

USER REPORT FOR NETWORK SITE

Project: 201004sid-N169770 JHHIP Stage 1 SSDA report - 2036 without Dev

Template: Movement Summaries

Site: 3756 [2S. Lookout Rd / Kookaburra Ckt PM]

Network: 64 [PM Network - 2036 without Dev]

Site Category: -

Signals - Fixed Time Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog

Phase Times determined by the program

Downstream lane blockage effects included in determining phase times

Phase Sequence: TCS 2016 - Revised

Reference Phase: Phase A

Input Phase Sequence: A, B, BP, C

Output Phase Sequence: A, B, BP, C

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total	HV %	v/c	sec		Vehicles veh	Distance m				km/h
SouthEast: Lookout Road														
23	R2	1	7.7	1	7.7	0.019	71.5	LOS F	0.0	0.3	0.99	0.58	0.99	1.3
Approach		1	7.7	1	7.7	0.019	71.5	LOS F	0.0	0.3	0.99	0.58	0.99	1.3
NorthEast: Lookout Road														
25	T1	1657	2.6	1657	2.6	0.643	6.1	LOS A	9.8	70.0	0.33	0.30	0.33	53.6
26	R2	48	5.8	48	5.8	0.150	60.1	LOS E	1.3	9.5	0.97	0.73	0.97	18.8
Approach		1705	2.7	1705	2.7	0.643	7.6	LOS A	9.8	70.0	0.35	0.32	0.35	52.1
NorthWest: Southern Hospital access														
27	L2	118	1.6	118	1.6	0.555	27.0	LOS B	4.7	33.0	0.91	0.80	0.91	17.0
29	R2	259	1.2	259	1.2	0.555	46.6	LOS D	5.8	40.8	0.95	0.80	0.95	24.1
Approach		377	1.3	377	1.3	0.555	40.5	LOS C	5.8	40.8	0.94	0.80	0.94	22.7
SouthWest: Lookout Road														
30	L2	93	3.9	93	3.9	0.062	6.2	LOS A	0.3	1.9	0.14	0.58	0.14	47.9
31	T1	1125	3.7	1125	3.7	0.534	19.4	LOS B	13.6	98.3	0.68	0.61	0.68	33.4
Approach		1218	3.8	1218	3.8	0.534	18.4	LOS B	13.6	98.3	0.64	0.61	0.64	34.2
All Vehicles		3301	2.9	3301	2.9	0.643	15.4	LOS B	13.6	98.3	0.52	0.48	0.52	42.1

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

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Pedestrian	Back of Queue Distance m	Prop. Queued	Effective Stop Rate	
P6	NorthEast Full Crossing	53	58.3	LOS E	0.2	0.2	0.95	0.95	
P7	NorthWest Full Crossing	53	58.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		105	58.3	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Site Category: -

Signals - Fixed Time Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog

Phase Times determined by the program

Downstream lane blockage effects included in determining phase times

Green Split Priority has been specified

Phase Sequence: Two-Phase

Reference Phase: Phase C

Input Phase Sequence: A, B, CP, C

Output Phase Sequence: A, B, CP, C

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows Total veh/h	Arrival Flows HV % veh/h	Total HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
East: Lookout Road														
5	T1	1708	2.7	1708	2.7	0.568	2.8	LOS A	6.4	46.2	0.21	0.19	0.21	52.1
6	R2	66	1.6	66	1.6	0.213	56.1	LOS D	2.2	15.6	0.88	0.75	0.88	16.7
Approach		1775	2.7	1775	2.7	0.568	4.8	LOS A	6.4	46.2	0.23	0.22	0.23	47.6
North: Jacaranda Drive														
7	L2	177	0.5	177	0.5	0.380	46.5	LOS D	5.6	39.4	0.86	0.79	0.86	5.3
9	R2	21	0.0	21	0.0	0.246	72.8	LOS F	0.8	5.9	1.00	0.70	1.00	3.4
Approach		198	0.5	198	0.5	0.380	49.3	LOS D	5.6	39.4	0.88	0.78	0.88	5.0
West: Lookout Road														
11	T1	1246	3.3	1246	3.3	0.505	7.7	LOS A	7.9	56.7	0.34	0.31	0.34	46.8
Approach		1246	3.3	1246	3.3	0.505	7.7	LOS A	7.9	56.7	0.34	0.31	0.34	46.8
All Vehicles		3219	2.8	3219	2.8	0.568	8.7	LOS A	7.9	56.7	0.32	0.29	0.32	42.5

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P3	North Full Crossing	8	58.2	LOS E	0.0	0.0	0.95	0.95
P4	West Full Crossing	11	58.2	LOS E	0.0	0.0	0.95	0.95
All Pedestrians		19	58.2	LOS E			0.95	0.95

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Site Category: -

Signals - Fixed Time Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog

Phase Times determined by the program

Downstream lane blockage effects included in determining phase times

Phase Sequence: Sequence1

Reference Phase: Phase A

Input Phase Sequence: A, B, CP, C

Output Phase Sequence: A, B, CP, C

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles	Distance m			km/h	
SouthEast: Russell Road														
21	L2	715	4.2	715	4.2	0.761	19.8	LOS B	17.5	126.6	0.77	0.83	0.77	36.8
23	R2	113	1.1	113	1.1	0.797	75.8	LOS F	4.7	33.3	1.00	0.88	1.24	25.6
Approach		828	3.8	828	3.8	0.797	27.4	LOS B	17.5	126.6	0.80	0.84	0.83	33.5
NorthEast: Croudace Street														
24	L2	85	0.0	85	0.0	0.871	57.9	LOS E	22.2	158.9	1.00	0.99	1.13	30.8
25	T1	1013	3.0	1013	3.0	0.871	52.3	LOS D	22.4	160.5	1.00	0.99	1.13	20.7
Approach		1098	2.8	1098	2.8	0.871	52.8	LOS D	22.4	160.5	1.00	0.99	1.13	21.8
SouthWest: Lookout Road														
31	T1	787	4.5	787	4.5	0.262	6.8	LOS A	8.1	58.7	0.52	0.46	0.52	52.3
32	R2	629	2.5	629	2.5	0.830	45.2	LOS D	22.6	161.2	0.95	0.91	1.00	30.6
Approach		1416	3.6	1416	3.6	0.830	23.8	LOS B	22.6	161.2	0.71	0.66	0.73	39.4
All Vehicles		3342	3.4	3342	3.4	0.871	34.2	LOS C	22.6	161.2	0.83	0.81	0.89	31.6

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

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate		
		ped/h	sec		Pedestrian	Distance			
					ped	m			
P5	SouthEast Full Crossing	16	58.2	LOS E	0.1	0.1	0.95	0.95	
P6	NorthEast Full Crossing	11	58.2	LOS E	0.0	0.0	0.95	0.95	
All Pedestrians		26	58.2	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Site Category: - Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
SouthEast: Southern Hospital access														
21	L2	7	0.0	7	0.0	0.082	3.1	LOS A	0.2	1.4	0.35	0.37	0.35	35.1
22	T1	97	2.0	97	2.0	0.082	2.9	LOS A	0.2	1.4	0.35	0.37	0.35	33.6
23	R2	32	0.6	32	0.6	0.053	6.6	LOS A	0.1	0.8	0.37	0.60	0.37	27.9
23u	U	24	0.0	24	0.0	0.053	10.9	LOS A	0.1	0.8	0.37	0.60	0.37	31.8
Approach		160	1.4	160	1.4	0.082	4.8	LOS A	0.2	1.4	0.36	0.45	0.36	31.9
NorthEast: Kookaburra Circuit														
24	L2	94	4.5	94	4.5	0.267	3.9	LOS A	0.7	5.0	0.55	0.63	0.55	19.1
25	T1	3	0.0	3	0.0	0.267	3.5	LOS A	0.7	5.0	0.55	0.63	0.55	29.6
26	R2	163	1.2	163	1.2	0.267	7.2	LOS A	0.7	5.0	0.55	0.63	0.55	19.1
Approach		260	2.4	260	2.4	0.267	5.9	LOS A	0.7	5.0	0.55	0.63	0.55	19.3
NorthWest: Kookaburra Circuit														
27	L2	141	0.0	141	0.0	0.305	3.5	LOS A	0.6	4.7	0.32	0.42	0.32	29.2
28	T1	185	9.2	185	9.2	0.305	2.9	LOS A	0.6	4.7	0.32	0.42	0.32	36.6
29	R2	1	0.0	1	0.0	0.305	6.2	LOS A	0.6	4.7	0.32	0.42	0.32	29.8
Approach		327	5.2	327	5.2	0.305	3.2	LOS A	0.6	4.7	0.32	0.42	0.32	32.9
SouthWest: Car Park 1 Access														
30	L2	1	0.0	1	0.0	0.086	4.4	LOS A	0.2	1.2	0.46	0.62	0.46	22.9
31	T1	17	0.0	17	0.0	0.086	4.2	LOS A	0.2	1.2	0.46	0.62	0.46	16.9
32	R2	55	5.3	55	5.3	0.086	7.4	LOS A	0.2	1.2	0.46	0.62	0.46	22.9
Approach		73	4.0	73	4.0	0.086	6.6	LOS A	0.2	1.2	0.46	0.62	0.46	20.7
All Vehicles		820	3.5	820	3.5	0.305	4.7	LOS A	0.7	5.0	0.42	0.51	0.42	30.5

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

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

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

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

Site Category: - Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles	Distance m			km/h	
SouthEast: Kookaburra Circuit														
21	L2	1	0.0	1	0.0	0.291	2.1	LOS A	0.6	4.3	0.17	0.22	0.17	23.3
22	T1	414	0.0	414	0.0	0.291	1.4	LOS A	0.6	4.3	0.17	0.22	0.17	37.9
23	R2	25	5.0	25	5.0	0.291	5.7	LOS A	0.6	4.3	0.17	0.23	0.17	37.1
Approach		440	0.3	440	0.3	0.291	1.6	LOS A	0.6	4.3	0.17	0.22	0.17	37.8
NorthEast: Kookaburra Circuit														
24	L2	23	0.0	23	0.0	0.022	3.0	LOS A	0.0	0.3	0.41	0.41	0.41	24.0
25	T1	1	0.0	1	0.0	0.022	2.4	LOS A	0.0	0.3	0.41	0.41	0.41	6.7
26	R2	37	0.0	37	0.0	0.027	6.2	LOS A	0.1	0.4	0.39	0.55	0.39	21.9
Approach		61	0.0	61	0.0	0.027	4.9	LOS A	0.1	0.4	0.40	0.49	0.40	21.4
NorthWest: Car Park 4 bypass														
27	L2	40	1.0	40	1.0	0.213	4.2	LOS A	0.4	2.8	0.10	0.23	0.10	21.1
28	T1	283	0.0	283	0.0	0.213	1.3	LOS A	0.4	2.8	0.10	0.23	0.10	39.2
29	R2	13	0.0	13	0.0	0.213	5.5	LOS A	0.4	2.8	0.10	0.23	0.10	20.9
Approach		336	0.1	336	0.1	0.213	1.8	LOS A	0.4	2.8	0.10	0.23	0.10	34.2
SouthWest: Car Park 1 Access														
30	L2	89	0.0	89	0.0	0.102	3.5	LOS A	0.2	1.3	0.49	0.52	0.49	22.2
Approach		89	0.0	89	0.0	0.102	3.5	LOS A	0.2	1.3	0.49	0.52	0.49	22.2
All Vehicles		926	0.2	926	0.2	0.291	2.1	LOS A	0.6	4.3	0.19	0.27	0.19	35.7

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

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

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

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

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

Site Category: - Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles	Distance			km/h	
SouthEast: Northern Internal Road														
21	L2	43	0.0	43	0.0	0.098	2.7	LOS A	0.2	1.3	0.38	0.52	0.38	35.9
23	R2	71	0.0	71	0.0	0.098	6.5	LOS A	0.2	1.3	0.38	0.52	0.38	38.9
Approach		114	0.0	114	0.0	0.098	5.1	LOS A	0.2	1.3	0.38	0.52	0.38	37.8
NorthEast: Bypass														
24	L2	4	0.0	4	0.0	0.004	1.9	LOS A	0.0	0.0	0.03	0.31	0.03	39.1
25	T1	226	5.0	226	5.0	0.126	1.4	LOS A	0.3	2.0	0.02	0.18	0.02	36.7
Approach		231	4.9	231	4.9	0.126	1.4	LOS A	0.3	2.0	0.02	0.19	0.02	36.9
SouthWest: Car Park 4 bypass														
31	T1	649	0.0	649	0.0	0.310	1.5	LOS A	0.8	5.9	0.24	0.21	0.24	40.2
32	R2	2	0.0	2	0.0	0.310	5.7	LOS A	0.8	5.9	0.25	0.21	0.25	40.6
Approach		652	0.0	652	0.0	0.310	1.5	LOS A	0.8	5.9	0.24	0.21	0.24	40.2
All Vehicles		996	1.1	996	1.1	0.310	1.9	LOS A	0.8	5.9	0.21	0.24	0.21	39.6

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

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

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

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

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

USER REPORT FOR NETWORK SITE

Project: 201104sid-N169770 JHHIP Stage 1 SSDA report - 2036 with Dev

Template: Movement Summaries

Site: 3756 [2S. Lookout Rd / Kookaburra Ckt AM] Network: 66 [AM Network - 2036 with Dev]

2036 with development

Site Category: -

Signals - Fixed Time Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog

Phase Times determined by the program

Downstream lane blockage effects included in determining phase times

Phase Sequence: TCS 2016 - Revised

Reference Phase: Phase A

Input Phase Sequence: A, B, BP, C

Output Phase Sequence: A, B, BP, C

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles	Distance				km/h
SouthEast: Lookout Road														
23	R2	11	0.0	11	0.0	0.368	80.4	LOS F	0.5	3.3	1.00	0.66	1.00	1.2
Approach		11	0.0	11	0.0	0.368	80.4	LOS F	0.5	3.3	1.00	0.66	1.00	1.2
NorthEast: Lookout Road														
25	T1	1032	5.5	1032	5.5	0.407	11.3	LOS A	12.4	90.6	0.63	0.57	0.63	49.1
26	R2	196	1.4	196	1.4	0.355	60.3	LOS E	3.6	25.2	0.96	0.78	0.96	18.7
Approach		1228	4.9	1228	4.9	0.407	19.1	LOS B	12.4	90.6	0.68	0.60	0.68	42.7
NorthWest: Southern Hospital access														
27	L2	54	9.6	54	9.6	0.250	36.4	LOS C	2.4	17.9	0.76	0.72	0.76	14.2
29	R2	99	6.8	99	6.8	0.250	50.1	LOS D	2.4	17.9	0.87	0.74	0.87	23.1
Approach		153	7.8	153	7.8	0.250	45.2	LOS D	2.4	17.9	0.83	0.73	0.83	20.9
SouthWest: Lookout Road														
30	L2	360	2.2	360	2.2	0.244	6.5	LOS A	1.6	11.1	0.19	0.61	0.19	47.4
31	T1	1685	2.4	1685	2.4	0.775	25.2	LOS B	25.5	182.3	0.86	0.79	0.86	29.5
Approach		2045	2.4	2045	2.4	0.775	21.9	LOS B	25.5	182.3	0.74	0.76	0.74	31.7
All Vehicles		3436	3.5	3436	3.5	0.775	22.1	LOS B	25.5	182.3	0.73	0.70	0.73	35.5

