

1st September 2022

BRIGHTLANDS LIVING PTY LTD

c/- Freedom Development Group
Att: Rhys George
Level 1, 822 George Street
Chippendale NSW 2008

Our Reference: FDG120822
Your Reference:

Subject: Bushfire constraints analysis (APZ & BAL) for
proposed multi residential housing subdivision /
lots, communal wellness facilities and restaurant
Lot 1 DP1256287 (No.207) Broulee Road Broulee

Dear Rhys,

As per various email advice and instructions, the following
preliminary assessment of the subject site is now provided.

Please feel free to contact me and discuss any of the attached
advice.

Sincerely



Matt Jones

BAppSc Environmental Health

Grad. Dip Design for Bushfire Prone Areas

BPAD-L3-14598 Accredited Practitioner

Bushfire Protection Planning & Assessment Services Pty. Ltd



**Post Office Box 1727
Queanbeyan NSW 2620**

**Mob: 0428 296 526
Ph: 02 6100 3143**

**Bushfire Protection Planning
& Assessment Services Pty Ltd**

www.bushfireconsultants.com.au

ABN. 29 155 412 981 ACN. 155 412 981

**Member of the Australian Bushfire
Assessment Consultants Group**



PRELIMINARY BUSHFIRE COMPLIANCE / CONSTRAINTS ASSESSMENT FOR PROPOSED MULTI RESIDENTIAL HOUSING SUBDIVISION / LOTS, COMMUNAL WELLNESS FACILITIES AND RESTAURANT LOT 1 DP1256287 (No.207) BROULEE ROAD BROULEE



The following comments are based on a desktop assessment only of the subject property (Lot 1 DP1256287 - No.207 Broulee Road Broulee, 127ha – Zoned RU1 & C2). Assumptions and judgement considered reasonable to the site circumstances and future development have been applied.

This subject property site is practically considered a lower risk location for bushfire safety, but likely a higher risk location for other ecological and planning constraints yet to be identified.

Based on this preliminary assessment of the site (considered conservative at this point in time), ≈60% of the site could reasonably facilitate and contain normal residential building development and ≈40% could reasonably facilitate and contain development categorised as [Special Fire Protection Purpose](#) (SFPP) – noting the community wellness facility would likely be considered SFPP development.

There would be a number of options (including modelled or performance based arguments) to identify what may be the land constraints and Asset Protection Zone (APZ) liabilities in this instance. For the purpose of a more simplified approach at this point of an assessment, the following APZ or setback distances are initially considered reasonable;

- 15m to any elongated riparian line or identified Vegetated Riparian Zone (VRZ),
- 20m to forested wetland vegetation,
- 29m to dry forest vegetation, &
- 50m for all vegetation types for SFPP development.

The above APZ distances are considered very 'general' and there should be ample room to adjust as may be required to progress with plans / overlays for the site. However, just as the above APZ distance maybe further reduced, there may also be alternate arguments to increase the APZ distances - depending on ecological and planning constraints.

The extent of potential forest / scrub vegetation within and surrounding the subject property has been derived from a reasonably / recent aerial image (Nearmap) of the site and consideration of past biometric mapping / datasets for the area.

Estimating specific BAL areas at this point of an assessment is considered pointless until proposed plans (concept or otherwise) indicate the areas / extent of vegetation types to be retained or re-introduced into

the site. Notwithstanding, the estimated 60% compliance area (76ha) effectively achieves BAL-29 and lower and the estimated 40% compliance area (52ha) effectively achieves BAL-12.5 and lower.

The subject property contains vegetation communities considered to be Ecologically Endangered and areas of Acid-Sulphate Soils...both of which are mostly associated with the lower lying / waterlogged / wetland areas. These areas (based on desktop assessment) have been considered as part of this preliminary assessment, but would be better defined / identified by qualified ecological and hydrological assessments of the size and extent (and constraint) of these areas within site.

Riparian lines and buffers (or Vegetated Riparian Zones – VRZ) are also derived from the available aerial image, also taking into account available drain line mapping for the area and [Guidelines for controlled activities on waterfront land Riparian corridors](#) (i.e. 10m VRZ buffers to first order drain lines & 40m buffers to wetland areas). Seven (7) VRZs have been identified for the purpose of this initial assessment, which may be underestimation or overestimation pending a qualified ecological and hydrological assessments of the site.

The lie of the land (for bushfire compliance purposes) is reasonably innocuous in as far as not reasonably exceeding 10° slope / gradient across the site and over interfacing lands. In this regard, there should be no slope constraints for APZ management and vehicle access within the site.

