0.00	69.4
3	R2	35	0	37	0.0	0.186	24.7	LOS B	0.6	4.1	0.88	0.96	0.92	52.5
Approach		999	38	1052	3.8	0.539	1.5	NA	0.6	4.1	0.03	0.03	0.03	68.7
East: Whalans Road														
4	L2	41	0	43	0.0	0.111	12.8	LOS A	0.3	2.3	0.79	0.91	0.79	56.4
6	R2	45	3	47	6.7	0.239	27.0	LOS B	0.7	5.2	0.92	0.99	1.00	36.1
Approach		86	3	91	3.5	0.239	20.2	LOS B	0.7	5.2	0.86	0.95	0.90	48.4
North: Central Coast Hwy North														
7	L2	32	1	34	3.1	0.019	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	55.6
8	T1	1119	39	1178	3.5	0.618	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	69.1
Approach		1151	40	1212	3.5	0.618	0.4	NA	0.0	0.0	0.00	0.02	0.00	68.9
All Vehicles		2236	81	2354	3.6	0.618	1.6	NA	0.7	5.2	0.05	0.06	0.05	68.1

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.

Site: 101 [1. 2022_DEV_Central Coast Hwy/ Coleridge Rd_PM (Site Folder: 70 Lots Dev 2022 PM)]

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: Central Coast Highway														
2	T1	1096	33	1154	3.0	0.496	1.9	LOS A	1.2	8.3	0.04	0.00	0.06	57.6
3	R2	3	2	3	66.7	0.496	58.7	LOS E	1.2	8.3	0.05	0.00	0.07	44.2
Approach		1099	35	1157	3.2	0.496	2.0	NA	1.2	8.3	0.04	0.00	0.06	57.5
East: Coleridge Rd														
4	L2	3	1	3	33.3	0.093	9.5	LOS A	0.2	1.9	0.85	0.72	0.85	20.4
6	R2	1	0	1	0.0	0.093	272.2	LOS F	0.2	1.9	0.85	0.72	0.85	12.7
Approach		4	1	4	25.0	0.093	75.2	LOS F	0.2	1.9	0.85	0.72	0.85	18.6
North: Central Coast Highway														
7	L2	41	0	43	0.0	0.117	5.5	LOS A	0.0	0.0	0.00	0.12	0.00	53.1
8	T1	982	37	1034	3.8	0.449	0.5	LOS A	0.0	0.0	0.00	0.02	0.00	59.3
Approach		1023	37	1077	3.6	0.449	0.7	NA	0.0	0.0	0.00	0.02	0.00	59.1
All Vehicles		2126	73	2238	3.4	0.496	1.5	NA	1.2	8.3	0.02	0.01	0.03	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.

Site: 101 [2. 2022_DEV_Central Coast Hwy_Passage Rd_ Coleridge Rd_PM - Default EF (Site Folder: 70 Lots Dev 2022 PM)]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Roundabout

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: Central Coast Hwy South														
1	L2	12	0	13	0.0	0.973	8.0	LOS A	39.1	282.7	1.00	0.56	1.04	46.1
2	T1	1198	48	1261	4.0	0.973	8.3	LOS A	39.1	282.7	1.00	0.56	1.04	50.3
3	R2	85	3	89	3.5	0.973	12.9	LOS A	39.1	282.7	1.00	0.56	1.04	42.2
Approach		1295	51	1363	3.9	0.973	8.6	LOS A	39.1	282.7	1.00	0.56	1.04	49.9
East: Coleridge Road														
4	L2	69	3	73	4.3	0.347	11.7	LOS A	2.6	18.6	0.98	0.98	0.98	38.7
5	T1	1	0	1	0.0	0.347	11.4	LOS A	2.6	18.6	0.98	0.98	0.98	36.5
6	R2	65	2	68	3.1	0.347	15.9	LOS B	2.6	18.6	0.98	0.98	0.98	39.8
Approach		135	5	142	3.7	0.347	13.7	LOS A	2.6	18.6	0.98	0.98	0.98	39.2
North: Central Coast Hwy North														
7	L2	61	2	64	3.3	0.797	5.3	LOS A	12.9	93.5	0.76	0.52	0.76	37.4
8	T1	944	38	994	4.0	0.797	5.4	LOS A	12.9	93.5	0.76	0.52	0.76	51.7
9	R2	20	0	21	0.0	0.797	10.0	LOS A	12.9	93.5	0.76	0.52	0.76	48.8
Approach		1025	40	1079	3.9	0.797	5.5	LOS A	12.9	93.5	0.76	0.52	0.76	51.0
West: Passage Road														
10	L2	24	0	25	0.0	0.235	29.9	LOS C	1.8	13.2	1.00	0.98	1.00	33.7
11	T1	4	1	4	25.0	0.235	33.0	LOS C	1.8	13.2	1.00	0.98	1.00	20.0
12	R2	7	0	7	0.0	0.235	34.3	LOS C	1.8	13.2	1.00	0.98	1.00	34.5
Approach		35	1	37	2.9	0.235	31.1	LOS C	1.8	13.2	1.00	0.98	1.00	32.3
All Vehicles		2490	97	2621	3.9	0.973	7.9	LOS A	39.1	282.7	0.90	0.57	0.92	49.6

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.
Roundabout Capacity Model: SIDRA Standard.
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.

Site: 101 [3. 2022_DEV_Coleridge Rd/ Site Access_PM (Site Folder: 70 Lots Dev 2022 PM)]

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: Site Access														
1	L2	1	0	1	0.0	0.049	5.6	LOS A	0.2	1.2	0.17	0.52	0.17	17.2
2	T1	48	1	51	2.1	0.049	4.5	LOS A	0.2	1.2	0.17	0.52	0.17	14.0
3	R2	5	0	5	0.0	0.049	7.0	LOS A	0.2	1.2	0.17	0.52	0.17	50.0
Approach		54	1	57	1.9	0.049	4.8	LOS A	0.2	1.2	0.17	0.52	0.17	17.7
East: Coleridge Rd														
4	L2	6	6	6	100.0	0.061	7.4	LOS A	0.3	2.1	0.21	0.55	0.21	45.0
5	T1	2	0	2	0.0	0.061	0.6	LOS A	0.3	2.1	0.21	0.55	0.21	51.3
6	R2	80	3	84	3.8	0.061	5.8	LOS A	0.3	2.1	0.21	0.55	0.21	47.4
Approach		88	9	93	10.2	0.061	5.8	NA	0.3	2.1	0.21	0.55	0.21	47.3
North: Coleridge Rd														
7	L2	107	0	113	0.0	0.112	3.7	LOS A	0.1	0.5	0.00	0.35	0.00	53.0
8	T1	70	27	74	38.6	0.112	0.0	LOS A	0.1	0.5	0.00	0.35	0.00	46.8
9	R2	8	0	8	0.0	0.112	3.6	LOS A	0.1	0.5	0.00	0.35	0.00	14.7
Approach		185	27	195	14.6	0.112	2.3	NA	0.1	0.5	0.00	0.35	0.00	49.7
West: Unnamed Rd														
10	L2	7	0	7	0.0	0.007	5.9	LOS A	0.0	0.2	0.23	0.54	0.23	13.5
11	T1	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.2	0.23	0.54	0.23	49.5
12	R2	1	0	1	0.0	0.007	6.2	LOS A	0.0	0.2	0.23	0.54	0.23	34.9
Approach		9	0	9	0.0	0.007	5.9	LOS A	0.0	0.2	0.23	0.54	0.23	19.2
All Vehicles		336	37	354	11.0	0.112	3.7	NA	0.3	2.1	0.09	0.43	0.09	41.9

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.