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate		
		ped/h	sec		Pedestrian			Distance	
P6	NorthEast Full Crossing	41	58.3	LOS E	0.1	0.1	0.95	0.95	
P7	NorthWest Full Crossing	21	58.2	LOS E	0.1	0.1	0.95	0.95	
All Pedestrians		62	58.3	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

2036 with development

Site Category: -

Signals - Fixed Time Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog

Phase Times determined by the program

Downstream lane blockage effects included in determining phase times

Green Split Priority has been specified

Phase Sequence: Two-Phase

Reference Phase: Phase A

Input Phase Sequence: A, B, CP, C

Output Phase Sequence: A, B, CP, C

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows Total veh/h	Arrival Flows HV % veh/h	Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Lookout Road														
5	T1	1265	5.7	1265	5.7	0.446	4.9	LOS A	8.6	62.9	0.31	0.28	0.31	47.6
6	R2	247	0.0	247	0.0	0.962	89.0	LOS F	11.4	79.5	1.00	0.97	1.34	11.9
Approach		1513	4.7	1513	4.7	0.962	18.7	LOS B	11.4	79.5	0.42	0.40	0.48	30.3
North: Jacaranda Drive														
7	L2	43	0.0	43	0.0	0.108	48.3	LOS D	1.3	9.4	0.84	0.73	0.84	5.2
9	R2	5	0.0	5	0.0	0.092	75.0	LOS F	0.2	1.5	0.99	0.64	0.99	3.3
Approach		48	0.0	48	0.0	0.108	51.2	LOS D	1.3	9.4	0.85	0.72	0.85	4.9
West: Lookout Road														
11	T1	1849	3.8	1849	3.8	0.775	4.0	LOS A	10.1	73.3	0.29	0.27	0.29	52.3
Approach		1849	3.8	1849	3.8	0.775	4.0	LOS A	10.1	73.3	0.29	0.27	0.29	52.3
All Vehicles		3411	4.1	3411	4.1	0.962	11.2	LOS A	11.4	79.5	0.36	0.33	0.38	40.4

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

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P3	North Full Crossing	25	58.2	LOS E	0.1	0.1	0.95	0.95	
P4	West Full Crossing	32	58.3	LOS E	0.1	0.1	0.95	0.95	
All Pedestrians		57	58.3	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

2036 with development

Site Category: -

Signals - Fixed Time Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog

Phase Times determined by the program

Downstream lane blockage effects included in determining phase times

Phase Sequence: Sequence1

Reference Phase: Phase A

Input Phase Sequence: A, B, CP, C, D

Output Phase Sequence: A, B, CP, C, D

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
SouthEast: Russell Road														
21	L2	809	2.5	809	2.5	0.683	15.1	LOS B	16.8	119.9	0.66	0.79	0.66	40.4
23	R2	105	2.4	105	2.4	0.937	90.2	LOS F	4.9	35.0	1.00	1.01	1.59	23.1
Approach		915	2.5	915	2.5	0.937	23.7	LOS B	16.8	119.9	0.70	0.81	0.77	35.3
NorthEast: Croudace Street														
24	L2	71	1.7	71	1.7	0.897	71.2	LOS F	17.0	123.1	1.00	1.04	1.25	27.5
25	T1	710	4.4	710	4.4	0.897	65.6	LOS E	17.2	124.7	1.00	1.05	1.24	17.8
Approach		781	4.1	781	4.1	0.897	66.1	LOS E	17.2	124.7	1.00	1.05	1.24	18.9
SouthWest: Lookout Road														
31	T1	1006	2.4	1006	2.4	0.325	3.0	LOS A	4.5	31.9	0.23	0.21	0.23	56.3
32	R2	860	3.2	860	3.2	0.977	63.0	LOS E	29.8	214.6	1.00	1.05	1.35	25.8
Approach		1866	2.8	1866	2.8	0.977	30.7	LOS C	29.8	214.6	0.59	0.60	0.75	36.0
All Vehicles		3562	3.0	3562	3.0	0.977	36.6	LOS C	29.8	214.6	0.71	0.75	0.86	31.2

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

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate		
		ped/h	sec		Pedestrian ped	Distance m			
P5	SouthEast Full Crossing	11	58.2	LOS E	0.0	0.0	0.95	0.95	
P6	NorthEast Full Crossing	11	58.2	LOS E	0.0	0.0	0.95	0.95	
All Pedestrians		21	58.2	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

2036 with development

Site Category: -
Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %				Vehicles	Distance m				
SouthEast: Southern Hospital access														
21	L2	83	0.0	83	0.0	0.307	3.0	LOS A	0.8	5.8	0.34	0.38	0.34	35.2
22	T1	341	2.0	341	2.0	0.307	2.8	LOS A	0.8	5.8	0.34	0.38	0.34	33.6
23	R2	102	0.6	102	0.6	0.158	6.6	LOS A	0.4	2.5	0.34	0.61	0.34	27.7
23u	U	54	0.0	54	0.0	0.158	11.0	LOS A	0.4	2.5	0.34	0.61	0.34	31.5
Approach		580	1.3	580	1.3	0.307	4.3	LOS A	0.8	5.8	0.34	0.44	0.34	32.3
NorthEast: Kookaburra Circuit														
24	L2	35	4.5	35	4.5	0.140	2.5	LOS A	0.3	2.4	0.34	0.51	0.34	21.5
25	T1	21	0.0	21	0.0	0.140	2.2	LOS A	0.3	2.4	0.34	0.51	0.34	31.8
26	R2	105	1.2	105	1.2	0.140	5.8	LOS A	0.3	2.4	0.34	0.51	0.34	21.5
Approach		161	1.8	161	1.8	0.140	4.6	LOS A	0.3	2.4	0.34	0.51	0.34	23.3
NorthWest: Kookaburra Circuit														
27	L2	133	0.0	133	0.0	0.188	3.7	LOS A	0.4	2.6	0.35	0.47	0.35	29.1
28	T1	51	9.2	51	9.2	0.188	3.2	LOS A	0.4	2.6	0.35	0.47	0.35	36.5
29	R2	2	0.0	2	0.0	0.188	6.4	LOS A	0.4	2.6	0.35	0.47	0.35	29.7
Approach		185	2.5	185	2.5	0.188	3.6	LOS A	0.4	2.6	0.35	0.47	0.35	30.7
SouthWest: Car Park 1 Access														
30	L2	1	0.0	1	0.0	0.029	5.6	LOS A	0.1	0.4	0.56	0.64	0.56	21.8
31	T1	7	0.0	7	0.0	0.029	5.4	LOS A	0.1	0.4	0.56	0.64	0.56	16.4
32	R2	12	5.3	12	5.3	0.029	8.6	LOS A	0.1	0.4	0.56	0.64	0.56	21.8
Approach		20	3.0	20	3.0	0.029	7.3	LOS A	0.1	0.4	0.56	0.64	0.56	19.0
All Vehicles		946	1.7	946	1.7	0.307	4.3	LOS A	0.8	5.8	0.35	0.46	0.35	31.0

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

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

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

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

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

2036 with development

Site Category: -
Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %				Vehicles	Distance				
SouthEast: Kookaburra Circuit														
21	L2	1	0.0	1	0.0	0.304	2.6	LOS A	0.6	4.2	0.31	0.29	0.31	23.1
22	T1	369	0.0	369	0.0	0.304	1.8	LOS A	0.6	4.2	0.31	0.29	0.31	37.2
23	R2	34	5.0	34	5.0	0.304	6.1	LOS A	0.6	4.2	0.31	0.30	0.31	36.5
Approach		404	0.4	404	0.4	0.304	2.2	LOS A	0.6	4.2	0.31	0.29	0.31	37.1
NorthEast: Kookaburra Circuit														
24	L2	41	0.0	41	0.0	0.035	3.4	LOS A	0.1	0.5	0.50	0.47	0.50	22.9
25	T1	1	0.0	1	0.0	0.035	2.8	LOS A	0.1	0.5	0.50	0.47	0.50	6.7
26	R2	25	0.0	25	0.0	0.026	7.4	LOS A	0.1	0.4	0.52	0.60	0.52	21.1
Approach		67	0.0	67	0.0	0.035	4.9	LOS A	0.1	0.5	0.51	0.52	0.51	21.0
NorthWest: Car Park 4 bypass														
27	L2	54	5.0	54	5.0	0.328	4.3	LOS A	0.7	5.2	0.14	0.33	0.14	21.0
28	T1	328	0.0	328	0.0	0.328	1.3	LOS A	0.7	5.2	0.14	0.32	0.14	37.9
29	R2	136	0.0	136	0.0	0.328	5.6	LOS A	0.7	5.2	0.14	0.32	0.14	20.6
Approach		518	0.5	518	0.5	0.328	2.7	LOS A	0.7	5.2	0.14	0.32	0.14	28.7
SouthWest: Car Park 1 Access														
30	L2	18	0.0	18	0.0	0.020	3.1	LOS A	0.0	0.2	0.46	0.44	0.46	23.6
Approach		18	0.0	18	0.0	0.020	3.1	LOS A	0.0	0.2	0.46	0.44	0.46	23.6
All Vehicles		1007	0.4	1007	0.4	0.328	2.7	LOS A	0.7	5.2	0.24	0.32	0.24	31.9

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

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

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

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

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

2036 with development
 Site Category: -
 Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Prop. Queued Distance m	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
		Total veh/h	HV %	Total veh/h	HV %									
SouthEast: Northern Internal Road														
21	L2	14	0.0	14	0.0	0.065	5.6	LOS A	0.2	1.1	0.69	0.69	0.69	34.1
23	R2	37	0.0	37	0.0	0.065	9.5	LOS A	0.2	1.1	0.69	0.69	0.69	38.1
Approach		51	0.0	51	0.0	0.065	8.4	LOS A	0.2	1.1	0.69	0.69	0.69	37.4
NorthEast: Bypass														
24	L2	215	0.0	215	0.0	0.191	2.6	LOS A	0.4	2.9	0.29	0.37	0.29	39.0
25	T1	699	5.0	699	5.0	0.447	1.9	LOS A	1.3	9.7	0.32	0.26	0.32	38.3
Approach		914	3.8	914	3.8	0.447	2.1	LOS A	1.3	9.7	0.32	0.28	0.32	38.6
SouthWest: Car Park 4 bypass														
31	T1	212	0.0	212	0.0	0.146	1.3	LOS A	0.4	2.6	0.17	0.30	0.17	39.8
32	R2	99	0.0	99	0.0	0.146	5.6	LOS A	0.4	2.6	0.16	0.35	0.16	40.0
Approach		311	0.0	311	0.0	0.146	2.7	LOS A	0.4	2.6	0.16	0.31	0.16	39.9
All Vehicles		1275	2.7	1275	2.7	0.447	2.5	LOS A	1.3	9.7	0.29	0.31	0.29	38.9

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

USER REPORT FOR NETWORK SITE

Project: 201104sid-N169770 JHHIP Stage 1 SSDA report - 2036 with Dev

Template: Movement Summaries

Site: 3756 [2S. Lookout Rd / Kookaburra Ckt PM] Network: 64 [PM Network - 2036 with Dev]

2036 with development

Site Category: -

Signals - Fixed Time Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog

Phase Times determined by the program

Downstream lane blockage effects included in determining phase times

Phase Sequence: TCS 2016 - Revised

Reference Phase: Phase A

Input Phase Sequence: A, B, BP, C

Output Phase Sequence: A, B, BP, C

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles	Distance				km/h
SouthEast: Lookout Road														
23	R2	1	7.7	1	7.7	0.013	67.9	LOS E	0.0	0.3	0.97	0.59	0.97	1.4
Approach		1	7.7	1	7.7	0.013	67.9	LOS E	0.0	0.3	0.97	0.59	0.97	1.4
NorthEast: Lookout Road														
25	T1	1658	2.6	1658	2.6	0.659	6.8	LOS A	10.7	76.4	0.36	0.33	0.36	52.9
26	R2	56	5.8	56	5.8	0.172	60.3	LOS E	1.5	10.9	0.97	0.73	0.97	18.7
Approach		1714	2.7	1714	2.7	0.659	8.6	LOS A	10.7	76.4	0.38	0.34	0.38	51.2
NorthWest: Southern Hospital access														
27	L2	138	1.6	138	1.6	0.585	25.7	LOS B	5.1	35.8	0.91	0.81	0.91	17.4
29	R2	295	1.2	295	1.2	0.585	45.6	LOS D	6.6	47.0	0.95	0.81	0.95	24.3
Approach		433	1.3	433	1.3	0.585	39.3	LOS C	6.6	47.0	0.94	0.81	0.94	23.0
SouthWest: Lookout Road														
30	L2	106	3.9	106	3.9	0.071	6.2	LOS A	0.3	2.2	0.14	0.58	0.14	47.9
31	T1	1125	3.7	1125	3.7	0.549	20.8	LOS B	14.1	101.8	0.71	0.64	0.71	32.4
Approach		1232	3.8	1232	3.8	0.549	19.5	LOS B	14.1	101.8	0.66	0.63	0.66	33.3
All Vehicles		3379	2.9	3379	2.9	0.659	16.5	LOS B	14.1	101.8	0.55	0.51	0.55	41.1

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

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate		
		ped/h	sec		Pedestrian			Distance	
P6	NorthEast Full Crossing	53	58.3	LOS E	0.2	0.2	0.95	0.95	
P7	NorthWest Full Crossing	53	58.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		105	58.3	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

2036 with development

Site Category: -

Signals - Fixed Time Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog

Phase Times determined by the program

Downstream lane blockage effects included in determining phase times

Green Split Priority has been specified

Phase Sequence: Two-Phase

Reference Phase: Phase C

Input Phase Sequence: A, B, CP, C

Output Phase Sequence: A, B, CP, C

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows Total veh/h	Arrival Flows HV % veh/h	Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Lookout Road														
5	T1	1716	2.7	1716	2.7	0.571	2.9	LOS A	6.5	46.6	0.21	0.20	0.21	52.1
6	R2	68	1.6	68	1.6	0.220	56.2	LOS D	2.3	16.1	0.88	0.75	0.88	16.6
Approach		1784	2.7	1784	2.7	0.571	4.9	LOS A	6.5	46.6	0.24	0.22	0.24	47.5
North: Jacaranda Drive														
7	L2	182	0.5	182	0.5	0.398	46.6	LOS D	5.8	40.8	0.87	0.79	0.87	5.3
9	R2	22	0.0	22	0.0	0.258	72.9	LOS F	0.9	6.2	1.00	0.71	1.00	3.4
Approach		204	0.5	204	0.5	0.398	49.5	LOS D	5.8	40.8	0.88	0.78	0.88	5.0
West: Lookout Road														
11	T1	1267	3.3	1267	3.3	0.514	7.0	LOS A	7.6	54.4	0.32	0.29	0.32	47.7
Approach		1267	3.3	1267	3.3	0.514	7.0	LOS A	7.6	54.4	0.32	0.29	0.32	47.7
All Vehicles		3256	2.8	3256	2.8	0.571	8.5	LOS A	7.6	54.4	0.31	0.28	0.31	42.7

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

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P3	North Full Crossing	8	58.2	LOS E	0.0	0.0	0.95	0.95	
P4	West Full Crossing	11	58.2	LOS E	0.0	0.0	0.95	0.95	
All Pedestrians		19	58.2	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