The above assessment & general statements of compliance have been prepared by:

Matt Jones

BAppSc Environmental Health
Grad. Dip Design for Bushfire Prone Areas
BPAD-L3-14598 Accredited Practitioner

(I hereby certify that I have undertaken the assessment of the above site and determined the Bushfire Attack Level stated above in accordance with the requirements of NSW Planning for Bushfire Protection Guidelines 2019 or AS3959 where applicable)

**BUSHFIRE PLANNING AND DESIGN ACCREDITATION
SCHEME ACCREDITED PRACTITIONER**

Name Matthew Jones
Accreditation No BPAD14598
Valid Until Feb 2023
Jurisdiction NSW



The holder of this card is accredited in accordance with the FPA Australia Bushfire Planning and Design Accreditation Scheme to perform the services listed on the reverse of this card.

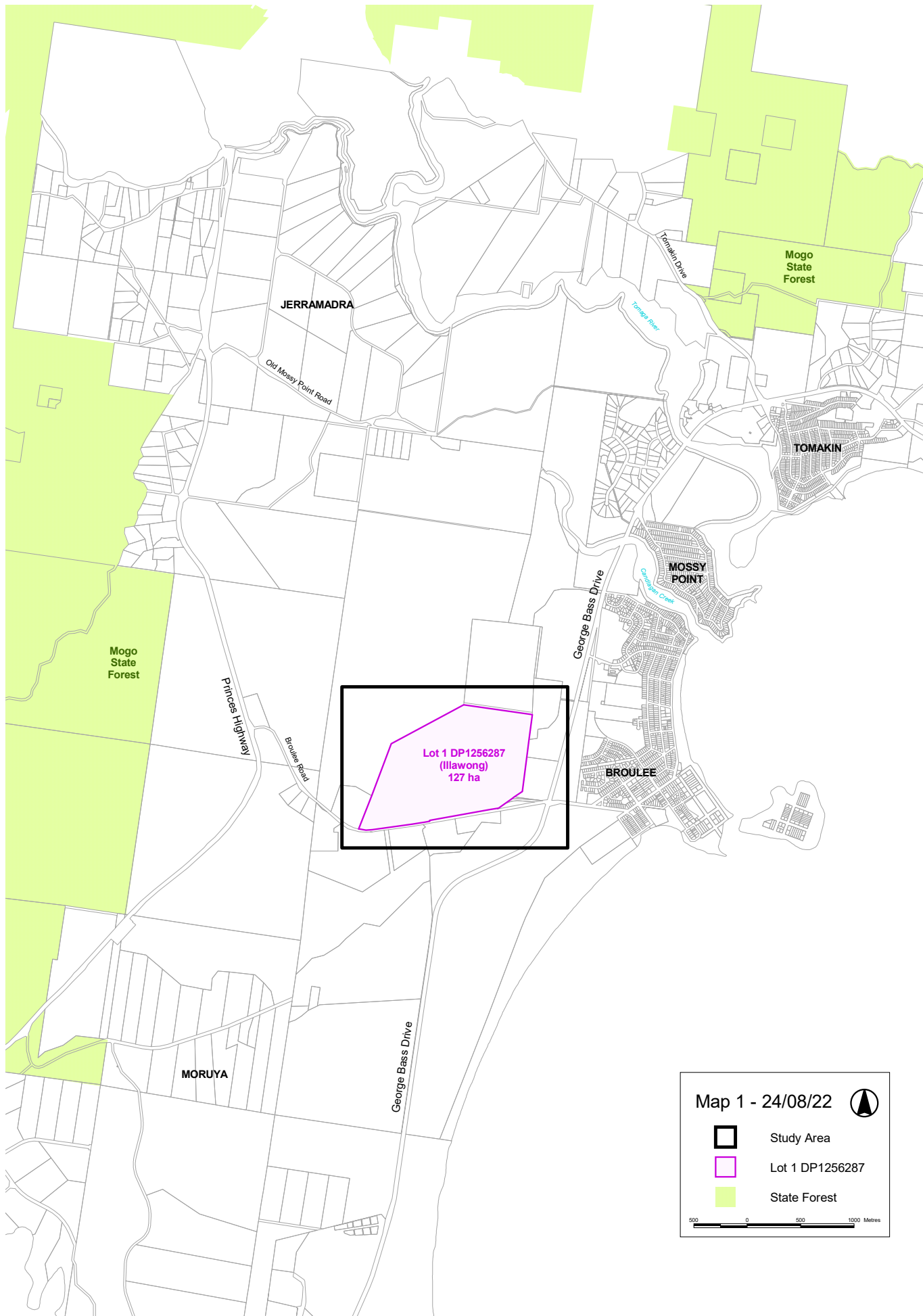
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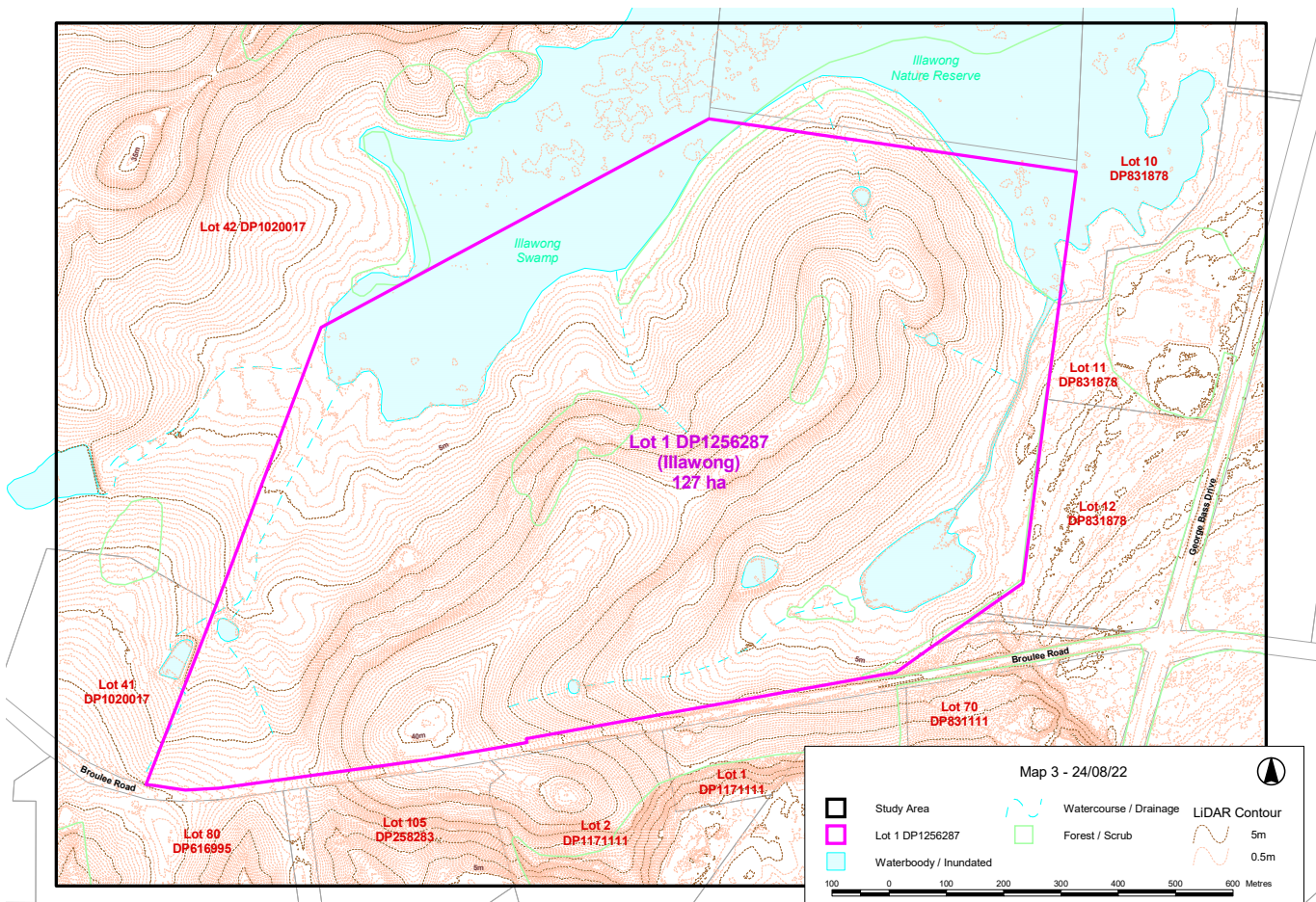
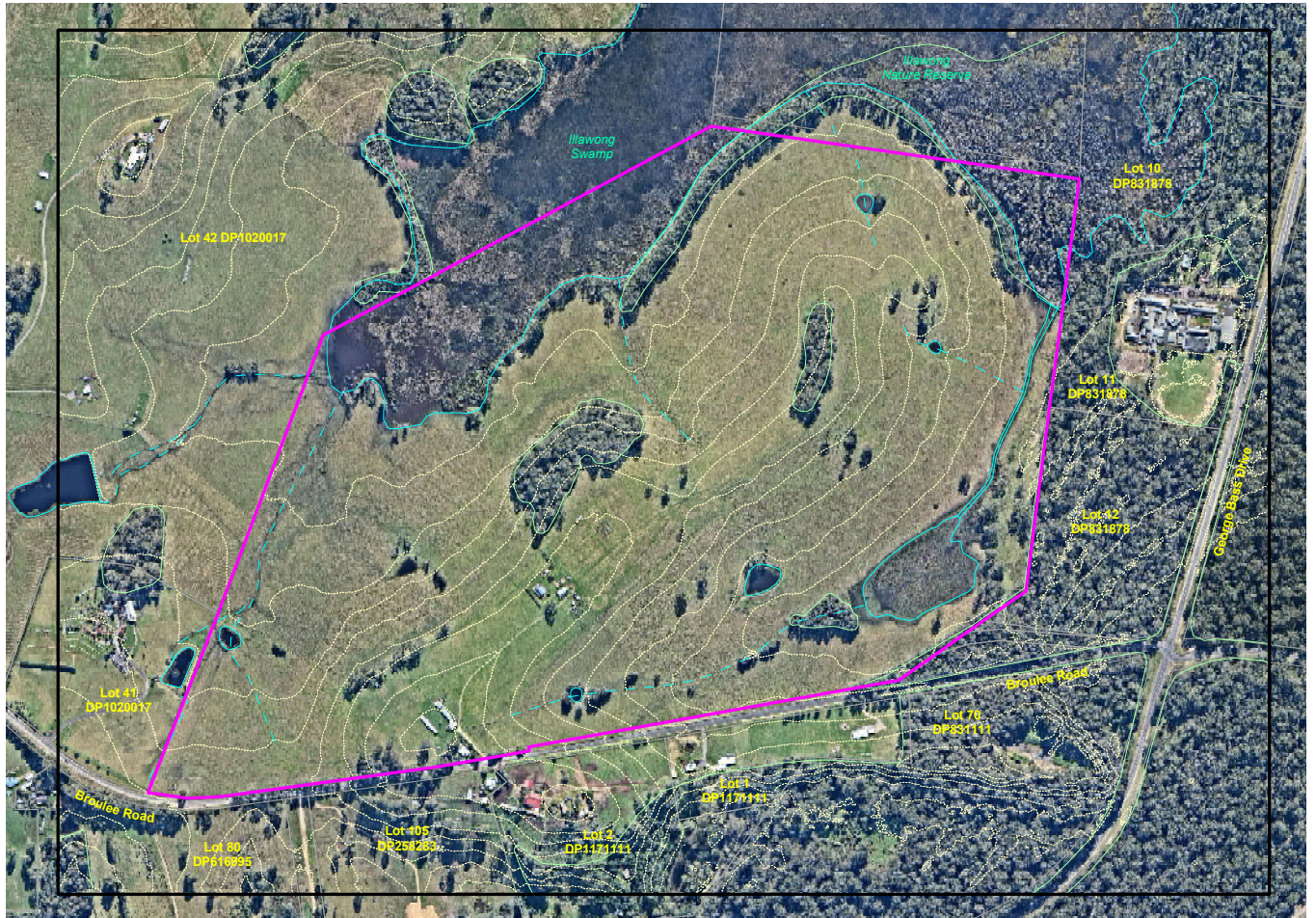
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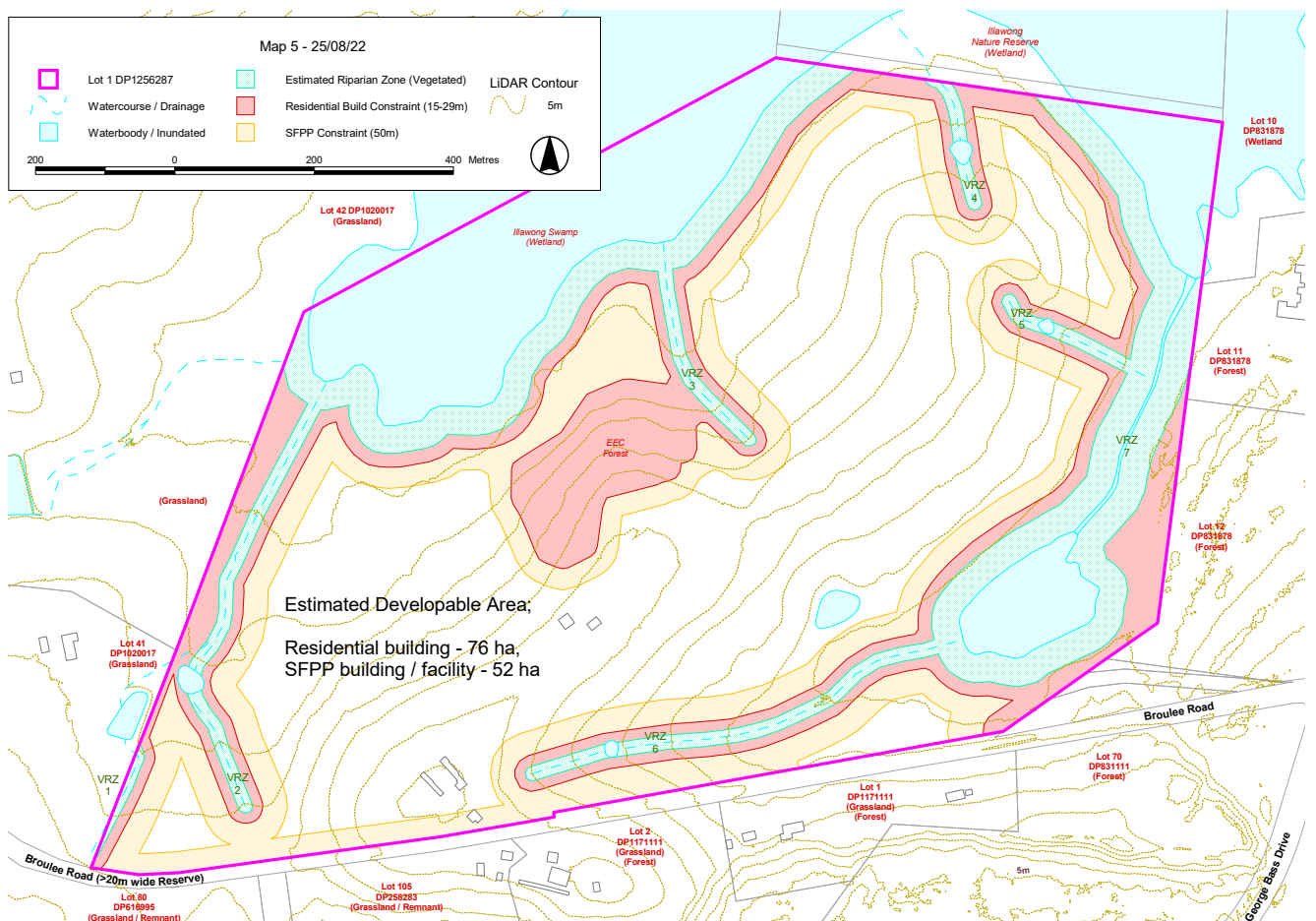
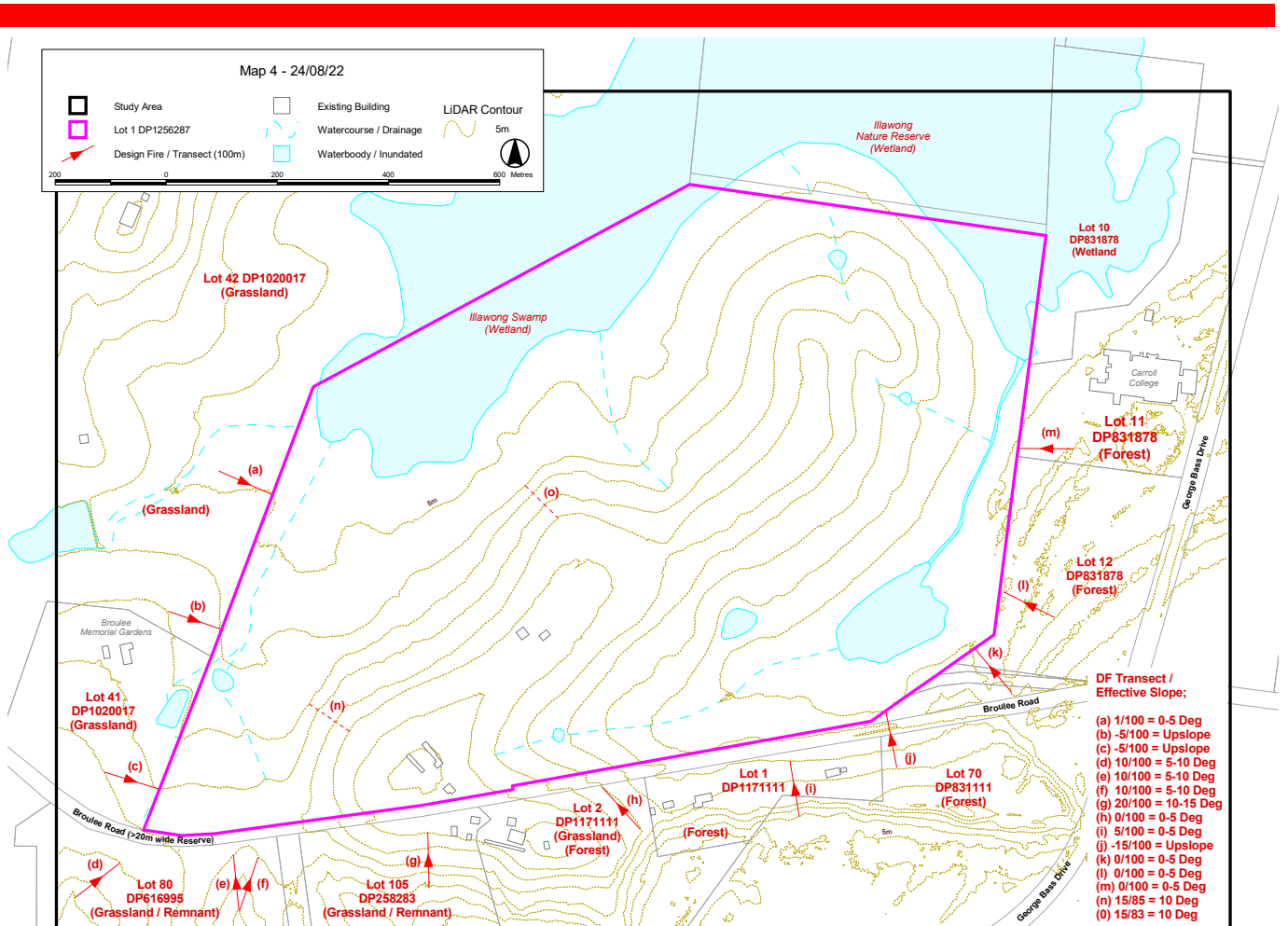
TERM OF VALIDITY: Opinions and statements made by this report are based on information at hand as at the date of the report. Should the following report require re-examination, please apply to Bushfire Protection Planning & Assessment Services. Bushfire Protection Planning & Assessment Services reserves the right at any time, subsequent to any date after this report, to vary it or make new recommendations based on any new environmental or any requirements at law.