Site: 101 [4. 2022_DEV_Central Coast Hwy / Whalans Rd_PM (Site Folder: 70 Lots Dev 2022 PM)]

Central Coast Hwy / Whalans Rd
Site Category: Existing Design
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: Central Coast Hwy South														
2	T1	1309	20	1378	1.5	0.717	1.4	LOS A	0.0	0.0	0.00	0.00	0.00	68.7
3	R2	56	0	59	0.0	0.281	25.5	LOS B	0.9	6.6	0.89	0.98	1.01	51.9
Approach		1365	20	1437	1.5	0.717	2.4	NA	0.9	6.6	0.04	0.04	0.04	67.9
East: Whalans Road														
4	L2	40	1	42	2.5	0.106	12.4	LOS A	0.3	2.2	0.78	0.90	0.78	56.9
6	R2	42	1	44	2.4	0.428	55.9	LOS D	1.2	8.7	0.97	1.03	1.13	27.3
Approach		82	2	86	2.4	0.428	34.7	LOS C	1.2	8.7	0.88	0.96	0.96	43.4
North: Central Coast Hwy North														
7	L2	52	0	55	0.0	0.029	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	56.3
8	T1	1107	10	1165	0.9	0.601	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	69.2
Approach		1159	10	1220	0.9	0.601	0.5	NA	0.0	0.0	0.00	0.03	0.00	69.0
All Vehicles		2606	32	2743	1.2	0.717	2.5	NA	1.2	8.7	0.05	0.06	0.05	67.5

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.

Site: 101 [1. 2022_DEV_Central Coast Hwy/ Coleridge Rd_AM (Site Folder: Max Dev 2022 AM (105 Lots))]

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: Central Coast Highway														
2	T1	925	46	974	5.0	0.412	0.6	LOS A	0.1	1.0	0.01	0.00	0.01	59.7
3	R2	1	0	1	0.0	0.412	31.6	LOS C	0.1	1.0	0.01	0.00	0.01	56.8
Approach		926	46	975	5.0	0.412	0.6	NA	0.1	1.0	0.01	0.00	0.01	59.6
East: Coleridge Rd														
4	L2	1	0	1	0.0	0.093	10.0	LOS A	0.2	1.6	0.93	0.80	0.93	13.0
6	R2	1	0	1	0.0	0.093	275.5	LOS F	0.2	1.6	0.93	0.80	0.93	7.2
Approach		2	0	2	0.0	0.093	142.7	LOS F	0.2	1.6	0.93	0.80	0.93	10.1
North: Central Coast Highway														
7	L2	38	0	40	0.0	0.133	5.5	LOS A	0.0	0.0	0.00	0.10	0.00	53.5
8	T1	1114	48	1173	4.3	0.507	0.7	LOS A	0.0	0.0	0.00	0.02	0.00	59.3
Approach		1152	48	1213	4.2	0.507	0.9	NA	0.0	0.0	0.00	0.02	0.00	59.1
All Vehicles		2080	94	2189	4.5	0.507	0.9	NA	0.2	1.6	0.00	0.01	0.01	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.

Site: 101 [2. 2022_DEV_Central Coast Hwy_Passage Rd_ Coleridge Rd_AM - Default EF (Site Folder: Max Dev 2022 AM (105 Lots))]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Roundabout

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: Central Coast Hwy South														
1	L2	9	0	9	0.0	0.769	5.1	LOS A	11.4	83.2	0.71	0.52	0.71	47.5
2	T1	918	46	966	5.0	0.769	5.3	LOS A	11.4	83.2	0.71	0.52	0.71	51.9
3	R2	53	2	56	3.8	0.769	10.0	LOS A	11.4	83.2	0.71	0.52	0.71	44.1
Approach		980	48	1032	4.9	0.769	5.6	LOS A	11.4	83.2	0.71	0.52	0.71	51.5
East: Coleridge Road														
4	L2	186	6	196	3.2	0.824	54.7	LOS D	12.0	85.9	1.00	1.51	2.24	19.6
5	T1	2	0	2	0.0	0.824	54.4	LOS D	12.0	85.9	1.00	1.51	2.24	18.5
6	R2	79	1	83	1.3	0.824	59.1	LOS E	12.0	85.9	1.00	1.51	2.24	19.7
Approach		267	7	281	2.6	0.824	56.0	LOS D	12.0	85.9	1.00	1.51	2.24	19.7
North: Central Coast Hwy North														
7	L2	8	1	8	12.5	0.816	5.3	LOS A	13.9	100.6	0.68	0.47	0.68	37.7
8	T1	1077	43	1134	4.0	0.816	5.2	LOS A	13.9	100.6	0.68	0.47	0.68	52.1
9	R2	18	0	19	0.0	0.816	9.8	LOS A	13.9	100.6	0.68	0.47	0.68	51.0
Approach		1103	44	1161	4.0	0.816	5.3	LOS A	13.9	100.6	0.68	0.47	0.68	52.0
West: Passage Road														
10	L2	14	0	15	0.0	0.100	13.2	LOS A	0.7	5.0	0.95	0.86	0.95	41.4
11	T1	3	0	3	0.0	0.100	13.0	LOS A	0.7	5.0	0.95	0.86	0.95	25.3
12	R2	20	0	21	0.0	0.100	17.6	LOS B	0.7	5.0	0.95	0.86	0.95	42.5
Approach		37	0	39	0.0	0.100	15.5	LOS B	0.7	5.0	0.95	0.86	0.95	40.8
All Vehicles		2387	99	2513	4.1	0.824	11.3	LOS A	13.9	100.6	0.73	0.61	0.87	46.5

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.
Roundabout Capacity Model: SIDRA Standard.
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.

Site: 101 [3. 2022_DEV_Coleridge Rd/ Site Access_AM (Site Folder: Max Dev 2022 AM (105 Lots))]

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: Site Access														
1	L2	1	0	1	0.0	0.088	5.5	LOS A	0.3	2.3	0.16	0.55	0.16	23.1
2	T1	85	3	89	3.5	0.088	5.1	LOS A	0.3	2.3	0.16	0.55	0.16	19.5
3	R2	2	1	2	50.0	0.088	8.3	LOS A	0.3	2.3	0.16	0.55	0.16	46.7
Approach		88	4	93	4.5	0.088	5.1	LOS A	0.3	2.3	0.16	0.55	0.16	20.6
East: Coleridge Rd														
4	L2	2	0	2	0.0	0.121	5.6	LOS A	0.6	4.2	0.10	0.56	0.10	48.8
5	T1	1	0	1	0.0	0.121	0.2	LOS A	0.6	4.2	0.10	0.56	0.10	51.8
6	R2	198	0	208	0.0	0.121	5.5	LOS A	0.6	4.2	0.10	0.56	0.10	48.0
Approach		201	0	212	0.0	0.121	5.5	NA	0.6	4.2	0.10	0.56	0.10	48.0
North: Coleridge Rd														
7	L2	62	1	65	1.6	0.050	3.7	LOS A	0.0	0.1	0.00	0.40	0.00	53.0
8	T1	25	0	26	0.0	0.050	0.0	LOS A	0.0	0.1	0.00	0.40	0.00	47.0
9	R2	1	0	1	0.0	0.050	3.5	LOS A	0.0	0.1	0.00	0.40	0.00	20.9
Approach		88	1	93	1.1	0.050	2.7	NA	0.0	0.1	0.00	0.40	0.00	52.0
West: Unnamed Rd														
10	L2	2	0	2	0.0	0.004	6.4	LOS A	0.0	0.1	0.29	0.55	0.29	13.4
11	T1	1	0	1	0.0	0.004	5.7	LOS A	0.0	0.1	0.29	0.55	0.29	49.5
12	R2	1	0	1	0.0	0.004	6.0	LOS A	0.0	0.1	0.29	0.55	0.29	34.8
Approach		4	0	4	0.0	0.004	6.1	LOS A	0.0	0.1	0.29	0.55	0.29	27.2
All Vehicles		381	5	401	1.3	0.121	4.8	NA	0.6	4.2	0.09	0.52	0.09	43.4

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.