2036 with development

Site Category: -

Signals - Fixed Time Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog

Phase Times determined by the program

Downstream lane blockage effects included in determining phase times

Phase Sequence: Sequence1

Reference Phase: Phase A

Input Phase Sequence: A, B, CP, C

Output Phase Sequence: A, B, CP, C

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
SouthEast: Russell Road														
21	L2	718	4.2	718	4.2	0.765	19.9	LOS B	17.6	128.0	0.77	0.83	0.77	36.7
23	R2	113	1.1	113	1.1	0.797	75.8	LOS F	4.7	33.3	1.00	0.88	1.24	25.6
Approach		831	3.8	831	3.8	0.797	27.5	LOS B	17.6	128.0	0.80	0.84	0.84	33.4
NorthEast: Croudace Street														
24	L2	85	0.0	85	0.0	0.876	58.7	LOS E	22.5	161.2	1.00	0.99	1.14	30.6
25	T1	1019	3.0	1019	3.0	0.876	53.1	LOS D	22.7	162.8	1.00	1.00	1.14	20.5
Approach		1104	2.8	1104	2.8	0.876	53.5	LOS D	22.7	162.8	1.00	1.00	1.14	21.6
SouthWest: Lookout Road														
31	T1	805	4.5	805	4.5	0.268	6.9	LOS A	8.5	61.7	0.53	0.47	0.53	52.1
32	R2	637	2.5	637	2.5	0.840	45.7	LOS D	23.4	167.6	0.96	0.92	1.02	30.5
Approach		1442	3.6	1442	3.6	0.840	24.0	LOS B	23.4	167.6	0.72	0.67	0.75	39.3
All Vehicles		3377	3.4	3377	3.4	0.876	34.5	LOS C	23.4	167.6	0.83	0.82	0.90	31.5

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate		
		ped/h	sec		Pedestrian ped	Distance m			
P5	SouthEast Full Crossing	16	58.2	LOS E	0.1	0.1	0.95	0.95	
P6	NorthEast Full Crossing	11	58.2	LOS E	0.0	0.0	0.95	0.95	
All Pedestrians		26	58.2	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

2036 with development

Site Category: -
Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %				Vehicles	Distance				
SouthEast: Southern Hospital access														
21	L2	7	0.0	7	0.0	0.091	3.1	LOS A	0.2	1.5	0.36	0.37	0.36	35.1
22	T1	108	2.0	108	2.0	0.091	2.9	LOS A	0.2	1.5	0.36	0.37	0.36	33.5
23	R2	41	0.6	41	0.6	0.061	6.5	LOS A	0.1	1.0	0.37	0.60	0.37	27.7
23u	U	24	0.0	24	0.0	0.061	10.9	LOS A	0.1	1.0	0.37	0.60	0.37	31.5
Approach		181	1.4	181	1.4	0.091	4.8	LOS A	0.2	1.5	0.36	0.45	0.36	31.6
NorthEast: Kookaburra Circuit														
24	L2	126	4.5	126	4.5	0.309	4.2	LOS A	0.8	6.0	0.60	0.65	0.60	18.7
25	T1	3	0.0	3	0.0	0.309	3.8	LOS A	0.8	6.0	0.60	0.65	0.60	29.3
26	R2	163	1.2	163	1.2	0.309	7.5	LOS A	0.8	6.0	0.60	0.65	0.60	18.7
Approach		293	2.6	293	2.6	0.309	6.0	LOS A	0.8	6.0	0.60	0.65	0.60	18.9
NorthWest: Kookaburra Circuit														
27	L2	141	0.0	141	0.0	0.332	3.6	LOS A	0.7	5.3	0.34	0.43	0.34	29.2
28	T1	212	9.2	212	9.2	0.332	3.0	LOS A	0.7	5.3	0.34	0.43	0.34	36.6
29	R2	1	0.0	1	0.0	0.332	6.3	LOS A	0.7	5.3	0.34	0.43	0.34	29.8
Approach		354	5.5	354	5.5	0.332	3.2	LOS A	0.7	5.3	0.34	0.43	0.34	33.1
SouthWest: Car Park 1 Access														
30	L2	1	0.0	1	0.0	0.088	4.5	LOS A	0.2	1.2	0.48	0.63	0.48	22.7
31	T1	17	0.0	17	0.0	0.088	4.3	LOS A	0.2	1.2	0.48	0.63	0.48	16.8
32	R2	55	5.3	55	5.3	0.088	7.5	LOS A	0.2	1.2	0.48	0.63	0.48	22.7
Approach		73	4.0	73	4.0	0.088	6.7	LOS A	0.2	1.2	0.48	0.63	0.48	20.6
All Vehicles		900	3.6	900	3.6	0.332	4.7	LOS A	0.8	6.0	0.44	0.52	0.44	30.5

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

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

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

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

2036 with development
Site Category: -
Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Prop. Queued Distance m	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
		Total veh/h	HV %	Total veh/h	HV %									
SouthEast: Kookaburra Circuit														
21	L2	1	0.0	1	0.0	0.303	2.1	LOS A	0.7	4.6	0.19	0.22	0.19	23.3
22	T1	423	0.0	423	0.0	0.303	1.4	LOS A	0.7	4.6	0.19	0.22	0.19	37.8
23	R2	27	5.0	27	5.0	0.303	5.7	LOS A	0.7	4.6	0.19	0.23	0.19	37.0
Approach		452	0.3	452	0.3	0.303	1.7	LOS A	0.7	4.6	0.19	0.22	0.19	37.7
NorthEast: Kookaburra Circuit														
24	L2	28	0.0	28	0.0	0.027	3.1	LOS A	0.1	0.4	0.43	0.43	0.43	23.7
25	T1	1	0.0	1	0.0	0.027	2.5	LOS A	0.1	0.4	0.43	0.43	0.43	6.7
26	R2	46	0.0	46	0.0	0.035	6.3	LOS A	0.1	0.5	0.41	0.56	0.41	21.8
Approach		76	0.0	76	0.0	0.035	5.1	LOS A	0.1	0.5	0.42	0.51	0.42	21.5
NorthWest: Car Park 4 bypass														
27	L2	43	1.0	43	1.0	0.233	4.2	LOS A	0.5	3.2	0.11	0.23	0.11	21.1
28	T1	309	0.0	309	0.0	0.233	1.3	LOS A	0.5	3.2	0.11	0.23	0.11	39.1
29	R2	13	0.0	13	0.0	0.233	5.5	LOS A	0.5	3.2	0.11	0.23	0.11	20.9
Approach		365	0.1	365	0.1	0.233	1.8	LOS A	0.5	3.2	0.11	0.23	0.11	34.3
SouthWest: Car Park 1 Access														
30	L2	89	0.0	89	0.0	0.104	3.6	LOS A	0.2	1.3	0.50	0.53	0.50	21.9
Approach		89	0.0	89	0.0	0.104	3.6	LOS A	0.2	1.3	0.50	0.53	0.50	21.9
All Vehicles		982	0.2	982	0.2	0.303	2.1	LOS A	0.7	4.6	0.21	0.28	0.21	35.6

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

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

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

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

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

2036 with development
 Site Category: -
 Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
SouthEast: Northern Internal Road														
21	L2	69	0.0	69	0.0	0.191	2.8	LOS A	0.4	2.9	0.41	0.55	0.41	35.7
23	R2	152	0.0	152	0.0	0.191	6.7	LOS A	0.4	2.9	0.41	0.55	0.41	39.1
Approach		221	0.0	221	0.0	0.191	5.5	LOS A	0.4	2.9	0.41	0.55	0.41	38.4
NorthEast: Bypass														
24	L2	33	0.0	33	0.0	0.028	2.0	LOS A	0.1	0.4	0.08	0.30	0.08	39.4
25	T1	229	5.0	229	5.0	0.133	1.4	LOS A	0.3	2.3	0.07	0.19	0.07	39.5
Approach		262	4.4	262	4.4	0.133	1.5	LOS A	0.3	2.3	0.07	0.20	0.07	39.5
SouthWest: Car Park 4 bypass														
31	T1	658	0.0	658	0.0	0.348	1.9	LOS A	1.0	6.9	0.38	0.28	0.38	39.7
32	R2	12	0.0	12	0.0	0.348	6.1	LOS A	1.0	6.9	0.39	0.27	0.39	40.1
Approach		669	0.0	669	0.0	0.348	2.0	LOS A	1.0	6.9	0.38	0.28	0.38	39.7
All Vehicles		1153	1.0	1153	1.0	0.348	2.6	LOS A	1.0	6.9	0.32	0.31	0.32	39.4

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

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Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

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

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

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

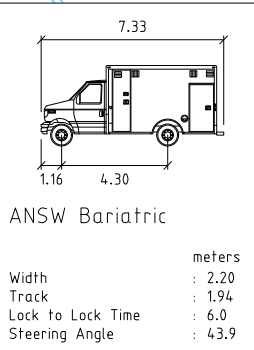
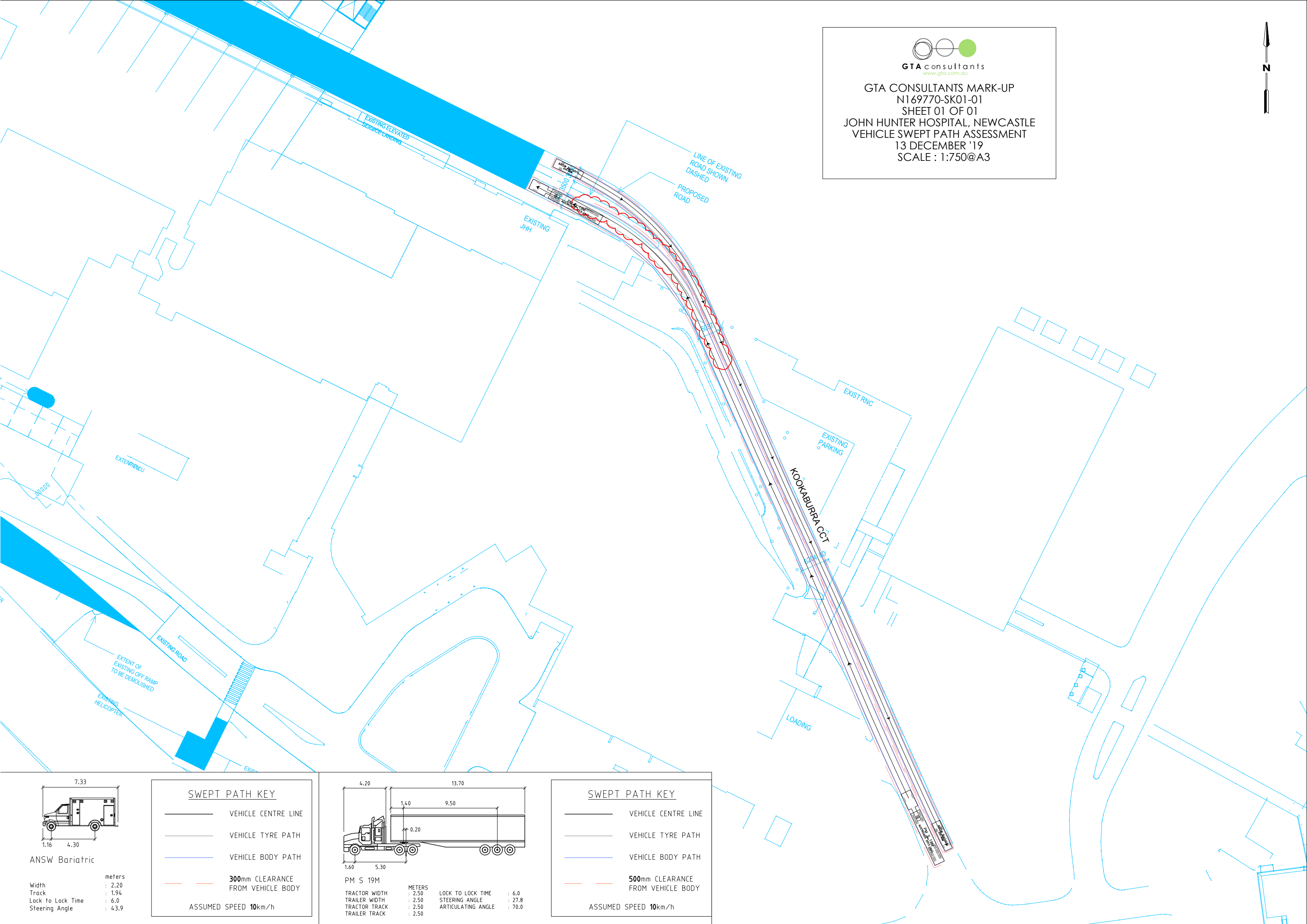
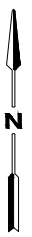
C. COMPLIANCE REVIEW





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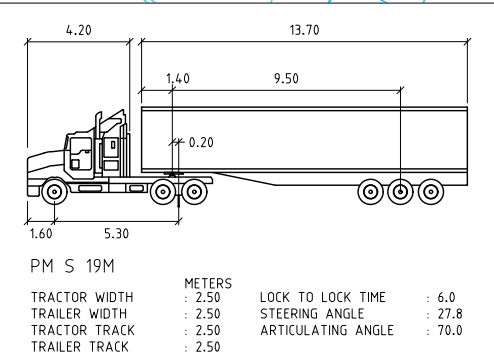
GTA CONSULTANTS MARK-UP
N169770-SK01-01
SHEET 01 OF 01
JOHN HUNTER HOSPITAL, NEWCASTLE
VEHICLE SWEEP PATH ASSESSMENT
13 DECEMBER '19
SCALE : 1:750@A3