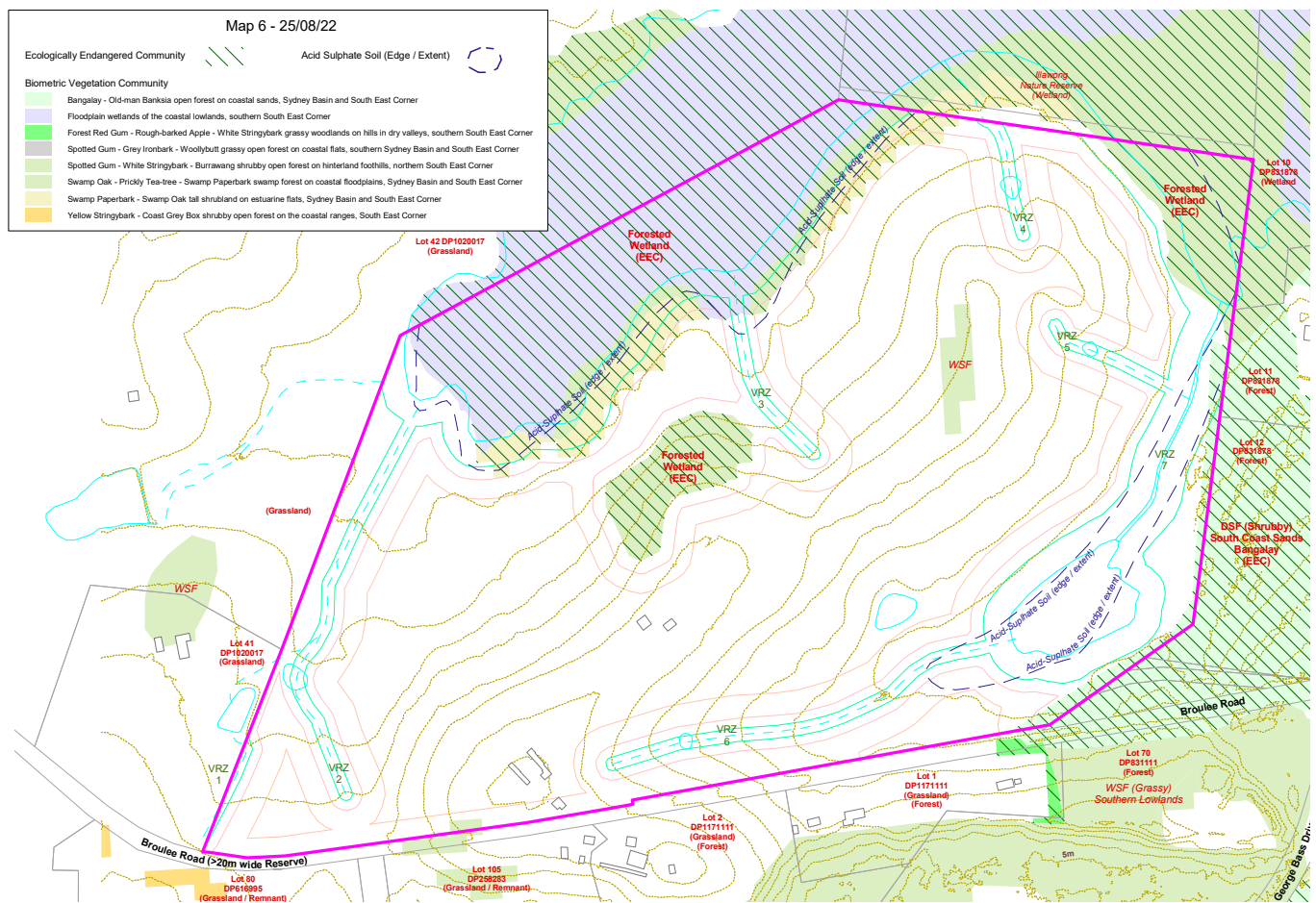
DISCLAIMER (1): Bushfire mitigation or protection measures as identified, recommended or purported by this report may not guarantee that the identified or proposed development will survive or remain unaffected from a bushfire event on every occasion. This is substantially due to the unpredictable nature and behaviour of fire and extreme weather conditions, and the behaviour of building occupants or fire fighters defending the building when exposed to severe or greater bushfire attack conditions.