Site: 101 [4. 2022_DEV_Central Coast Hwy / Whalans Rd_AM (Site Folder: Max Dev 2022 AM (105 Lots))]

Central Coast Hwy / Whalans Rd
Site Category: Existing Design
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: Central Coast Hwy South														
2	T1	967	38	1018	3.9	0.541	0.6	LOS A	0.0	0.0	0.00	0.00	0.00	69.4
3	R2	37	0	39	0.0	0.200	25.3	LOS B	0.6	4.4	0.89	0.97	0.93	52.1
Approach		1004	38	1057	3.8	0.541	1.6	NA	0.6	4.4	0.03	0.04	0.03	68.6
East: Whalans Road														
4	L2	54	0	57	0.0	0.149	13.2	LOS A	0.4	3.1	0.80	0.91	0.80	55.5
6	R2	45	3	47	6.7	0.244	27.5	LOS B	0.7	5.3	0.93	0.99	1.00	35.8
Approach		99	3	104	3.0	0.244	19.7	LOS B	0.7	5.3	0.86	0.95	0.89	49.0
North: Central Coast Hwy North														
7	L2	32	1	34	3.1	0.019	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	55.6
8	T1	1125	39	1184	3.5	0.621	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	69.0
Approach		1157	40	1218	3.5	0.621	0.4	NA	0.0	0.0	0.00	0.02	0.00	68.9
All Vehicles		2260	81	2379	3.6	0.621	1.8	NA	0.7	5.3	0.05	0.07	0.05	67.9

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.

Site: 101 [1. 2022_DEV_Central Coast Hwy/ Coleridge Rd_PM - Copy (Site Folder: Max Dev 2022 PM (80 Lots))]

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: Central Coast Highway														
2	T1	1097	33	1155	3.0	0.497	1.9	LOS A	1.2	8.4	0.04	0.00	0.06	57.5
3	R2	3	2	3	66.7	0.497	59.2	LOS E	1.2	8.4	0.05	0.00	0.07	44.2
Approach		1100	35	1158	3.2	0.497	2.0	NA	1.2	8.4	0.04	0.00	0.06	57.5
East: Coleridge Rd														
4	L2	3	1	3	33.3	0.094	9.5	LOS A	0.2	2.0	0.86	0.72	0.86	20.2
6	R2	1	0	1	0.0	0.094	275.4	LOS F	0.2	2.0	0.86	0.72	0.86	12.6
Approach		4	1	4	25.0	0.094	76.0	LOS F	0.2	2.0	0.86	0.72	0.86	18.5
North: Central Coast Highway														
7	L2	41	0	43	0.0	0.118	5.5	LOS A	0.0	0.0	0.00	0.12	0.00	53.1
8	T1	985	37	1037	3.8	0.450	0.5	LOS A	0.0	0.0	0.00	0.02	0.00	59.3
Approach		1026	37	1080	3.6	0.450	0.7	NA	0.0	0.0	0.00	0.02	0.00	59.1
All Vehicles		2130	73	2242	3.4	0.497	1.5	NA	1.2	8.4	0.02	0.01	0.03	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.

Site: 101 [2. 2022_DEV_Central Coast Hwy_Passage Rd_ Coleridge Rd_PM - Default EF - Copy (Site Folder: Max Dev 2022 PM (80 Lots))]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Roundabout

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: Central Coast Hwy South														
1	L2	12	0	13	0.0	0.974	8.2	LOS A	39.6	286.9	1.00	0.56	1.04	46.1
2	T1	1198	48	1261	4.0	0.974	8.5	LOS A	39.6	286.9	1.00	0.56	1.04	50.3
3	R2	85	3	89	3.5	0.974	13.1	LOS A	39.6	286.9	1.00	0.56	1.04	42.2
Approach		1295	51	1363	3.9	0.974	8.8	LOS A	39.6	286.9	1.00	0.56	1.04	49.9
East: Coleridge Road														
4	L2	70	3	74	4.3	0.352	11.7	LOS A	2.6	18.8	0.98	0.98	0.98	38.7
5	T1	1	0	1	0.0	0.352	11.4	LOS A	2.6	18.8	0.98	0.98	0.98	36.5
6	R2	66	2	69	3.0	0.352	15.9	LOS B	2.6	18.8	0.98	0.98	0.98	39.8
Approach		137	5	144	3.6	0.352	13.7	LOS A	2.6	18.8	0.98	0.98	0.98	39.2
North: Central Coast Hwy North														
7	L2	64	2	67	3.1	0.798	5.2	LOS A	13.0	94.2	0.76	0.52	0.76	37.4
8	T1	944	38	994	4.0	0.798	5.4	LOS A	13.0	94.2	0.76	0.52	0.76	51.8
9	R2	20	0	21	0.0	0.798	10.0	LOS A	13.0	94.2	0.76	0.52	0.76	48.8
Approach		1028	40	1082	3.9	0.798	5.5	LOS A	13.0	94.2	0.76	0.52	0.76	51.0
West: Passage Road														
10	L2	24	0	25	0.0	0.224	29.9	LOS C	1.8	12.3	1.00	0.98	1.00	33.8
11	T1	3	0	3	0.0	0.224	29.8	LOS C	1.8	12.3	1.00	0.98	1.00	20.1
12	R2	7	0	7	0.0	0.224	34.3	LOS C	1.8	12.3	1.00	0.98	1.00	34.6
Approach		34	0	36	0.0	0.224	30.8	LOS C	1.8	12.3	1.00	0.98	1.00	32.8
All Vehicles		2494	96	2625	3.8	0.974	8.0	LOS A	39.6	286.9	0.90	0.57	0.92	49.6

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.
Roundabout Capacity Model: SIDRA Standard.
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.

Site: 101 [3. 2022_DEV_Coleridge Rd/ Site Access_PM - Copy (Site Folder: Max Dev 2022 PM (80 Lots))]

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: Site Access														
1	L2	1	0	1	0.0	0.051	5.6	LOS A	0.2	1.3	0.17	0.52	0.17	17.2
2	T1	50	1	53	2.0	0.051	4.5	LOS A	0.2	1.3	0.17	0.52	0.17	14.0
3	R2	5	0	5	0.0	0.051	7.0	LOS A	0.2	1.3	0.17	0.52	0.17	50.0
Approach		56	1	59	1.8	0.051	4.8	LOS A	0.2	1.3	0.17	0.52	0.17	17.5
East: Coleridge Rd														
4	L2	6	6	6	100.0	0.061	7.5	LOS A	0.3	2.1	0.21	0.55	0.21	45.0
5	T1	2	0	2	0.0	0.061	0.6	LOS A	0.3	2.1	0.21	0.55	0.21	51.3
6	R2	80	3	84	3.8	0.061	5.8	LOS A	0.3	2.1	0.21	0.55	0.21	47.4
Approach		88	9	93	10.2	0.061	5.8	NA	0.3	2.1	0.21	0.55	0.21	47.3
North: Coleridge Rd														
7	L2	107	0	113	0.0	0.113	3.7	LOS A	0.1	0.5	0.00	0.35	0.00	53.1
8	T1	71	27	75	38.0	0.113	0.0	LOS A	0.1	0.5	0.00	0.35	0.00	46.8
9	R2	8	0	8	0.0	0.113	3.6	LOS A	0.1	0.5	0.00	0.35	0.00	14.7
Approach		186	27	196	14.5	0.113	2.3	NA	0.1	0.5	0.00	0.35	0.00	49.7
West: Unnamed Rd														
10	L2	7	0	7	0.0	0.007	5.9	LOS A	0.0	0.2	0.23	0.54	0.23	13.5
11	T1	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.2	0.23	0.54	0.23	49.5
12	R2	1	0	1	0.0	0.007	6.2	LOS A	0.0	0.2	0.23	0.54	0.23	34.9
Approach		9	0	9	0.0	0.007	5.9	LOS A	0.0	0.2	0.23	0.54	0.23	19.2
All Vehicles		339	37	357	10.9	0.113	3.7	NA	0.3	2.1	0.09	0.43	0.09	41.7

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.