SWEPT PATH KEY

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

ASSUMED SPEED 10km/h



SWEPT PATH KEY

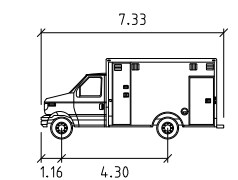
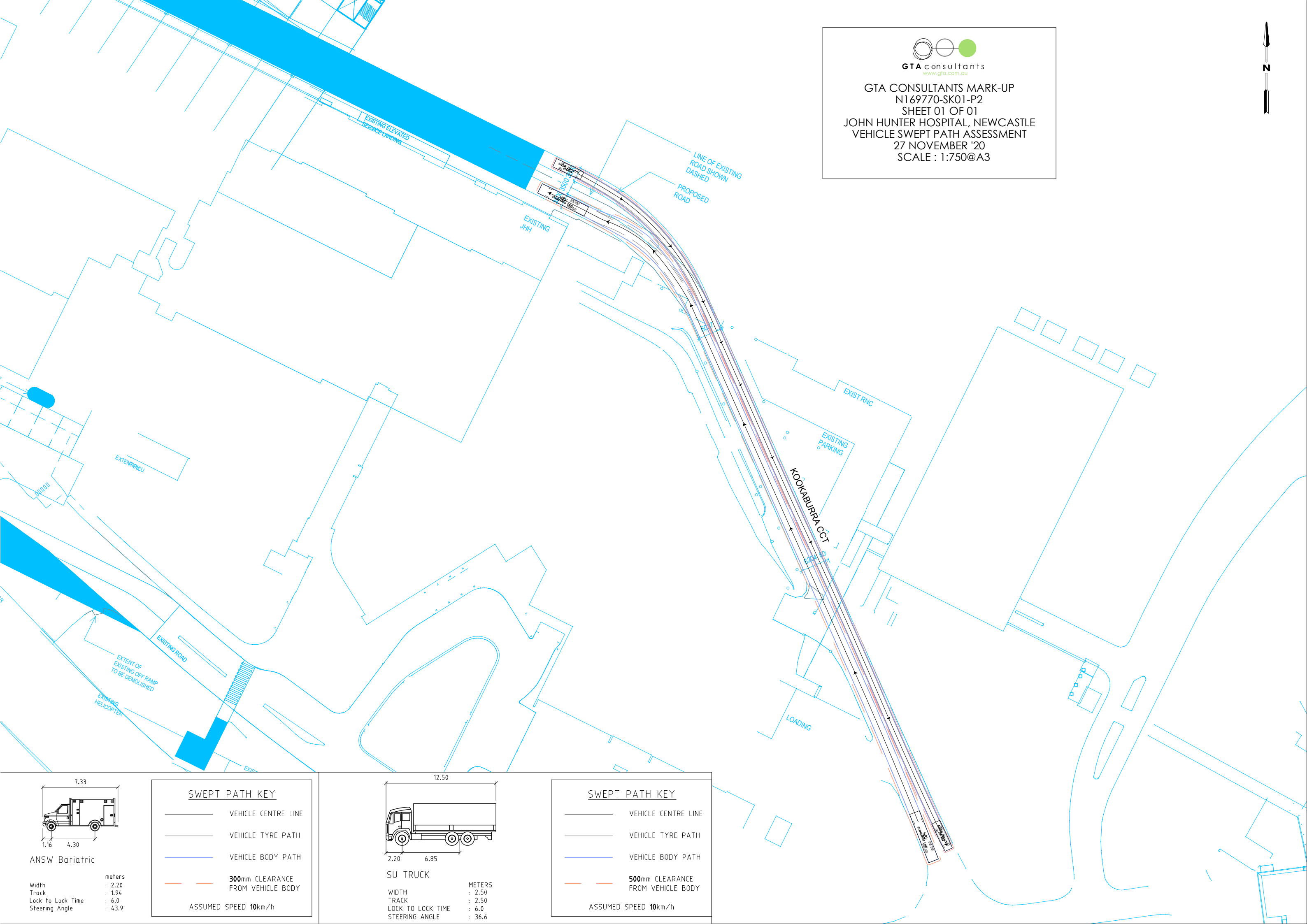
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 10km/h



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GTA CONSULTANTS MARK-UP
N169770-SK01-P2
SHEET 01 OF 01
JOHN HUNTER HOSPITAL, NEWCASTLE
VEHICLE SWEEP PATH ASSESSMENT
27 NOVEMBER '20
SCALE : 1:750@A3



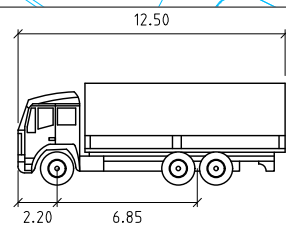
ANSW Bariatric

Width	: 2.20
Track	: 1.94
Lock to Lock Time	: 6.0
Steering Angle	: 43.9

SWEPT PATH KEY

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

ASSUMED SPEED 10km/h



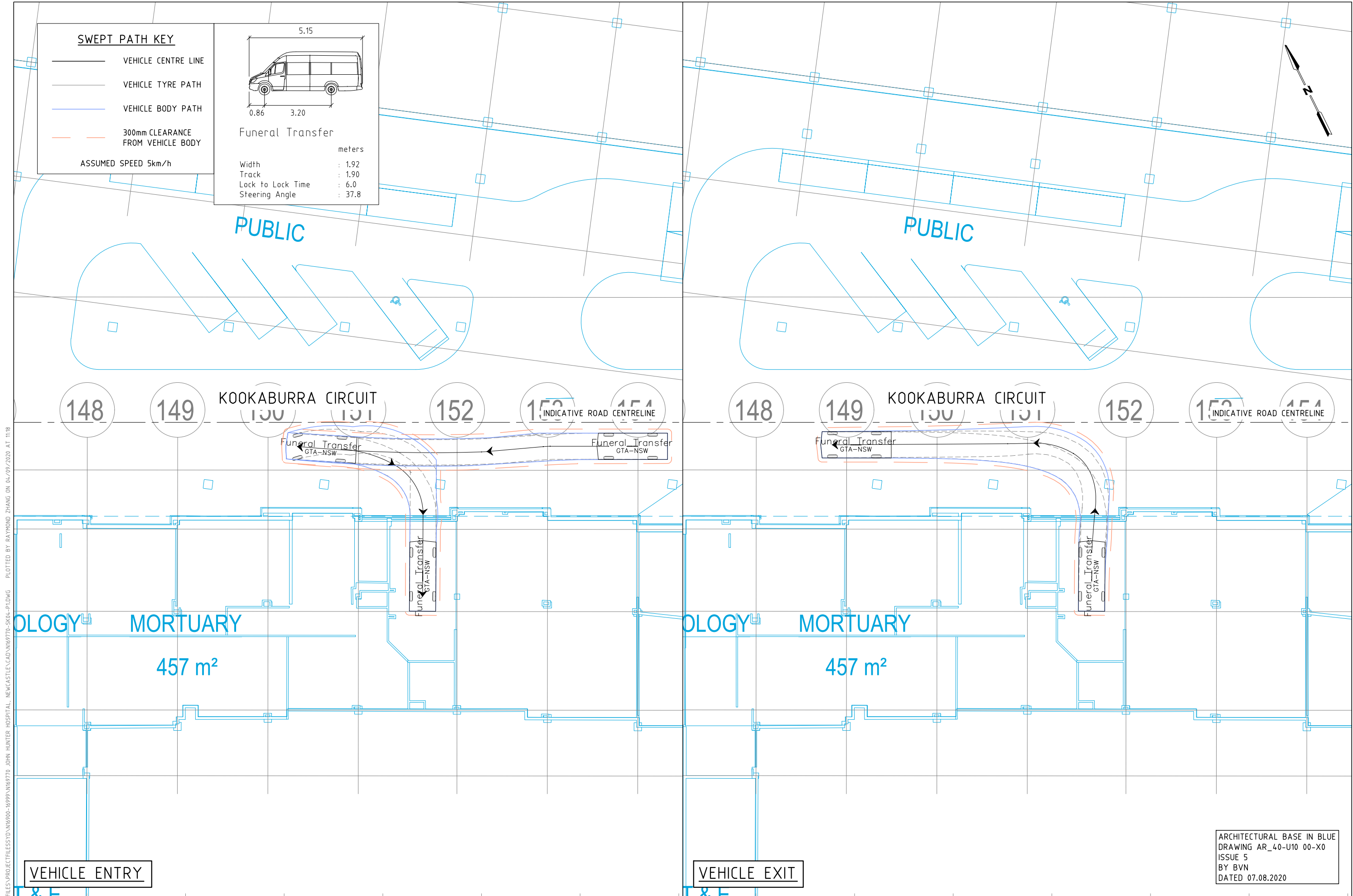
SU TRUCK

WIDTH	: 2.50
TRACK	: 2.50
LOCK TO LOCK TIME	: 6.0
STEERING ANGLE	: 36.6

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 10km/h



\\GTA.COM.AU\PROJECTFILES\PROJECTFILES\16999\N169770-16999\N169770-SK04-P1.DWG PLOTTED BY RAYMOND ZHANG ON 04/09/2020 AT 11:18

VEHICLE ENTRY

VEHICLE EXIT

ARCHITECTURAL BASE IN BLUE
 DRAWING AR_40-U10 00-X0
 ISSUE 5
 BY BVN
 DATED 07.08.2020



Melbourne 03 9851 9600
 Sydney 02 8448 1800
 Brisbane 07 3113 5000
 Adelaide 08 8334 3600
 Perth 08 6169 1000

PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES ONLY
 SUBJECT TO CHANGE WITHOUT
 NOTIFICATION

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

DESIGNED
 R.ZHANG

 APPROVED BY
 K.McNATTY

DESIGN CHECK
 H.OBERMAIER

 DATE ISSUED
 4 SEPTEMBER 2020

SCALE
 A3 0 1.25 2.5 5 1:250

 CAD FILE NO.
 N169770-SK04-P1.DWG

HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE

VEHICLE SWEEP PATH ASSESSMENT
 DRAWING NO. N169770-SK04-01 SHEET 01 OF 02 ISSUE P1

SWEPT PATH KEY

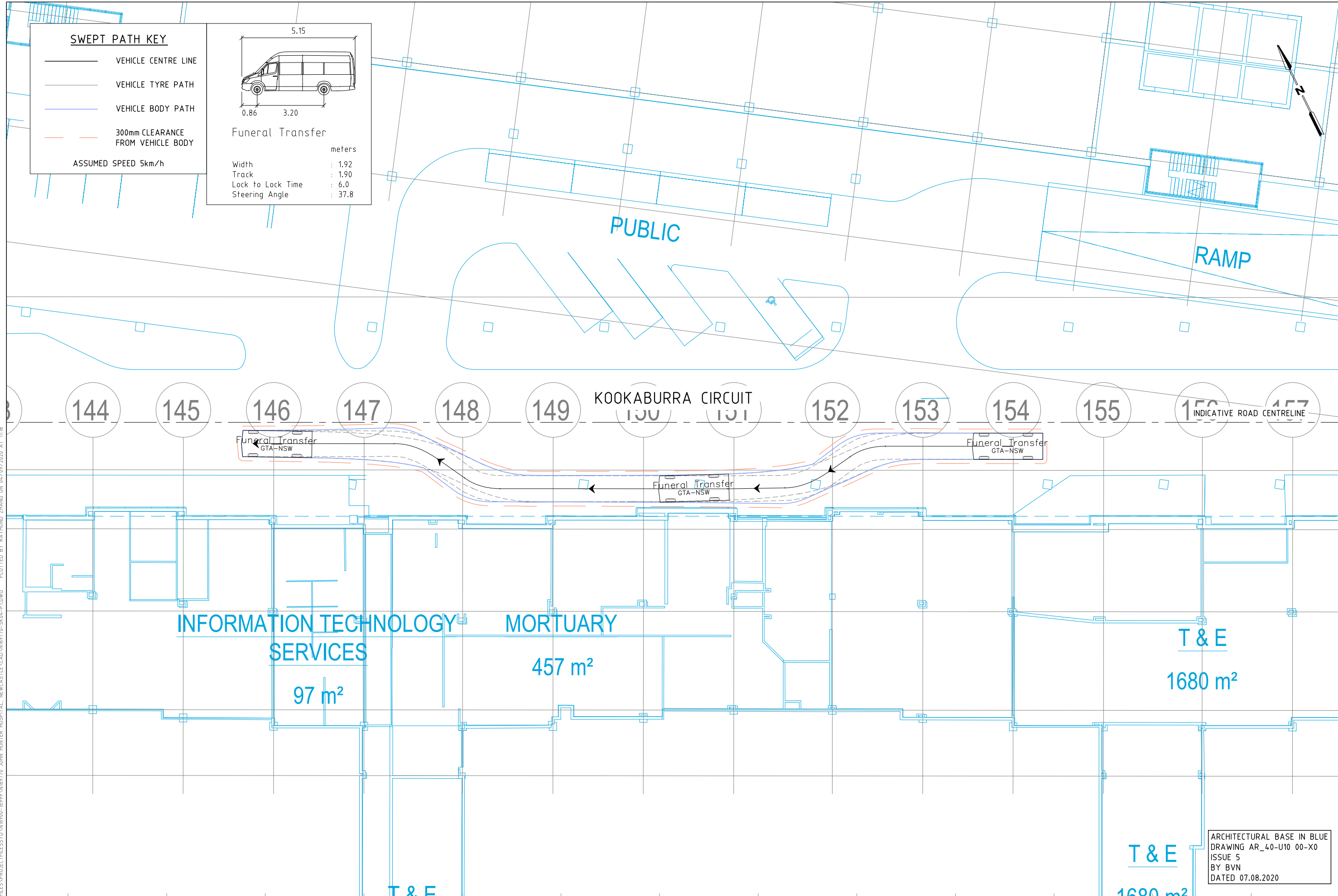
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h

Funeral Transfer

Width	: 1.92
Track	: 1.90
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

meters



ARCHITECTURAL BASE IN BLUE
DRAWING AR_40-U10 00-X0
ISSUE 5
BY BVN
DATED 07.08.2020

G:\GTA\COM\AU\PROJECTFILES\PROJECTFILES\16999\N169770-16999\N169770-SK04-P1.DWG PLOTTED BY RAYMOND ZHANG ON 04/09/2020 AT 11:18

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DESIGNED
R.ZHANG

DESIGN CHECK
H.OBERMAIER

APPROVED BY
K.McNATTY

DATE ISSUED
4 SEPTEMBER 2020

SCALE
A3 0 1.25 2.5 5 1:250

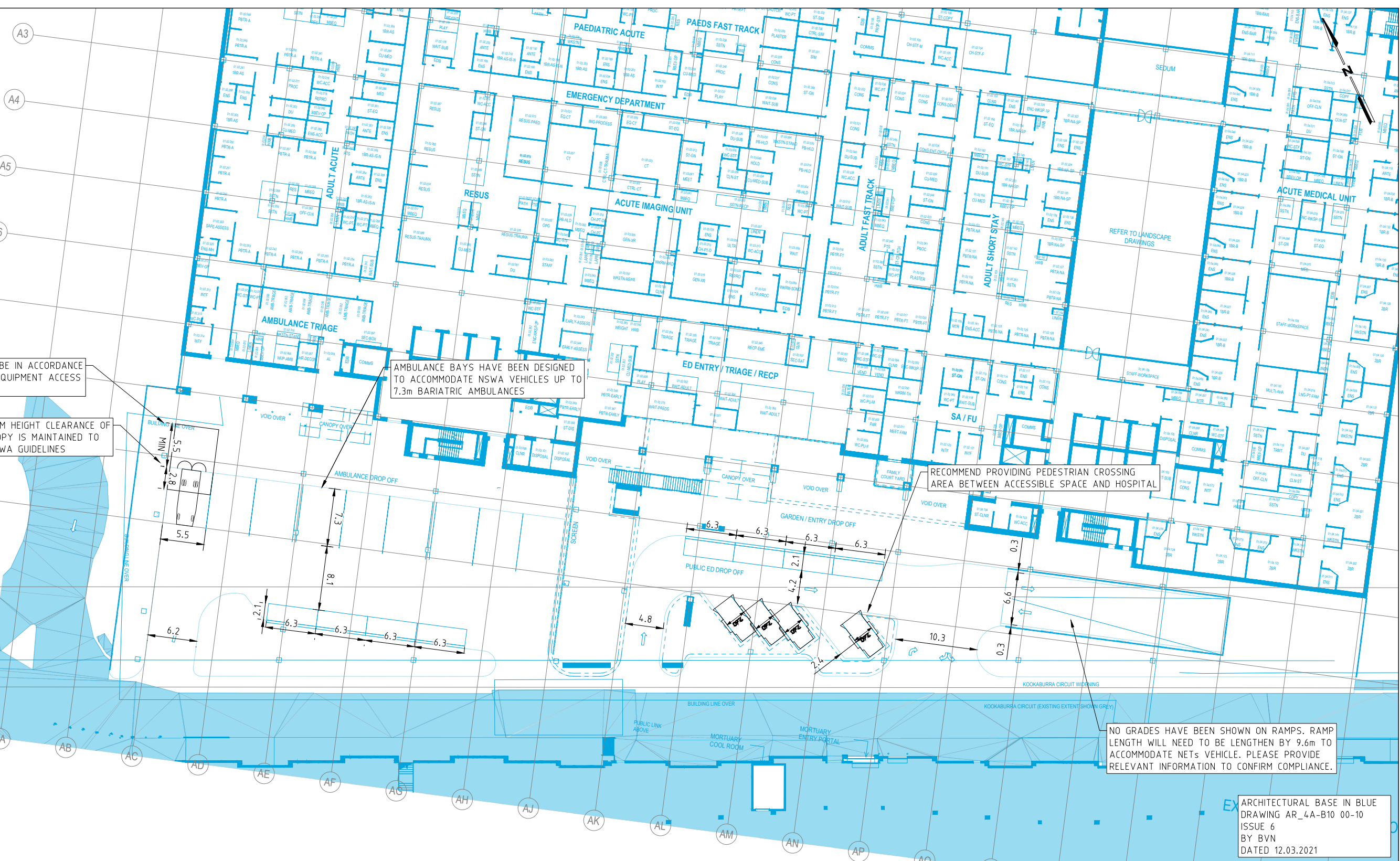
CAD FILE NO.
N169770-SK04-P1.DWG

HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE

VEHICLE SWEEP PATH ASSESSMENT

DRAWING NO. N169770-SK04-02 SHEET 02 OF 02 ISSUE P1

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AMBULANCE ACCESS MUST BE IN ACCORDANCE WITH NSW VEHICLE AND EQUIPMENT ACCESS REQUIREMENTS.