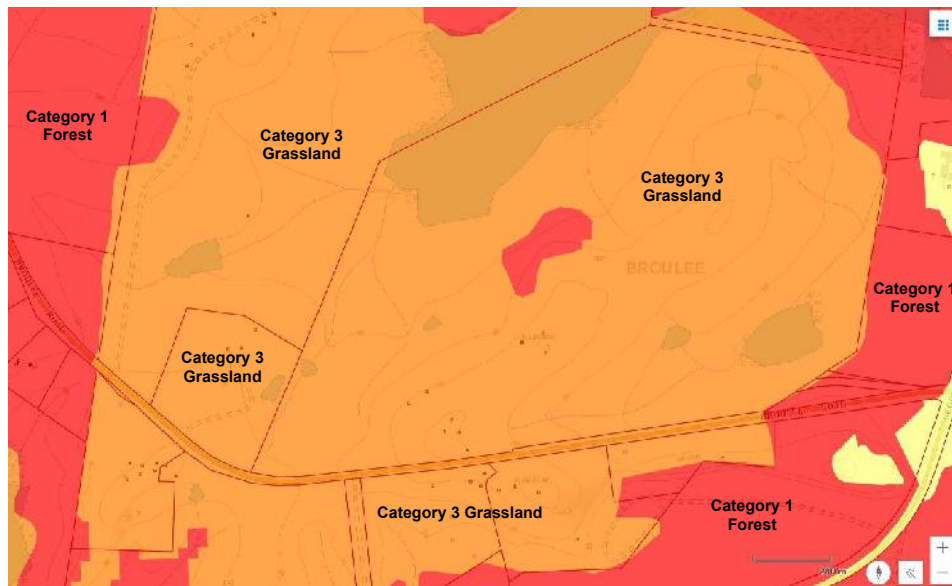
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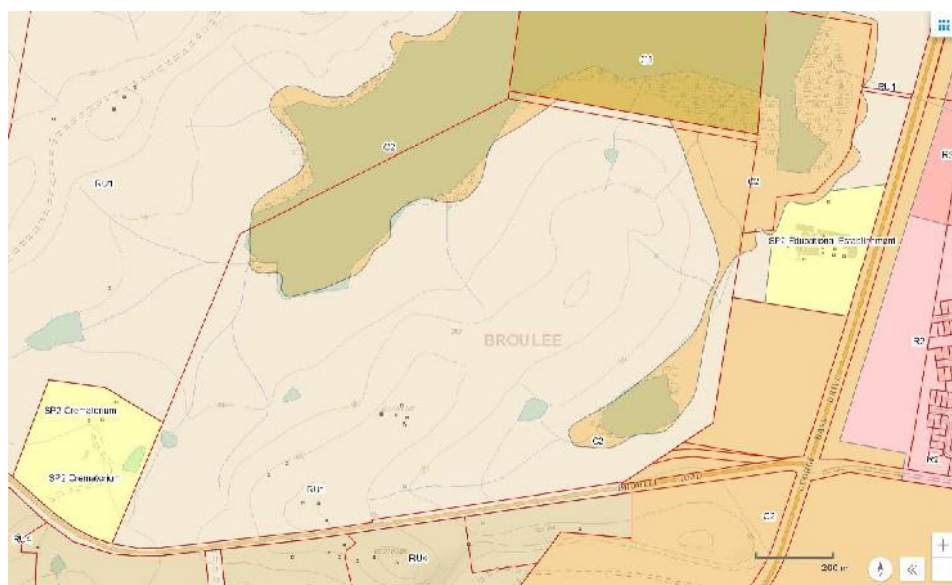