Site: 101 [4. 2022_DEV_Central Coast Hwy / Whalans Rd_PM - Copy (Site Folder: Max Dev 2022 PM (80 Lots))]

Central Coast Hwy / Whalans Rd
Site Category: Existing Design
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: Central Coast Hwy South														
2	T1	1309	20	1378	1.5	0.717	1.4	LOS A	0.0	0.0	0.00	0.00	0.00	68.7
3	R2	60	0	63	0.0	0.301	25.9	LOS B	1.0	7.1	0.89	0.99	1.03	51.6
Approach		1369	20	1441	1.5	0.717	2.4	NA	1.0	7.1	0.04	0.04	0.05	67.8
East: Whalans Road														
4	L2	42	1	44	2.4	0.111	12.5	LOS A	0.3	2.3	0.79	0.90	0.79	56.7
6	R2	42	1	44	2.4	0.430	56.2	LOS D	1.2	8.7	0.97	1.03	1.13	27.2
Approach		84	2	88	2.4	0.430	34.3	LOS C	1.2	8.7	0.88	0.96	0.96	43.6
North: Central Coast Hwy North														
7	L2	52	0	55	0.0	0.029	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	56.3
8	T1	1108	10	1166	0.9	0.602	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	69.2
Approach		1160	10	1221	0.9	0.602	0.5	NA	0.0	0.0	0.00	0.03	0.00	69.0
All Vehicles		2613	32	2751	1.2	0.717	2.6	NA	1.2	8.7	0.05	0.07	0.05	67.5

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.

Site: 101 [1. 2032_BA_Central Coast Hwy/ Coleridge Rd_AM (Site Folder: Base 2032 AM [NO UPGRADES])]

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: Central Coast Highway														
2	T1	1045	54	1100	5.2	0.468	1.0	LOS A	0.3	2.5	0.01	0.00	0.02	59.2
3	R2	1	0	1	0.0	0.468	56.0	LOS D	0.3	2.5	0.02	0.00	0.02	56.4
Approach		1046	54	1101	5.2	0.468	1.1	NA	0.3	2.5	0.01	0.00	0.02	59.2
East: Coleridge Rd														
4	L2	1	0	1	0.0	0.348	281.8	LOS F	0.8	5.6	0.98	0.89	1.03	3.0
6	R2	1	0	1	0.0	0.348	1231.2	LOS F	0.8	5.6	0.98	0.89	1.03	1.6
Approach		2	0	2	0.0	0.348	756.5	LOS F	0.8	5.6	0.98	0.89	1.03	2.3
North: Central Coast Highway														
7	L2	45	0	47	0.0	0.156	5.5	LOS A	0.0	0.0	0.00	0.10	0.00	53.5
8	T1	1306	57	1375	4.4	0.595	1.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.1
Approach		1351	57	1422	4.2	0.595	1.3	NA	0.0	0.0	0.00	0.02	0.00	58.9
All Vehicles		2399	111	2525	4.6	0.595	1.8	NA	0.8	5.6	0.01	0.01	0.01	57.8

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.

Site: 101 [2. 2032_BA_Central Coast Hwy_Passage Rd_ Coleridge Rd_AM - Default EF (Site Folder: Base 2032 AM [NO UPGRADES])]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Roundabout

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: Central Coast Hwy South														
1	L2	11	0	12	0.0	0.799	4.4	LOS A	15.7	114.3	0.52	0.41	0.52	48.3
2	T1	1086	54	1143	5.0	0.799	4.6	LOS A	15.7	114.3	0.52	0.41	0.52	52.9
3	R2	54	2	57	3.7	0.799	9.3	LOS A	15.7	114.3	0.52	0.41	0.52	45.3
Approach		1151	56	1212	4.9	0.799	4.9	LOS A	15.7	114.3	0.52	0.41	0.52	52.6
East: Coleridge Road														
4	L2	195	7	205	3.6	1.483	518.9	LOS F	67.7	487.2	1.00	3.29	6.48	3.0
5	T1	2	0	2	0.0	1.483	518.6	LOS F	67.7	487.2	1.00	3.29	6.48	2.8
6	R2	44	1	46	2.3	1.483	523.0	LOS F	67.7	487.2	1.00	3.29	6.48	2.9
Approach		241	8	254	3.3	1.483	519.6	LOS F	67.7	487.2	1.00	3.29	6.48	3.0
North: Central Coast Hwy North														
7	L2	9	1	9	11.1	0.954	6.9	LOS A	31.1	225.2	1.00	0.53	1.00	36.2
8	T1	1275	51	1342	4.0	0.954	6.8	LOS A	31.1	225.2	1.00	0.53	1.00	50.5
9	R2	8	0	8	0.0	0.954	11.3	LOS A	31.1	225.2	1.00	0.53	1.00	47.7
Approach		1292	52	1360	4.0	0.954	6.8	LOS A	31.1	225.2	1.00	0.53	1.00	50.4
West: Passage Road														
10	L2	17	0	18	0.0	0.140	17.4	LOS B	1.0	6.9	0.98	0.91	0.98	39.1
11	T1	4	0	4	0.0	0.140	17.3	LOS B	1.0	6.9	0.98	0.91	0.98	23.7
12	R2	24	0	25	0.0	0.140	21.8	LOS B	1.0	6.9	0.98	0.91	0.98	40.1
Approach		45	0	47	0.0	0.140	19.7	LOS B	1.0	6.9	0.98	0.91	0.98	38.3
All Vehicles		2729	116	2873	4.3	1.483	51.5	LOS D	67.7	487.2	0.80	0.73	1.28	27.7

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.
Roundabout Capacity Model: SIDRA Standard.
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.

Site: 101 [3. 2032_BA_Coleridge Rd/ Site Access_AM (Site Folder: Base 2032 AM [NO UPGRADES])]

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: Site Access														
1	L2	1	0	1	0.0	0.033	5.5	LOS A	0.1	0.9	0.08	0.54	0.08	22.9
2	T1	26	4	27	15.4	0.033	5.3	LOS A	0.1	0.9	0.08	0.54	0.08	19.2
3	R2	2	1	2	50.0	0.033	8.5	LOS A	0.1	0.9	0.08	0.54	0.08	46.3
Approach		29	5	31	17.2	0.033	5.6	LOS A	0.1	0.9	0.08	0.54	0.08	22.2
East: Coleridge Rd														
4	L2	2	0	2	0.0	0.140	5.6	LOS A	0.7	5.0	0.05	0.58	0.05	49.0
5	T1	1	0	1	0.0	0.140	0.1	LOS A	0.7	5.0	0.05	0.58	0.05	52.0
6	R2	234	0	246	0.0	0.140	5.5	LOS A	0.7	5.0	0.05	0.58	0.05	48.1
Approach		237	0	249	0.0	0.140	5.5	NA	0.7	5.0	0.05	0.58	0.05	48.2
North: Coleridge Rd														
7	L2	77	1	81	1.3	0.049	3.7	LOS A	0.0	0.1	0.00	0.50	0.00	52.1
8	T1	8	0	8	0.0	0.049	0.0	LOS A	0.0	0.1	0.00	0.50	0.00	44.4
9	R2	1	0	1	0.0	0.049	3.5	LOS A	0.0	0.1	0.00	0.50	0.00	20.5
Approach		86	1	91	1.2	0.049	3.4	NA	0.0	0.1	0.00	0.50	0.00	51.5
West: Unnamed Rd														
10	L2	2	0	2	0.0	0.004	6.4	LOS A	0.0	0.1	0.18	0.55	0.18	13.5
11	T1	1	0	1	0.0	0.004	5.6	LOS A	0.0	0.1	0.18	0.55	0.18	49.9
12	R2	1	0	1	0.0	0.004	5.6	LOS A	0.0	0.1	0.18	0.55	0.18	35.3
Approach		4	0	4	0.0	0.004	6.0	LOS A	0.0	0.1	0.18	0.55	0.18	27.4
All Vehicles		356	6	375	1.7	0.140	5.0	NA	0.7	5.0	0.05	0.55	0.05	47.1

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.