ENSURE A MINIMUM HEIGHT CLEARANCE OF 3.8m UNDER CANOPY IS MAINTAINED TO COMPLY WITH NSW GUIDELINES

AMBULANCE BAYS HAVE BEEN DESIGNED TO ACCOMMODATE NSW VEHICLES UP TO 7.3m BARIATRIC AMBULANCES

RECOMMEND PROVIDING PEDESTRIAN CROSSING AREA BETWEEN ACCESSIBLE SPACE AND HOSPITAL

NO GRADES HAVE BEEN SHOWN ON RAMPS. RAMP LENGTH WILL NEED TO BE LENGTHEN BY 9.6m TO ACCOMMODATE NETS VEHICLE. PLEASE PROVIDE RELEVANT INFORMATION TO CONFIRM COMPLIANCE.

ARCHITECTURAL BASE IN BLUE
DRAWING AR_4A-B10 00-10
ISSUE 6
BY BVN
DATED 12.03.2021

- NOTES:**
- MAXIMUM CHANGE IN GRADE FOR NETS VEHICLES SHOULD BE 1:12 OVER 4m TO A MAXIMUM GRADE OF 1:6.5
 - MINIMUM HEIGHT CLEARANCE OF 3.8m (TO SERVICES AND STRUCTURE) ABOVE NETS VEHICLE PARKING, CIRCULATION ROADWAYS AND RAMPS
 - MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
 - MAXIMUM GRADE ON RAMPS FOR CARS TO A PUBLIC CAR PARK SHOULD BE 1:5 FOR RAMPS UP TO 20m LONG, 1:6 FOR LONGER RAMPS
 - MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) ABOVE CAR PARKING AND CIRCULATION ROADWAYS AND RAMPS
 - MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE DISABLED PARKING SPACES
 - GRADES SHOULD BE MEASURED ALONG THE SHORTEST DISTANCE BETWEEN RLs. ON CURVED RAMPS THE GRADE SHOULD BE MEASURED ALONG THE INSIDE KERB.



Melbourne 03 9851 9600
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GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
R.ZHANG

DESIGN CHECK
H.OBERMAIER

APPROVED BY
K.MCNATTY

DATE ISSUED
25 MARCH 2021

SCALE
A3 0 1.25 2.5 5 1:250

CAD FILE NO.
N16972-01-P3.DWG

HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE
NORTHERN PICK-UP AND DROP-OFF AREA
COMPLIANCE REVIEW

DRAWING NO. N16972-01-01

SHEET 01 OF 12

ISSUE P3

- NOTES:**
- MAXIMUM CHANGE IN GRADE FOR NETS VEHICLES SHOULD BE 1:12 OVER 4m TO A MAXIMUM GRADE OF 1:6.5
 - MINIMUM HEIGHT CLEARANCE OF 3.8m (TO SERVICES AND STRUCTURE) ABOVE NETS VEHICLE PARKING, CIRCULATION ROADWAYS AND RAMPS
 - MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
 - MAXIMUM GRADE ON RAMPS FOR CARS TO A PUBLIC CAR PARK SHOULD BE 1:5 FOR RAMPS UP TO 20m LONG, 1:6 FOR LONGER RAMPS
 - MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) ABOVE CAR PARKING AND CIRCULATION ROADWAYS AND RAMPS
 - MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE DISABLED PARKING SPACES
 - GRADES SHOULD BE MEASURED ALONG THE SHORTEST DISTANCE BETWEEN RLS. ON CURVED RAMPS THE GRADE SHOULD BE MEASURED ALONG THE INSIDE KERB.

SPEED HUMPS ALONG CIRCULATION AISLE WILL BE REQUIRED, TO BE CONFIRMED IN DETAILED DESIGN

CONVERT BAYS TO PROVIDE TWO 2.6m WIDE AND ONE 2.4m CAR BAYS FOR 0.3m CLEARANCE TO STRUCTURE IN THE DOOR OPENING ZONE

RECOMMEND MODIFICATIONS AS PER PREVIOUS ADVICE (N169772-01-P1). CURRENT ARRANGEMENT MAY PREVENT VEHICLES TO ENTER CAR PARK DURING PEAK EXIT PERIODS WHERE QUEUES EXTEND.

CONVERT BAYS TO PROVIDE TWO 2.6m WIDE AND ONE 2.4m WIDE SMALL CAR BAYS FOR 0.3m CLEARANCE TO STRUCTURE IN THE DOOR OPENING ZONE

COLUMNS SHOULD BE LOCATED OUTSIDE OF THE VEHICLE DESIGN ENVELOPE

MARK AS 5.4m LONG SMALL CAR BAYS

RECOMMEND PROVIDING HEIGHT CLEARANCE OF 3.8m FOR NETS PARKING IN ACCORDANCE WITH NSW AMBULANCE ACCESS REQUIREMENTS

RECOMMEND KERB MODIFICATION

SECURE NETS AND HUNTER RETRIEVAL PARKING ZONE

RECOMMEND SPLAYING WALL TO IMPROVE VEHICLE ACCESSIBILITY

RELOCATION OF MOTORCYCLE BAYS BY 0.3m TO REDUCE POSSIBLE CONFLICT BETWEEN VEHICLES AND MOTORCYCLES

RECOMMEND MODIFYING CIRCULATION

PROPOSED KERB MODIFICATIONS

IF RAMPS ARE DESIGNATED AS FIRE EGRESS PATHS ADDITIONAL WIDTH SHOULD BE PROVIDED (0.1m-0.15m) TO STRUCTURE FOR PROVISION OF HANDRAILS. HANDRAILS SHOULD ATTACHED TO RAMP WALLS AND NOT ON TOP OF KERBS. KERB WIDTHS MAY NEED TO BE ADJUSTED TO SATISFY ANY DDA REQUIREMENTS.

RECOMMEND CLOSING OFF AREA TO ALLEVIATE PEDESTRIANS WALKING THROUGH

RAMP LOCATION FROM GROUND LEVEL SHOWN IN GREEN. ENSURE RAMP ALIGNS WITH GROUND PLANS.

RECOMMEND PROVIDING 0.5m WIDE KERB ON THE OUTSIDE CURVE OF RAMP TO MINIMISE CONFLICT BETWEEN VEHICLE AND STRUCTURE (WALL)

NO GRADES HAVE BEEN SHOWN ON RAMPS. RAMP LENGTH WILL NEED TO BE LENGTHEN BY 6.7m TO ACCOMMODATE NETS VEHICLE. PLEASE PROVIDE RELEVANT INFORMATION TO CONFIRM COMPLIANCE.

ARCHITECTURAL BASE IN BLUE
DRAWING AR_4A-B10 B1-10
ISSUE 5
BY BVN
DATED 12.03.2021

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WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
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DESIGNED
R.ZHANG

APPROVED BY
K.MCNATTY

DESIGN CHECK
H.OBERMAIER

DATE ISSUED
25 MARCH 2021

SCALE
A3 0 2.5 5 10 1:500

CAD FILE NO.
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HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE
BASEMENT 01
CAR PARK COMPLIANCE REVIEW
DRAWING NO. N169772-01-02 SHEET 02 OF 12 ISSUE P3

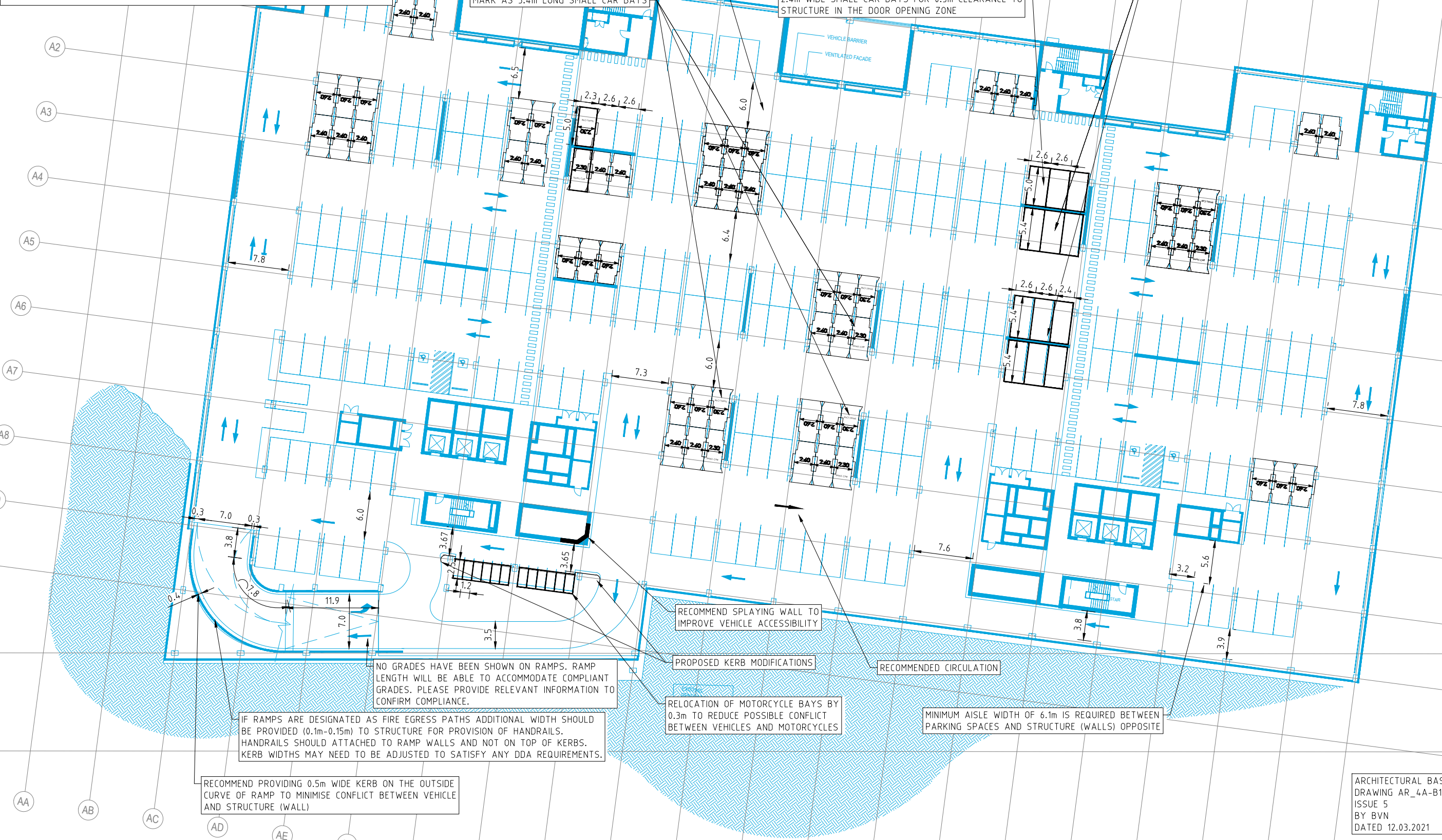
- NOTES:**
- MAXIMUM CHANGE IN GRADE FOR NETS VEHICLES SHOULD BE 1:12 OVER 4m TO A MAXIMUM GRADE OF 1:6.5
 - MINIMUM HEIGHT CLEARANCE OF 3.8m (TO SERVICES AND STRUCTURE) ABOVE NETS VEHICLE PARKING, CIRCULATION ROADWAYS AND RAMPS
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 - GRADES SHOULD BE MEASURED ALONG THE SHORTEST DISTANCE BETWEEN RLS. ON CURVED RAMPS THE GRADE SHOULD BE MEASURED ALONG THE INSIDE KERB.

SPEED HUMPS ALONG CIRCULATION AISLE WILL BE REQUIRED, TO BE CONFIRMED IN DETAILED DESIGN

MARK AS 5.4m LONG SMALL CAR BAYS

CONVERT BAYS TO PROVIDE TWO 2.6m WIDE AND ONE 2.4m WIDE SMALL CAR BAYS FOR 0.3m CLEARANCE TO STRUCTURE IN THE DOOR OPENING ZONE

CONVERT BAYS TO PROVIDE TWO 2.6m WIDE AND ONE 2.4m CAR BAYS FOR 0.3m CLEARANCE TO STRUCTURE IN THE DOOR OPENING ZONE



NO GRADES HAVE BEEN SHOWN ON RAMPS. RAMP LENGTH WILL BE ABLE TO ACCOMMODATE COMPLIANT GRADES. PLEASE PROVIDE RELEVANT INFORMATION TO CONFIRM COMPLIANCE.

IF RAMPS ARE DESIGNATED AS FIRE EGRESS PATHS ADDITIONAL WIDTH SHOULD BE PROVIDED (0.1m-0.15m) TO STRUCTURE FOR PROVISION OF HANDRAILS. HANDRAILS SHOULD ATTACHED TO RAMP WALLS AND NOT ON TOP OF KERBS. KERB WIDTHS MAY NEED TO BE ADJUSTED TO SATISFY ANY DDA REQUIREMENTS.

RECOMMEND PROVIDING 0.5m WIDE KERB ON THE OUTSIDE CURVE OF RAMP TO MINIMISE CONFLICT BETWEEN VEHICLE AND STRUCTURE (WALL)

RECOMMEND SPLAYING WALL TO IMPROVE VEHICLE ACCESSIBILITY

PROPOSED KERB MODIFICATIONS

RELOCATION OF MOTORCYCLE BAYS BY 0.3m TO REDUCE POSSIBLE CONFLICT BETWEEN VEHICLES AND MOTORCYCLES

RECOMMENDED CIRCULATION

MINIMUM AISLE WIDTH OF 6.1m IS REQUIRED BETWEEN PARKING SPACES AND STRUCTURE (WALLS) OPPOSITE

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DRAWING AR_4A-B10 B2-10
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HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE
BASEMENT 02
CAR PARK COMPLIANCE REVIEW

DRAWING NO. N169772-01-03

SHEET 03 OF 12

ISSUE P3

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SPEED HUMPS ALONG CIRCULATION AISLE WILL BE REQUIRED, TO BE CONFIRMED IN DETAILED DESIGN

CONVERT BAYS TO PROVIDE TWO 2.6m WIDE AND ONE 2.4m CAR BAYS FOR 0.3m CLEARANCE TO STRUCTURE IN THE DOOR OPENING ZONE

MARK AS 5.4m LONG SMALL CAR BAYS

OPPORTUNITY TO PROVIDE TWO CAR PARKING SPACES

MINIMUM AISLE WIDTH OF 6.1m IS REQUIRED BETWEEN PARKING SPACES AND STRUCTURE (WALLS) OPPOSITE

RECOMMEND SPLAYING WALL TO IMPROVE VEHICLE ACCESSIBILITY

PROPOSED KERB MODIFICATIONS

RECOMMENDED CIRCULATION

RELOCATION OF MOTORCYCLE BAYS BY 0.3m TO REDUCE POSSIBLE CONFLICT BETWEEN VEHICLES AND MOTORCYCLES

MINIMUM AISLE WIDTH OF 6.1m IS REQUIRED BETWEEN PARKING SPACES AND STRUCTURE (WALLS) OPPOSITE

NO GRADES HAVE BEEN SHOWN ON RAMPS. RAMP LENGTH WILL BE ABLE TO ACCOMMODATE COMPLIANT GRADES. PLEASE PROVIDE RELEVANT INFORMATION TO CONFIRM COMPLIANCE.

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RECOMMEND PROVIDING 0.5m WIDE KERB ON THE OUTSIDE CURVE OF RAMP TO MINIMISE CONFLICT BETWEEN VEHICLE AND STRUCTURE (WALL)

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DESIGNED
R.ZHANG

DESIGN CHECK
H.OBERMAIER

APPROVED BY
K.McNATTY

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HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE
BASEMENT 03
CAR PARK COMPLIANCE REVIEW

DRAWING NO. N169772-01-04

SHEET 04 OF 12

ISSUE P3

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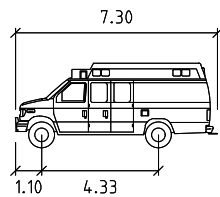
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HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE
BASEMENT 04
CAR PARK COMPLIANCE REVIEW

DRAWING NO. N169772-01-05 SHEET 05 OF 12 ISSUE P3

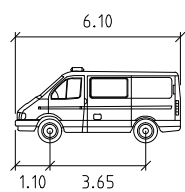
SWEPT PATH KEY

-  VEHICLE CENTRE LINE
-  VEHICLE TYRE PATH
-  VEHICLE BODY PATH
-  300mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h



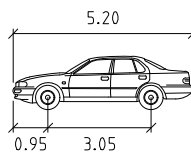
NSW Bariatric General 2017

Width	: 2.14	meters
Track	: 1.96	meters
Lock to Lock Time	: 6.0	meters
Steering Angle	: 45.1	meters



NSW Sprinter 2017

Width	: 2.02	meters
Track	: 1.98	meters
Lock to Lock Time	: 6.0	meters
Steering Angle	: 36.4	meters



B99 6.3mR

Width	: 1.94	meters
Track	: 1.77	meters
Lock to Lock Time	: 6.0	meters
Steering Angle	: 34.0	meters

VEHICLE ENTRY

VEHICLE EXIT

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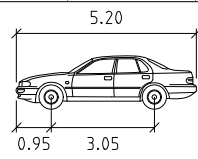
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 CAD FILE NO.
 N169772-01-P3.DWG

HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE
NORTHERN PICK-UP AND DROP-OFF AREA
VEHICLE SWEEP PATH ASSESSMENT
 DRAWING NO. N169772-01-06 SHEET 06 OF 12 ISSUE P3

SWEPT PATH KEY

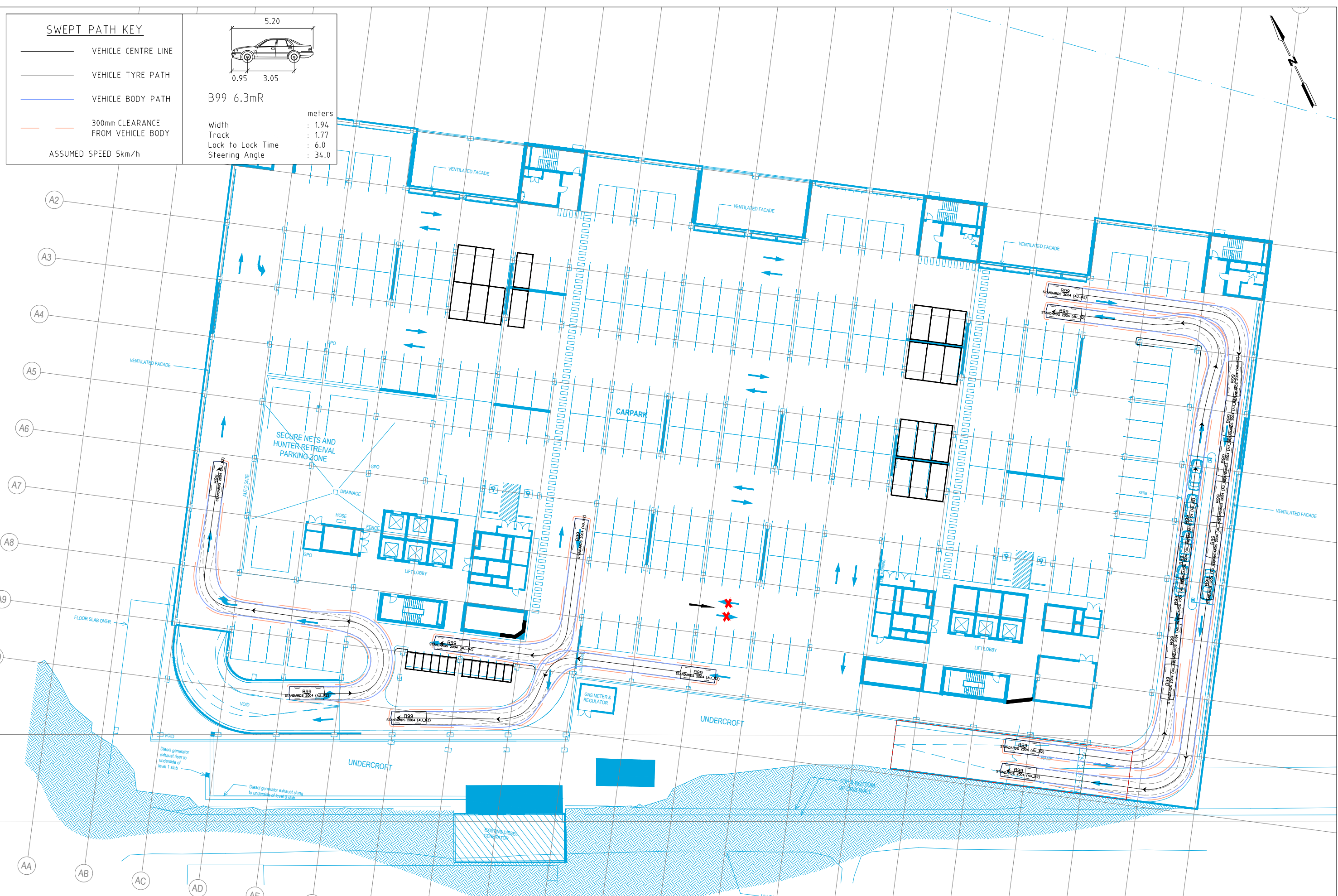
- VEHICLE CENTRE LINE
 - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - 300mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h



B99 6.3mR

Width : 1.94 meters
 Track : 1.77
 Lock to Lock Time : 6.0
 Steering Angle : 34.0

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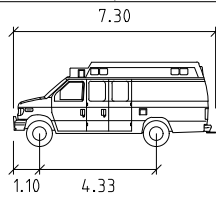
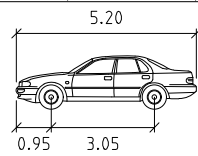
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HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE
BASEMENT 01
VEHICLE SWEEP PATH ASSESSMENT

DRAWING NO. N16972-01-07 SHEET 07 OF 12 ISSUE P3

SWEPT PATH KEY

-  VEHICLE CENTRE LINE
 -  VEHICLE TYRE PATH
 -  VEHICLE BODY PATH
 -  300mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h



B99 6.3mR

Width : 1.94 meters
 Track : 1.77 meters
 Lock to Lock Time : 6.0
 Steering Angle : 34.0

NSW Bariatric General 2017
 Width : 2.14 meters
 Track : 1.96 meters
 Lock to Lock Time : 6.0
 Steering Angle : 45.1



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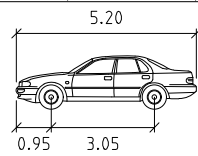


CAD FILE NO.
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HEALTH INFRASTRUCTURE
 JOHN HUNTER HOSPITAL NEWCASTLE
 BASEMENT 01
 VEHICLE SWEEP PATH ASSESSMENT

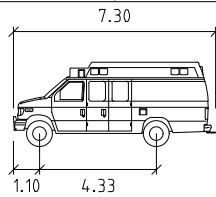
SWEPT PATH KEY

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 - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
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- ASSUMED SPEED 5km/h



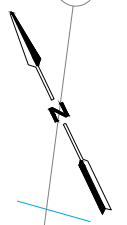
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 Steering Angle : 34.0



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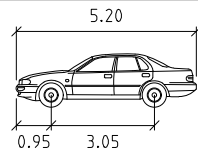
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HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE
BASEMENT 01
VEHICLE SWEEP PATH ASSESSMENT

DRAWING NO. N169772-01-09 SHEET 09 OF 12 ISSUE P3

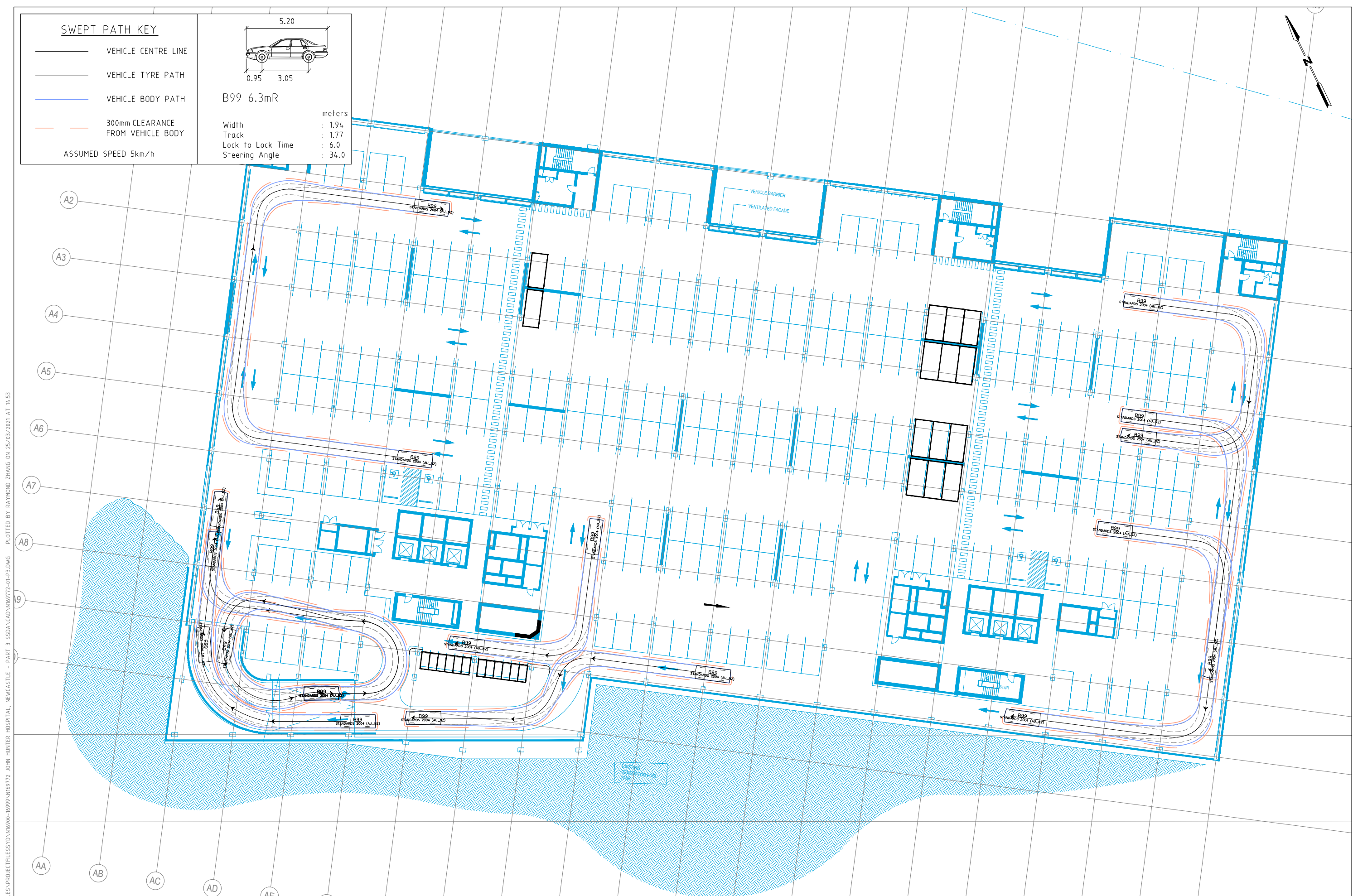
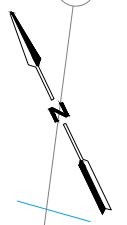
SWEPT PATH KEY

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 - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - 300mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h



B99 6.3mR

Width : 1.94 meters
 Track : 1.77
 Lock to Lock Time : 6.0
 Steering Angle : 34.0



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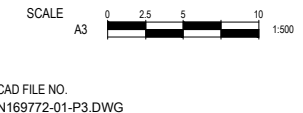
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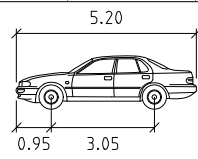


CAD FILE NO.
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**HEALTH INFRASTRUCTURE
 JOHN HUNTER HOSPITAL NEWCASTLE
 BASEMENT 02
 VEHICLE SWEEP PATH ASSESSMENT**

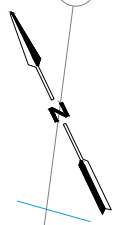
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B99 6.3mR

Width	: 1.94	meters
Track	: 1.77	
Lock to Lock Time	: 6.0	
Steering Angle	: 34.0	



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25 MARCH 2021







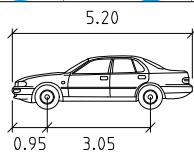
SCALE
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CAD FILE NO.
N169772-01-P3.DWG