Site: 101 [4. 2032_BA_Central Coast Hwy / Whalans Rd_AM (Site Folder: Base 2032 AM [NO UPGRADES])]

Central Coast Hwy / Whalans Rd
Site Category: Existing Design
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: Central Coast Hwy South														
2	T1	1136	45	1196	4.0	0.634	0.9	LOS A	0.0	0.0	0.00	0.00	0.00	69.2
3	R2	39	0	41	0.0	0.411	51.8	LOS D	1.3	8.9	0.96	1.02	1.13	43.5
Approach		1175	45	1237	3.8	0.634	2.6	NA	1.3	8.9	0.03	0.03	0.04	67.9
East: Whalans Road														
4	L2	39	0	41	0.0	0.186	19.9	LOS B	0.5	3.7	0.89	0.96	0.93	53.8
6	R2	54	4	57	7.4	0.666	80.6	LOS F	2.0	15.1	0.99	1.08	1.33	20.9
Approach		93	4	98	4.3	0.666	55.2	LOS D	2.0	15.1	0.95	1.03	1.16	34.8
North: Central Coast Hwy North														
7	L2	38	1	40	2.6	0.022	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	55.7
8	T1	1307	46	1376	3.5	0.722	0.4	LOS A	0.0	0.0	0.00	0.00	0.00	68.8
Approach		1345	47	1416	3.5	0.722	0.5	NA	0.0	0.0	0.00	0.02	0.00	68.6
All Vehicles		2613	96	2751	3.7	0.722	3.4	NA	2.0	15.1	0.05	0.06	0.06	66.9

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.

Site: 101 [1. 2032_BA_Central Coast Hwy/ Coleridge Rd_PM (Site Folder: Base 2032 PM [NO UPGRADES])]

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: Central Coast Highway														
2	T1	1285	39	1353	3.0	0.591	4.2	LOS A	3.1	22.2	0.06	0.00	0.09	54.2
3	R2	3	2	3	66.7	0.591	112.3	LOS F	3.1	22.2	0.08	0.00	0.11	42.2
Approach		1288	41	1356	3.2	0.591	4.4	NA	3.1	22.2	0.06	0.00	0.09	54.1
East: Coleridge Rd														
4	L2	3	1	3	33.3	0.347	173.0	LOS F	0.8	7.1	0.96	0.85	1.04	5.2
6	R2	1	0	1	0.0	0.347	1124.9	LOS F	0.8	7.1	0.96	0.85	1.04	3.0
Approach		4	1	4	25.0	0.347	411.0	LOS F	0.8	7.1	0.96	0.85	1.04	4.7
North: Central Coast Highway														
7	L2	49	0	52	0.0	0.136	5.5	LOS A	0.0	0.0	0.00	0.12	0.00	53.0
8	T1	1136	44	1196	3.9	0.520	0.7	LOS A	0.0	0.0	0.00	0.02	0.00	59.2
Approach		1185	44	1247	3.7	0.520	0.9	NA	0.0	0.0	0.00	0.02	0.00	59.0
All Vehicles		2477	86	2607	3.5	0.591	3.4	NA	3.1	22.2	0.03	0.01	0.05	55.2

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.

Site: 101 [2. 2032_BA_Central Coast Hwy_Passage Rd_ Coleridge Rd_PM - Default EF (Site Folder: Base 2032 PM [NO UPGRADES])]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Roundabout

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: Central Coast Hwy South														
1	L2	14	0	15	0.0	1.136	131.5	LOS F	174.2	1261.4	1.00	2.02	3.40	15.7
2	T1	1418	57	1493	4.0	1.136	131.8	LOS F	174.2	1261.4	1.00	2.02	3.40	16.3
3	R2	84	4	88	4.8	1.136	136.5	LOS F	174.2	1261.4	1.00	2.02	3.40	10.5
Approach		1516	61	1596	4.0	1.136	132.0	LOS F	174.2	1261.4	1.00	2.02	3.40	16.0
East: Coleridge Road														
4	L2	75	4	79	5.3	0.603	34.4	LOS C	5.7	41.6	1.00	1.17	1.39	25.5
5	T1	1	0	1	0.0	0.603	34.0	LOS C	5.7	41.6	1.00	1.17	1.39	24.1
6	R2	65	2	68	3.1	0.603	38.4	LOS C	5.7	41.6	1.00	1.17	1.39	25.8
Approach		141	6	148	4.3	0.603	36.3	LOS C	5.7	41.6	1.00	1.17	1.39	25.7
North: Central Coast Hwy North														
7	L2	46	2	48	4.3	0.900	5.7	LOS A	21.9	158.9	1.00	0.53	1.00	36.3
8	T1	1117	45	1176	4.0	0.900	5.9	LOS A	21.9	158.9	1.00	0.53	1.00	50.5
9	R2	24	0	25	0.0	0.900	10.4	LOS A	21.9	158.9	1.00	0.53	1.00	47.7
Approach		1187	47	1249	4.0	0.900	5.9	LOS A	21.9	158.9	1.00	0.53	1.00	50.0
West: Passage Road														
10	L2	28	0	29	0.0	0.308	31.4	LOS C	2.2	15.1	1.00	1.00	1.00	33.2
11	T1	4	0	4	0.0	0.308	31.3	LOS C	2.2	15.1	1.00	1.00	1.00	19.7
12	R2	8	0	8	0.0	0.308	35.8	LOS C	2.2	15.1	1.00	1.00	1.00	34.0
Approach		40	0	42	0.0	0.308	32.3	LOS C	2.2	15.1	1.00	1.00	1.00	32.1
All Vehicles		2884	114	3036	4.0	1.136	74.1	LOS F	174.2	1261.4	1.00	1.35	2.28	23.0

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.
Roundabout Capacity Model: SIDRA Standard.
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.

Site: 101 [3. 2032_BA_Coleridge Rd/ Site Access_PM (Site Folder: Base 2032 PM [NO UPGRADES])]

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: Site Access														
1	L2	1	0	1	0.0	0.042	5.6	LOS A	0.1	1.1	0.18	0.53	0.18	17.1
2	T1	38	1	40	2.6	0.042	4.6	LOS A	0.1	1.1	0.18	0.53	0.18	13.9
3	R2	6	0	6	0.0	0.042	7.0	LOS A	0.1	1.1	0.18	0.53	0.18	49.9
Approach		45	1	47	2.2	0.042	4.9	LOS A	0.1	1.1	0.18	0.53	0.18	19.2
East: Coleridge Rd														
4	L2	7	7	7	100.0	0.070	7.2	LOS A	0.3	2.5	0.17	0.55	0.17	45.1
5	T1	2	0	2	0.0	0.070	0.4	LOS A	0.3	2.5	0.17	0.55	0.17	51.5
6	R2	95	4	100	4.2	0.070	5.7	LOS A	0.3	2.5	0.17	0.55	0.17	47.6
Approach		104	11	109	10.6	0.070	5.7	NA	0.3	2.5	0.17	0.55	0.17	47.5
North: Coleridge Rd														
7	L2	127	0	134	0.0	0.108	3.7	LOS A	0.1	0.6	0.00	0.44	0.00	51.9
8	T1	38	32	40	84.2	0.108	0.0	LOS A	0.1	0.6	0.00	0.44	0.00	43.8
9	R2	9	0	9	0.0	0.108	3.6	LOS A	0.1	0.6	0.00	0.44	0.00	14.5
Approach		174	32	183	18.4	0.108	2.9	NA	0.1	0.6	0.00	0.44	0.00	48.9
West: Unnamed Rd														
10	L2	8	0	8	0.0	0.008	5.9	LOS A	0.0	0.2	0.23	0.54	0.23	13.5
11	T1	1	0	1	0.0	0.008	5.5	LOS A	0.0	0.2	0.23	0.54	0.23	49.5
12	R2	1	0	1	0.0	0.008	6.0	LOS A	0.0	0.2	0.23	0.54	0.23	34.8
Approach		10	0	11	0.0	0.008	5.9	LOS A	0.0	0.2	0.23	0.54	0.23	18.6
All Vehicles		333	44	351	13.2	0.108	4.1	NA	0.3	2.5	0.09	0.49	0.09	43.0

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.