**HEALTH INFRASTRUCTURE
 JOHN HUNTER HOSPITAL NEWCASTLE
 BASEMENT 03
 VEHICLE SWEEP PATH ASSESSMENT**

SWEPT PATH KEY

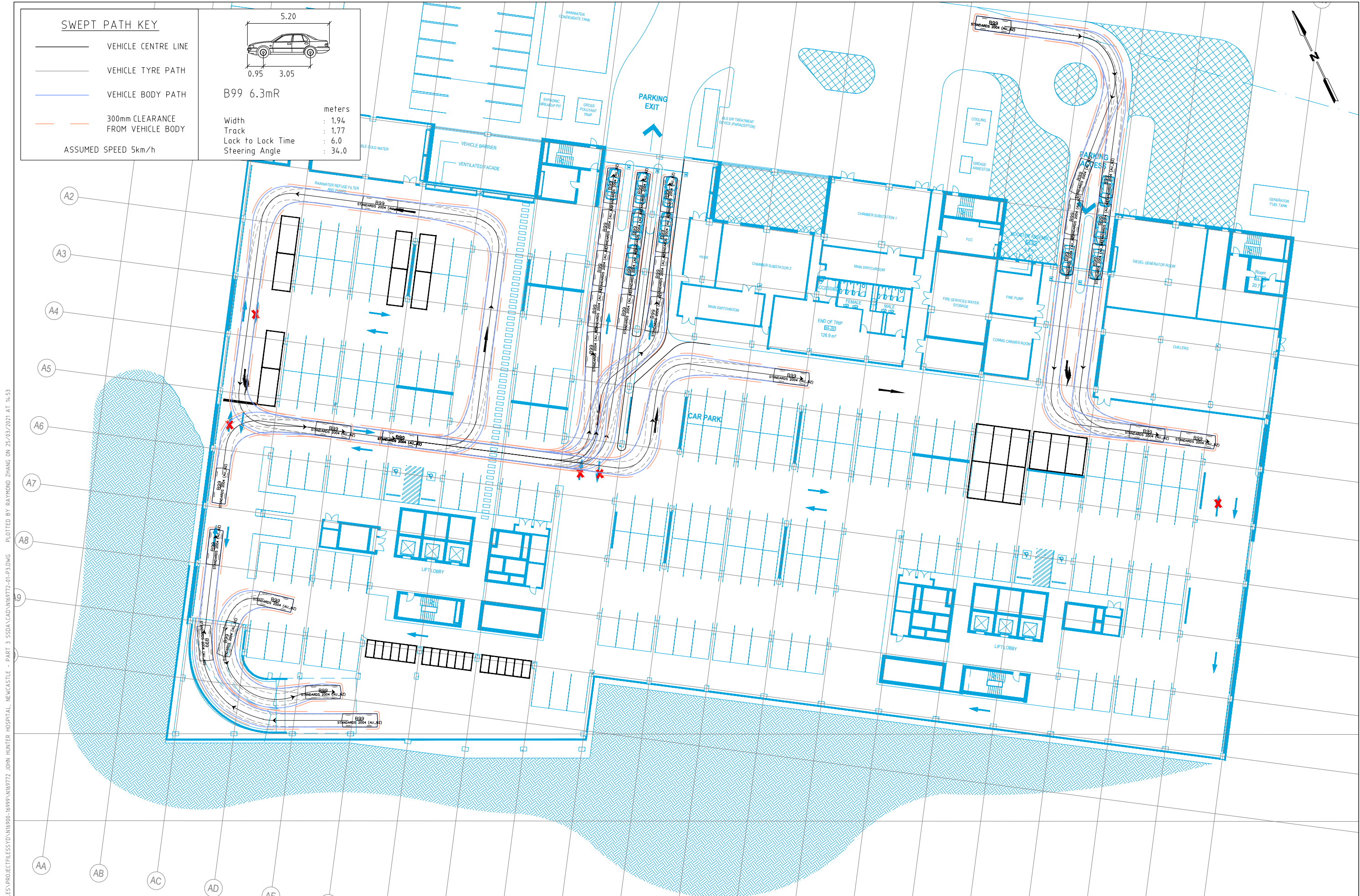
-  VEHICLE CENTRE LINE
-  VEHICLE TYRE PATH
-  VEHICLE BODY PATH
-  300mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h



B99 6.3mR

Width : 1.94
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.0

meters



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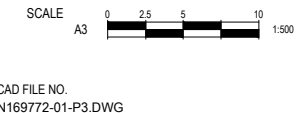
WARNING
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DESIGNED
R.ZHANG

APPROVED BY
K.McNATTY

DESIGN CHECK
H.OBERMAIER

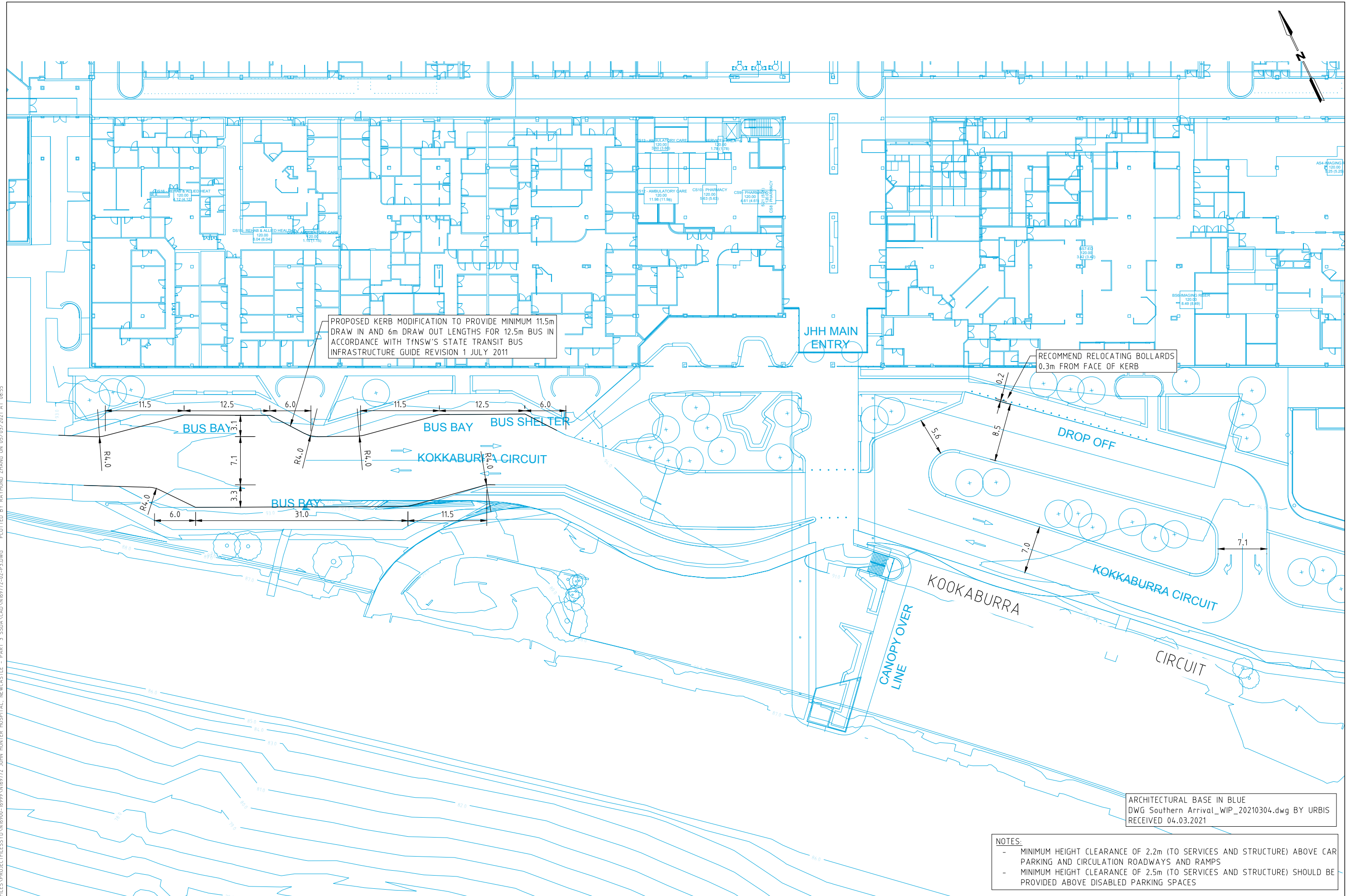
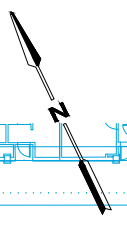
DATE ISSUED
25 MARCH 2021



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**HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE
BASEMENT 04
VEHICLE SWEEP PATH ASSESSMENT**

DRAWING NO. N169772-01-12 SHEET 12 OF 12 ISSUE P3



PROPOSED KERB MODIFICATION TO PROVIDE MINIMUM 11.5m DRAW IN AND 6m DRAW OUT LENGTHS FOR 12.5m BUS IN ACCORDANCE WITH TfNSW'S STATE TRANSIT BUS INFRASTRUCTURE GUIDE REVISION 1 JULY 2011

RECOMMEND RELOCATING BOLLARDS 0.3m FROM FACE OF KERB

ARCHITECTURAL BASE IN BLUE
DWG Southern Arrival_WIP_20210304.dwg BY URBIS
RECEIVED 04.03.2021

- NOTES:
- MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) ABOVE CAR PARKING AND CIRCULATION ROADWAYS AND RAMPS
 - MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE DISABLED PARKING SPACES

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DESIGNED
R.ZHANG

DESIGN CHECK
M.BRINUMS

APPROVED BY
K.McNATTY





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5 MARCH 2021

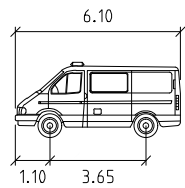
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CAD FILE NO.
N169772-02-P3.DWG

HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE
SOUTHERN PICK-UP/ DROP-OFF AREA AND BUS LAYOUT
COMPLIANCE REVIEW
DRAWING NO. N169772-02-01 SHEET 01 OF 05 ISSUE P3

SWEPT PATH KEY

-  VEHICLE CENTRE LINE
-  VEHICLE TYRE PATH
-  VEHICLE BODY PATH
-  300mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h



NSWA Sprinter 2017

Width : 2.02 meters
 Track : 1.98
 Lock to Lock Time : 6.0
 Steering Angle : 36.4

JHH MAIN ENTRY

DROP OFF

KOKKABURRA CIRCUIT

CANOPY OVER LINE

NSWA Sprinter 2017
GTA-NSW

NSWA Sprinter 2017
GTA-NSW

NSWA Sprinter 2017
GTA-NSW

NSWA Sprinter 2017
GTA-NSW

NSWA Sprinter 2017
GTA-NSW

NSWA Sprinter 2017
GTA-NSW

NSWA Sprinter 2017
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NSWA Sprinter 2017
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DESIGNED
R.ZHANG

DESIGN CHECK
M.BRINUMS

SCALE
A3 - N/A

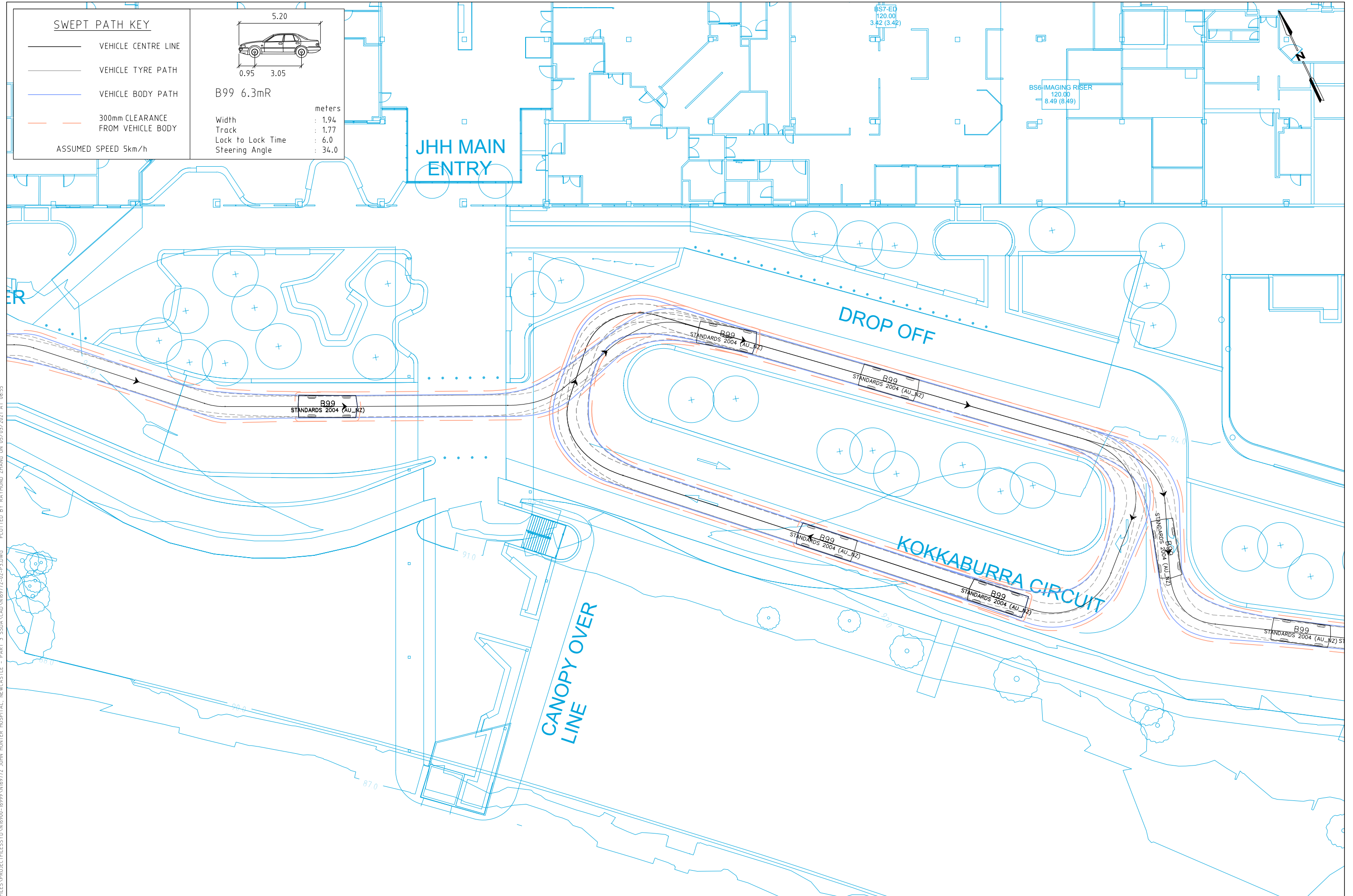
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5 MARCH 2021

CAD FILE NO.
N169772-02-P3.DWG

HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE
SOUTHERN PICK-UP AND DROP-OFF AREA
VEHICLE SWEEP PATH ASSESSMENT

DRAWING NO. N169772-02-02 SHEET 02 OF 05 ISSUE P3



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SWEPT PATH KEY

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

ASSUMED SPEED 5km/h

Vehicle Dimensions:

5.20
0.95 3.05

B99 6.3mR

Width : 1.94 meters
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.0



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DESIGN CHECK
 M.BRINUMS

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SCALE
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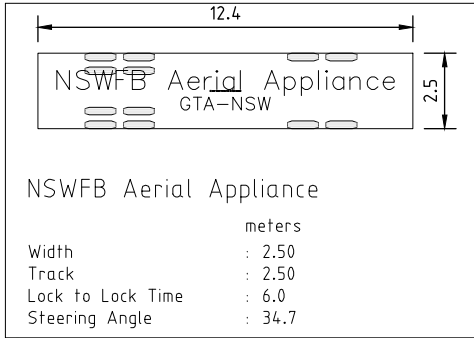
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HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE
SOUTHERN PICK-UP AND DROP-OFF AREA
VEHICLE SWEEP PATH ASSESSMENT
 DRAWING NO. N169772-02-03 SHEET 03 OF 05 ISSUE P3

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 10km/h



NSWFB Aerial Appliance

	metres
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.7

LIMIT OF WORKS



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CIVIL BASE IN GREEN
DWG_x_nl191366_civil base.dwg
RECEIVED 09.11.2020

ARCH CIVIL BASE IN BLUE
DWG_X_NL191366_ARCH_SITE.dwg
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DWG_X_NL191366_HATCHES.dwg
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APPROVED BY
K.McNATTY

DESIGN CHECK
K.McNATTY

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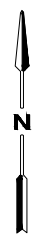
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CAD FILE NO.
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**HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE**

VEHICLE SWEEP PATH ASSESSMENT

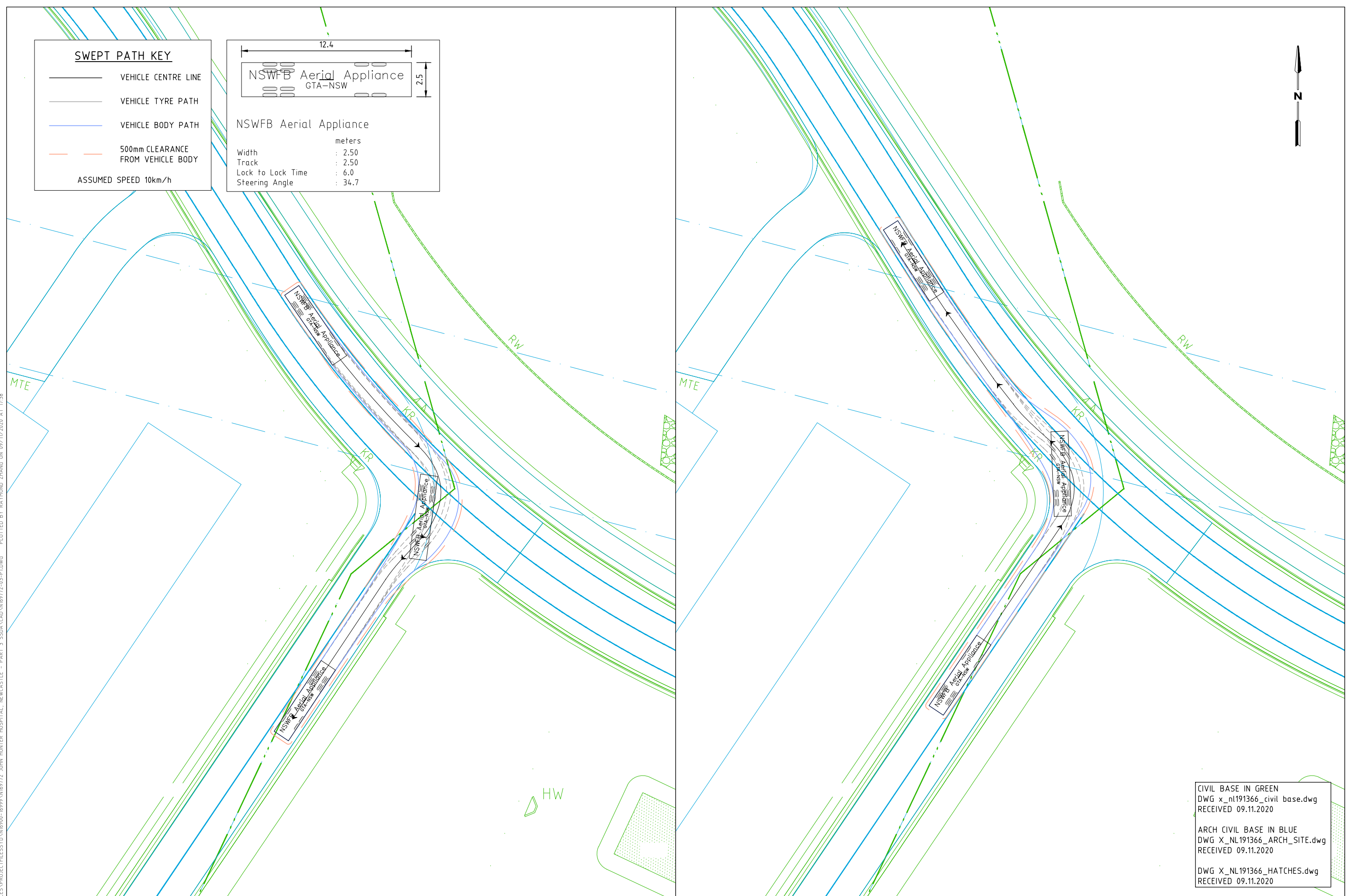
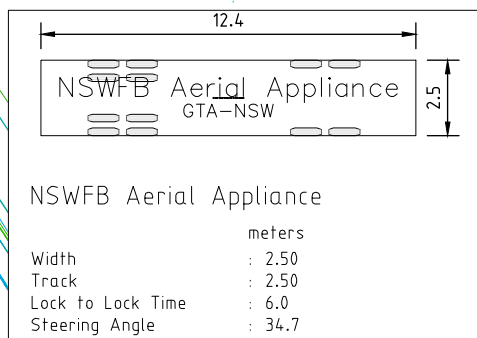
DRAWING NO. N16972-03-01 SHEET 01 OF 04 ISSUE P1



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 10km/h



CIVIL BASE IN GREEN
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ARCH CIVIL BASE IN BLUE
DWG_X_NL191366_ARCH_SITE.dwg
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DWG_X_NL191366_HATCHES.dwg
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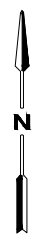
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**HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE**

VEHICLE SWEEP PATH ASSESSMENT

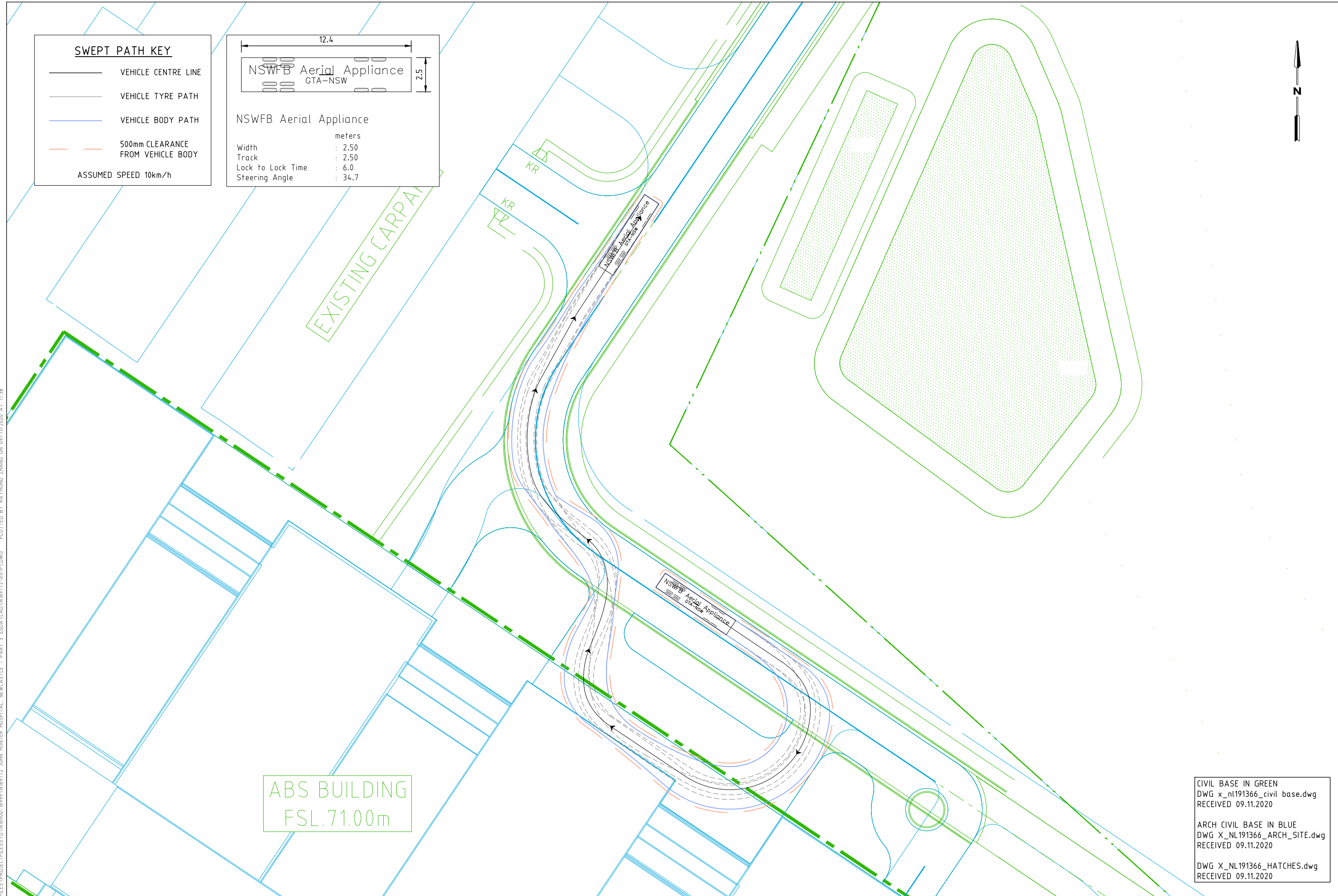
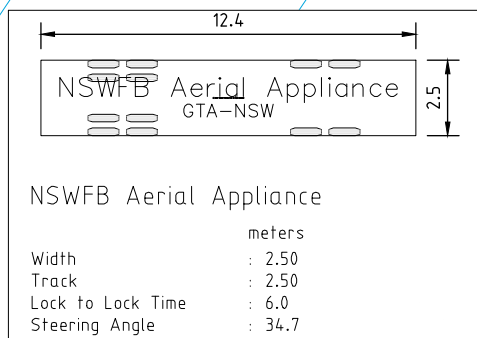
DRAWING NO. N169772-03-02 SHEET 02 OF 04 ISSUE P1



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 10km/h



ABS BUILDING
FSL. 71.00m

CIVIL BASE IN GREEN
DWG_x_nl191366_civil base.dwg
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ARCH CIVIL BASE IN BLUE
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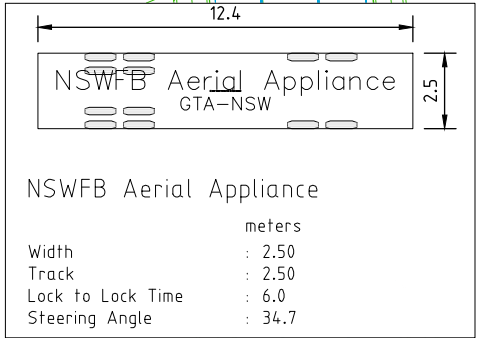
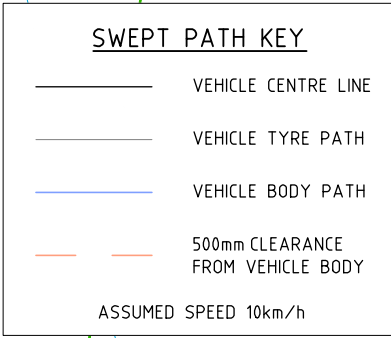
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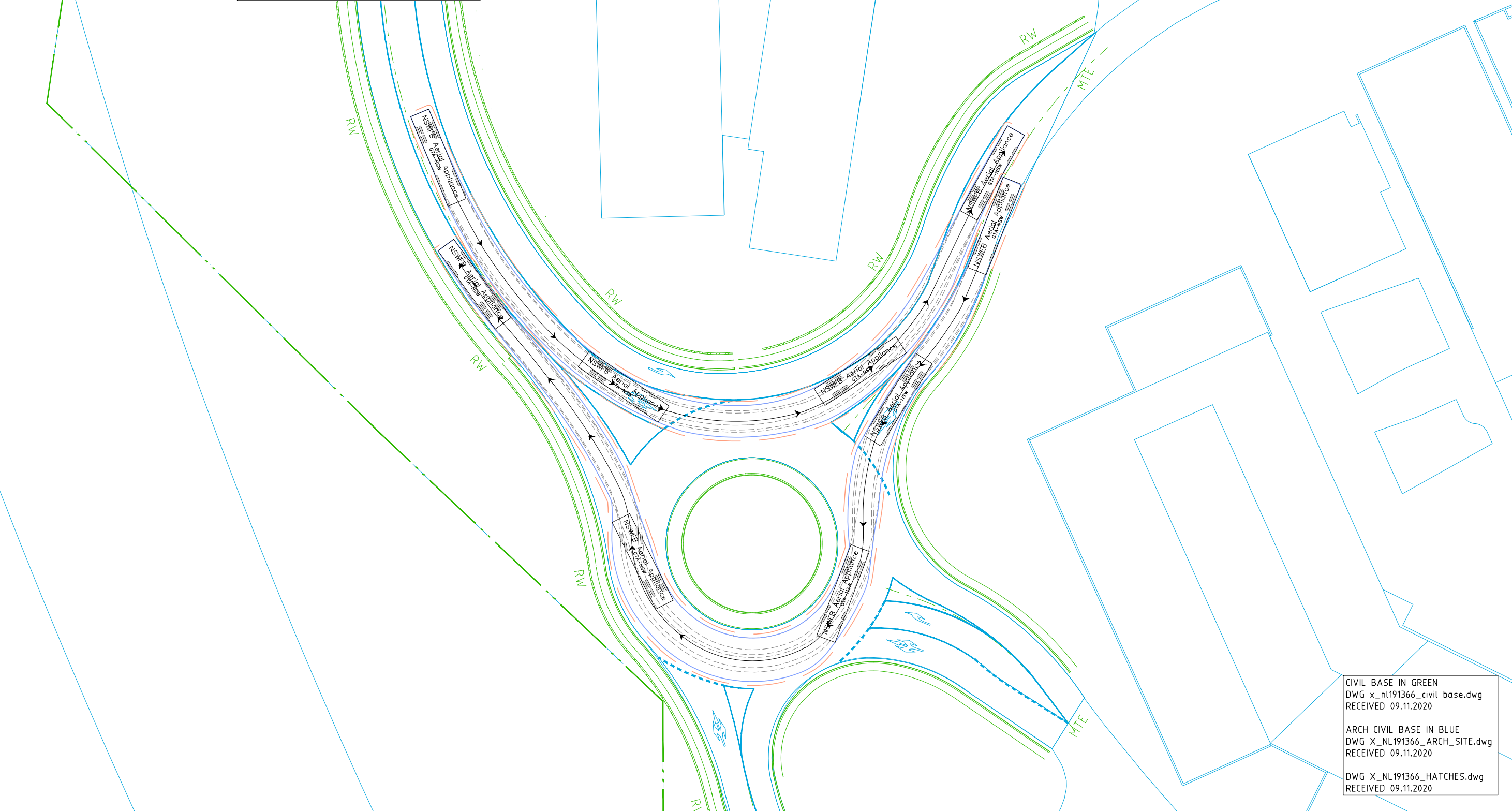
**HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE**

VEHICLE SWEEP PATH ASSESSMENT

DRAWING NO. N169772-03-03 SHEET 03 OF 04 ISSUE P1



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**HEALTH INFRASTRUCTURE
JOHN HUNTER HOSPITAL NEWCASTLE**

VEHICLE SWEEP PATH ASSESSMENT

DRAWING NO. N169772-03-04

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