Site: 101 [4. 2032_BA_Central Coast Hwy / Whalans Rd_PM (Site Folder: Base 2032 PM [NO UPGRADES])]

Central Coast Hwy / Whalans Rd
Site Category: Existing Design
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: Central Coast Hwy South														
2	T1	1533	24	1614	1.6	0.843	2.9	LOS A	0.0	0.0	0.00	0.00	0.00	67.6
3	R2	58	0	61	0.0	0.576	58.1	LOS E	1.9	13.6	0.97	1.05	1.30	41.8
Approach		1591	24	1675	1.5	0.843	4.9	NA	1.9	13.6	0.04	0.04	0.05	66.2
East: Whalans Road														
4	L2	44	1	46	2.3	0.203	19.8	LOS B	0.6	4.2	0.89	0.96	0.94	53.7
6	R2	50	1	53	2.0	1.824	921.5	LOS F	19.4	138.1	1.00	2.01	5.21	2.6
Approach		94	2	99	2.1	1.824	499.4	LOS F	19.4	138.1	0.95	1.52	3.21	7.7
North: Central Coast Hwy North														
7	L2	62	0	65	0.0	0.035	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	56.3
8	T1	1303	12	1372	0.9	0.708	0.3	LOS A	0.0	0.0	0.00	0.00	0.00	68.9
Approach		1365	12	1437	0.9	0.708	0.6	NA	0.0	0.0	0.00	0.03	0.00	68.6
All Vehicles		3050	38	3211	1.2	1.824	18.2	NA	19.4	138.1	0.05	0.08	0.12	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.

Site: 101 [1. 2032_DEV_Central Coast Hwy/ Coleridge Rd_AM (Site Folder: 70 LOT 2027 AM [NO UPGRADES])]

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: Central Coast Highway														
2	T1	928	48	977	5.2	0.414	0.7	LOS A	0.2	1.2	0.01	0.00	0.01	59.6
3	R2	1	0	1	0.0	0.414	35.5	LOS C	0.2	1.2	0.01	0.00	0.02	56.7
Approach		929	48	978	5.2	0.414	0.7	NA	0.2	1.2	0.01	0.00	0.01	59.6
East: Coleridge Rd														
4	L2	1	0	1	0.0	0.116	10.5	LOS A	0.3	1.9	0.95	0.81	0.95	11.0
6	R2	1	0	1	0.0	0.116	340.9	LOS F	0.3	1.9	0.95	0.81	0.95	6.1
Approach		2	0	2	0.0	0.116	175.7	LOS F	0.3	1.9	0.95	0.81	0.95	8.5
North: Central Coast Highway														
7	L2	40	0	42	0.0	0.138	5.5	LOS A	0.0	0.0	0.00	0.10	0.00	53.5
8	T1	1162	52	1223	4.5	0.530	0.8	LOS A	0.0	0.0	0.00	0.02	0.00	59.2
Approach		1202	52	1265	4.3	0.530	0.9	NA	0.0	0.0	0.00	0.02	0.00	59.1
All Vehicles		2133	100	2245	4.7	0.530	1.0	NA	0.3	1.9	0.00	0.01	0.01	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.

Site: 101 [2. 2032_DEV_Central Coast Hwy_Passage Rd_ Coleridge Rd_AM - Default EF (Site Folder: 70 LOT 2027 AM [NO UPGRADES])]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Roundabout

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: Central Coast Hwy South														
1	L2	9	0	9	0.0	0.727	4.4	LOS A	11.2	81.5	0.48	0.42	0.48	48.5
2	T1	965	48	1016	5.0	0.727	4.6	LOS A	11.2	81.5	0.48	0.42	0.48	53.1
3	R2	48	2	51	4.2	0.727	9.3	LOS A	11.2	81.5	0.48	0.42	0.48	45.6
Approach		1022	50	1076	4.9	0.727	4.8	LOS A	11.2	81.5	0.48	0.42	0.48	52.8
East: Coleridge Road														
4	L2	173	6	182	3.5	0.727	45.3	LOS D	8.6	61.8	1.00	1.36	1.84	22.0
5	T1	2	0	2	0.0	0.727	45.1	LOS D	8.6	61.8	1.00	1.36	1.84	20.8
6	R2	39	1	41	2.6	0.727	49.5	LOS D	8.6	61.8	1.00	1.36	1.84	22.2
Approach		214	7	225	3.3	0.727	46.1	LOS D	8.6	61.8	1.00	1.36	1.84	22.0
North: Central Coast Hwy North														
7	L2	8	1	8	12.5	0.838	5.4	LOS A	15.2	110.2	0.69	0.47	0.69	37.7
8	T1	1133	45	1193	4.0	0.838	5.3	LOS A	15.2	110.2	0.69	0.47	0.69	52.1
9	R2	7	0	7	0.0	0.838	9.9	LOS A	15.2	110.2	0.69	0.47	0.69	49.1
Approach		1148	46	1208	4.0	0.838	5.3	LOS A	15.2	110.2	0.69	0.47	0.69	52.0
West: Passage Road														
10	L2	15	0	16	0.0	0.095	13.3	LOS A	0.6	4.5	0.91	0.84	0.91	41.4
11	T1	3	0	3	0.0	0.095	13.1	LOS A	0.6	4.5	0.91	0.84	0.91	25.2
12	R2	21	0	22	0.0	0.095	17.7	LOS B	0.6	4.5	0.91	0.84	0.91	42.4
Approach		39	0	41	0.0	0.095	15.6	LOS B	0.6	4.5	0.91	0.84	0.91	40.8
All Vehicles		2423	103	2551	4.3	0.838	8.9	LOS A	15.2	110.2	0.63	0.53	0.70	48.6

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.
Roundabout Capacity Model: SIDRA Standard.
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.

Site: 101 [3. 2032_DEV_Coleridge Rd/ Site Access_AM (Site Folder: 70 LOT 2027 AM [NO UPGRADES])]

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: Site Access														
1	L2	1	0	1	0.0	0.026	5.5	LOS A	0.1	0.7	0.07	0.54	0.07	17.0
2	T1	23	3	24	13.0	0.026	5.1	LOS A	0.1	0.7	0.07	0.54	0.07	13.8
3	R2	1	0	1	0.0	0.026	7.0	LOS A	0.1	0.7	0.07	0.54	0.07	49.7
Approach		25	3	26	12.0	0.026	5.2	LOS A	0.1	0.7	0.07	0.54	0.07	15.5
East: Coleridge Rd														
4	L2	2	0	2	0.0	0.125	5.6	LOS A	0.6	4.4	0.05	0.58	0.05	49.0
5	T1	1	0	1	0.0	0.125	0.1	LOS A	0.6	4.4	0.05	0.58	0.05	52.0
6	R2	208	0	219	0.0	0.125	5.5	LOS A	0.6	4.4	0.05	0.58	0.05	48.2
Approach		211	0	222	0.0	0.125	5.4	NA	0.6	4.4	0.05	0.58	0.05	48.2
North: Coleridge Rd														
7	L2	68	1	72	1.5	0.043	3.7	LOS A	0.0	0.1	0.00	0.50	0.00	52.0
8	T1	7	0	7	0.0	0.043	0.0	LOS A	0.0	0.1	0.00	0.50	0.00	44.4
9	R2	1	0	1	0.0	0.043	3.5	LOS A	0.0	0.1	0.00	0.50	0.00	20.5
Approach		76	1	80	1.3	0.043	3.4	NA	0.0	0.1	0.00	0.50	0.00	51.5
West: Unnamed Rd														
10	L2	2	0	2	0.0	0.004	6.2	LOS A	0.0	0.1	0.16	0.55	0.16	13.6
11	T1	1	0	1	0.0	0.004	5.4	LOS A	0.0	0.1	0.16	0.55	0.16	50.0
12	R2	1	0	1	0.0	0.004	5.6	LOS A	0.0	0.1	0.16	0.55	0.16	35.4
Approach		4	0	4	0.0	0.004	5.9	LOS A	0.0	0.1	0.16	0.55	0.16	27.5
All Vehicles		316	4	333	1.3	0.125	4.9	NA	0.6	4.4	0.04	0.55	0.04	46.0

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.

Site: 101 [4. 2032_DEV_Central Coast Hwy / Whalans Rd_AM (Site Folder: 70 LOT 2027 AM [NO UPGRADES])]

Central Coast Hwy / Whalans Rd
Site Category: Existing Design
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: Central Coast Hwy South														
2	T1	1010	40	1063	4.0	0.565	0.7	LOS A	0.0	0.0	0.00	0.00	0.00	69.4
3	R2	35	0	37	0.0	0.213	28.2	LOS B	0.7	4.6	0.90	0.97	0.96	51.3
Approach		1045	40	1100	3.8	0.565	1.6	NA	0.7	4.6	0.03	0.03	0.03	68.6
East: Whalans Road														
4	L2	35	0	37	0.0	0.106	13.6	LOS A	0.3	2.1	0.82	0.91	0.82	56.6
6	R2	47	3	49	6.4	0.296	32.2	LOS C	0.9	6.4	0.94	1.00	1.05	33.9
Approach		82	3	86	3.7	0.296	24.2	LOS B	0.9	6.4	0.89	0.96	0.95	46.1
North: Central Coast Hwy North														
7	L2	34	1	36	2.9	0.020	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	55.7
8	T1	1161	41	1222	3.5	0.641	0.3	LOS A	0.0	0.0	0.00	0.00	0.00	69.2
Approach		1195	42	1258	3.5	0.641	0.4	NA	0.0	0.0	0.00	0.02	0.00	69.0
All Vehicles		2322	85	2444	3.7	0.641	1.8	NA	0.9	6.4	0.04	0.06	0.05	68.1

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.

Site: 101 [1. 2032_DEV_Central Coast Hwy/ Coleridge Rd_PM (Site Folder: 70 LOT 2024 PM [NO UPGRADES])]

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: Central Coast Highway														
2	T1	1133	34	1193	3.0	0.514	2.2	LOS A	1.4	10.0	0.04	0.00	0.06	57.1
3	R2	3	2	3	66.7	0.514	66.5	LOS E	1.4	10.0	0.05	0.00	0.08	43.9
Approach		1136	36	1196	3.2	0.514	2.3	NA	1.4	10.0	0.04	0.00	0.06	57.0
East: Coleridge Rd														
4	L2	3	1	3	33.3	0.118	9.7	LOS A	0.3	2.4	0.88	0.74	0.88	17.7
6	R2	1	0	1	0.0	0.118	343.5	LOS F	0.3	2.4	0.88	0.74	0.88	10.9
Approach		4	1	4	25.0	0.118	93.2	LOS F	0.3	2.4	0.88	0.74	0.88	16.1
North: Central Coast Highway														
7	L2	42	0	44	0.0	0.121	5.5	LOS A	0.0	0.0	0.00	0.11	0.00	53.1
8	T1	1015	38	1068	3.7	0.464	0.5	LOS A	0.0	0.0	0.00	0.02	0.00	59.3
Approach		1057	38	1113	3.6	0.464	0.7	NA	0.0	0.0	0.00	0.02	0.00	59.1
All Vehicles		2197	75	2313	3.4	0.514	1.7	NA	1.4	10.0	0.02	0.01	0.03	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.

Site: 101 [2. 2032_DEV_Central Coast Hwy_Passage Rd_ Coleridge Rd_PM - Default EF (Site Folder: 70 LOT 2024 PM [NO UPGRADES])]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Roundabout

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: Central Coast Hwy South														
1	L2	12	0	13	0.0	1.009	21.3	LOS B	63.5	459.8	1.00	0.74	1.32	38.8
2	T1	1239	50	1304	4.0	1.009	21.6	LOS B	63.5	459.8	1.00	0.74	1.32	41.8
3	R2	87	3	92	3.4	1.009	26.2	LOS B	63.5	459.8	1.00	0.74	1.32	32.6
Approach		1338	53	1408	4.0	1.009	21.9	LOS B	63.5	459.8	1.00	0.74	1.32	41.3
East: Coleridge Road														
4	L2	71	3	75	4.2	0.388	13.5	LOS A	3.0	22.0	1.00	1.03	1.06	37.1
5	T1	1	0	1	0.0	0.388	13.3	LOS A	3.0	22.0	1.00	1.03	1.06	35.0
6	R2	67	2	71	3.0	0.388	17.8	LOS B	3.0	22.0	1.00	1.03	1.06	38.1
Approach		139	5	146	3.6	0.388	15.6	LOS B	3.0	22.0	1.00	1.03	1.06	37.6
North: Central Coast Hwy North														
7	L2	62	2	65	3.2	0.824	5.4	LOS A	14.3	103.4	0.81	0.53	0.81	37.1
8	T1	976	39	1027	4.0	0.824	5.5	LOS A	14.3	103.4	0.81	0.53	0.81	51.5
9	R2	21	0	22	0.0	0.824	10.1	LOS A	14.3	103.4	0.81	0.53	0.81	48.6
Approach		1059	41	1115	3.9	0.824	5.6	LOS A	14.3	103.4	0.81	0.53	0.81	50.7
West: Passage Road														
10	L2	25	0	26	0.0	0.267	31.1	LOS C	1.9	13.5	1.00	1.00	1.00	33.4
11	T1	4	0	4	0.0	0.267	31.3	LOS C	1.9	13.5	1.00	1.00	1.00	19.9
12	R2	7	0	7	0.0	0.267	35.5	LOS C	1.9	13.5	1.00	1.00	1.00	34.2
Approach		36	0	38	0.0	0.267	32.0	LOS C	1.9	13.5	1.00	1.00	1.00	32.1
All Vehicles		2572	99	2707	3.8	1.009	15.0	LOS B	63.5	459.8	0.92	0.67	1.09	44.5

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.
Roundabout Capacity Model: SIDRA Standard.
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.

Site: 101 [3. 2032_DEV_Coleridge Rd/ Site Access_PM (Site Folder: 70 LOT 2024 PM [NO UPGRADES])]

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: Site Access														
1	L2	1	0	1	0.0	0.050	5.6	LOS A	0.2	1.3	0.17	0.52	0.17	17.2
2	T1	49	1	52	2.0	0.050	4.5	LOS A	0.2	1.3	0.17	0.52	0.17	14.0
3	R2	5	0	5	0.0	0.050	7.0	LOS A	0.2	1.3	0.17	0.52	0.17	50.0
Approach		55	1	58	1.8	0.050	4.8	LOS A	0.2	1.3	0.17	0.52	0.17	17.6
East: Coleridge Rd														
4	L2	6	6	6	100.0	0.063	7.5	LOS A	0.3	2.2	0.21	0.55	0.21	44.9
5	T1	2	0	2	0.0	0.063	0.6	LOS A	0.3	2.2	0.21	0.55	0.21	51.3
6	R2	83	3	87	3.6	0.063	5.8	LOS A	0.3	2.2	0.21	0.55	0.21	47.4
Approach		91	9	96	9.9	0.063	5.8	NA	0.3	2.2	0.21	0.55	0.21	47.3
North: Coleridge Rd														
7	L2	111	0	117	0.0	0.115	3.7	LOS A	0.1	0.5	0.00	0.35	0.00	53.0
8	T1	71	28	75	39.4	0.115	0.0	LOS A	0.1	0.5	0.00	0.35	0.00	46.7
9	R2	8	0	8	0.0	0.115	3.6	LOS A	0.1	0.5	0.00	0.35	0.00	14.7
Approach		190	28	200	14.7	0.115	2.3	NA	0.1	0.5	0.00	0.35	0.00	49.8
West: Unnamed Rd														
10	L2	7	0	7	0.0	0.007	5.9	LOS A	0.0	0.2	0.23	0.54	0.23	13.5
11	T1	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.2	0.23	0.54	0.23	49.5
12	R2	1	0	1	0.0	0.007	6.2	LOS A	0.0	0.2	0.23	0.54	0.23	34.9
Approach		9	0	9	0.0	0.007	5.9	LOS A	0.0	0.2	0.23	0.54	0.23	19.2
All Vehicles		345	38	363	11.0	0.115	3.7	NA	0.3	2.2	0.09	0.44	0.09	42.0

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.

Site: 101 [4. 2032_DEV_Central Coast Hwy / Whalans Rd_PM (Site Folder: 70 LOT 2024 PM [NO UPGRADES])]

Central Coast Hwy / Whalans Rd
Site Category: Existing Design
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: Central Coast Hwy South														
2	T1	1354	21	1425	1.6	0.743	1.6	LOS A	0.0	0.0	0.00	0.00	0.00	68.6
3	R2	60	2	63	3.3	0.356	30.9	LOS C	1.2	8.7	0.92	1.01	1.09	49.9
Approach		1414	23	1488	1.6	0.743	2.8	NA	1.2	8.7	0.04	0.04	0.05	67.5
East: Whalans Road														
4	L2	41	1	43	2.4	0.118	13.3	LOS A	0.3	2.5	0.81	0.91	0.81	56.4
6	R2	43	1	45	2.3	0.545	75.2	LOS F	1.6	11.1	0.98	1.05	1.19	22.9
Approach		84	2	88	2.4	0.545	45.0	LOS D	1.6	11.1	0.90	0.98	1.00	39.8
North: Central Coast Hwy North														
7	L2	54	0	57	0.0	0.031	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	56.3
8	T1	1144	10	1204	0.9	0.621	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	69.2
Approach		1198	10	1261	0.8	0.621	0.5	NA	0.0	0.0	0.00	0.03	0.00	68.9
All Vehicles		2696	35	2838	1.3	0.743	3.1	NA	1.6	11.1	0.05	0.07	0.06	67.2

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.

Site: 101 [1. 2032_BA_Central Coast Hwy/ Coleridge Rd_AM (Site Folder: Base 2032 AM [CCH Upgrades])]

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: Central Coast Highway														
2	T1	1045	54	1100	5.2	0.258	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		1045	54	1100	5.2	0.258	0.2	NA	0.0	0.0	0.00	0.00	0.00	69.8
East: Coleridge Rd														
4	L2	1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.20	0.48	0.20	50.0
Approach		1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.20	0.48	0.20	50.0
North: Central Coast Highway														
7	L2	45	0	47	0.0	0.086	5.8	LOS A	0.0	0.0	0.00	0.18	0.00	56.7
8	T1	1297	48	1365	3.7	0.328	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	69.4
Approach		1342	48	1413	3.6	0.328	0.3	NA	0.0	0.0	0.00	0.02	0.00	69.0
All Vehicles		2388	102	2514	4.3	0.328	0.3	NA	0.0	0.0	0.00	0.01	0.00	69.4

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.

Site: 101v [2. 2032_BA_Central Coast Hwy_Passage Rd_ Coleridge Rd_AM - Default EF - Conversion (Site Folder: Base 2032 AM [CCH Upgrades])]

Central Coast Hwy_Passage Rd_ Coleridge Rd
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Convert Function Default
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

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: Central Coast Hwy South														
1	L2	11	0	12	0.0	0.009	10.2	LOS A	0.2	1.2	0.35	0.60	0.35	46.0
2	T1	1086	54	1143	5.0	0.506	12.0	LOS A	16.4	119.4	0.61	0.55	0.61	48.1
3	R2	54	2	57	3.7	* 0.505	58.5	LOS E	2.9	20.9	1.00	0.75	1.00	18.9
Approach		1151	56	1212	4.9	0.506	14.2	LOS A	16.4	119.4	0.63	0.56	0.63	46.1
East: Coleridge Road														
4	L2	195	7	205	3.6	0.401	35.3	LOS C	8.3	59.7	0.86	0.79	0.86	25.3
5	T1	2	0	2	0.0	* 0.401	31.7	LOS C	8.3	59.7	0.86	0.79	0.86	23.5
6	R2	44	1	46	2.3	0.192	44.0	LOS D	2.0	14.4	0.90	0.73	0.90	23.2
Approach		241	8	254	3.3	0.401	36.9	LOS C	8.3	59.7	0.87	0.78	0.87	24.9
North: Central Coast Hwy North														
7	L2	9	1	9	11.1	0.007	7.3	LOS A	0.0	0.3	0.16	0.60	0.16	49.5
8	T1	1275	51	1342	4.0	* 0.573	14.0	LOS A	19.6	142.0	0.66	0.66	0.66	49.3
9	R2	8	0	8	0.0	0.073	56.6	LOS E	0.4	2.9	0.97	0.66	0.97	26.9
Approach		1292	52	1360	4.0	0.573	14.2	LOS A	19.6	142.0	0.65	0.66	0.65	49.1
West: Passage Road														
10	L2	17	0	18	0.0	0.052	37.6	LOS C	0.8	5.9	0.82	0.67	0.82	32.1
11	T1	4	0	4	0.0	0.052	33.1	LOS C	0.8	5.9	0.82	0.67	0.82	23.1
12	R2	24	0	25	0.0	0.205	54.6	LOS D	1.2	8.6	0.98	0.71	0.98	26.6
Approach		45	0	47	0.0	0.205	46.3	LOS D	1.2	8.6	0.90	0.69	0.90	28.3
All Vehicles		2729	116	2873	4.3	0.573	16.7	LOS B	19.6	142.0	0.66	0.62	0.66	44.9

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)

Site: 101 [3. 2032_BA_Coleridge Rd/ Site Access_AM (Site Folder: Base 2032 AM [CCH Upgrades])]

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: Site Access														
1	L2	1	0	1	0.0	0.033	4.6	LOS A	0.1	0.9	0.08	0.48	0.08	37.1
2	T1	26	4	27	15.4	0.033	4.5	LOS A	0.1	0.9	0.08	0.48	0.08	13.3
3	R2	2	1	2	50.0	0.033	7.9	LOS A	0.1	0.9	0.08	0.48	0.08	42.8
Approach		29	5	31	17.2	0.033	4.7	LOS A	0.1	0.9	0.08	0.48	0.08	16.2
East: Coleridge Rd														
4	L2	2	0	2	0.0	0.140	4.6	LOS A	0.7	5.0	0.05	0.53	0.05	44.5
5	T1	1	0	1	0.0	0.140	0.1	LOS A	0.7	5.0	0.05	0.53	0.05	45.1
6	R2	234	0	246	0.0	0.140	4.6	LOS A	0.7	5.0	0.05	0.53	0.05	41.2
Approach		237	0	249	0.0	0.140	4.6	NA	0.7	5.0	0.05	0.53	0.05	41.2
North: Coleridge Rd														
7	L2	77	1	81	1.3	0.049	3.6	LOS A	0.0	0.1	0.00	0.47	0.00	45.4
8	T1	8	0	8	0.0	0.049	0.0	LOS A	0.0	0.1	0.00	0.47	0.00	38.9
9	R2	1	0	1	0.0	0.049	3.6	LOS A	0.0	0.1	0.00	0.47	0.00	35.4
Approach		86	1	91	1.2	0.049	3.3	NA	0.0	0.1	0.00	0.47	0.00	45.2
West: Unnamed Rd														
10	L2	2	0	2	0.0	0.004	5.4	LOS A	0.0	0.1	0.18	0.51	0.18	11.5
11	T1	1	0	1	0.0	0.004	4.6	LOS A	0.0	0.1	0.18	0.51	0.18	44.3
12	R2	1	0	1	0.0	0.004	4.7	LOS A	0.0	0.1	0.18	0.51	0.18	35.2
Approach		4	0	4	0.0	0.004	5.0	LOS A	0.0	0.1	0.18	0.51	0.18	24.1
All Vehicles		356	6	375	1.7	0.140	4.3	NA	0.7	5.0	0.05	0.51	0.05	40.1

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.