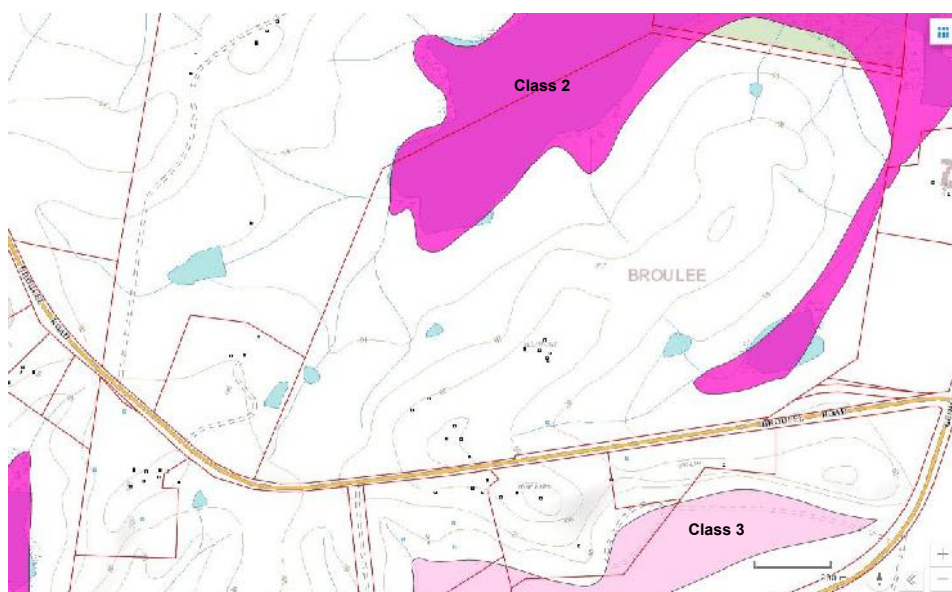




Bush Fire Prone Land
Mapping
Courtesy: [ePlanning Spatial
Viewer \(nsw.gov.au\)](https://www.nsw.gov.au/eplanning/spatial-viewer)



LEP Zoning
Courtesy: [ePlanning Spatial Viewer \(nsw.gov.au\)](http://ePlanning.SpatialViewer.nsw.gov.au)



Acid-Sulphate Soil Mapping
Courtesy: [ePlanning Spatial Viewer \(nsw.gov.au\)](http://ePlanning.SpatialViewer.nsw.gov.au)



Traffic & Parking Assessment Report

207 Broulee Road, Broulee

Planning Proposal to Amend ELEP 2012 Planning Controls

Ref 22206

8th February 2023



CONSULTING
ENGINEERS

Document Control

| | | | | |
|------------------------|---------------------------|----------------------|---------------|--------------------|
| Project Number | 22206 | | | |
| Project Address | 207 Broulee Road, Broulee | | | |
| Revision | Date | Details | Author | Approved By |
| Draft 1 | 21.06.22 | First draft | C. Palmer | C. Palmer |
| Final | 08.02.23 | Final for submission | C. Palmer | C. Palmer |

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1. Introduction

1.1 Project Summary

CJP has been engaged by Brightlands Living to prepare a Traffic & Parking Assessment Report (TPAR) in support of a Planning Proposal (PP) to Eurobodalla Shire Council, involving the establishment of small residential housing lots located at 207 Broulee Road, Broulee.

In summary, the PP seeks to amend the planning controls within the Eurobodalla Local Environmental Plan 2012 which apply to the site, as follows:

- rezone the RU1 Primary Production portion of the site to C4 Environmental Living
- increase the size of the existing C2 Environmental Conservation portion of the site by approximately 5ha
- introduce new “village cluster housing”, allowing 8 dwellings per hectare in the C4 zoned land associated with a large common property environmental lot under Cl.4.1AA, and
- add “indoor recreation facilities” (health studios), “restaurants or cafés” and “function centres” as additional permitted uses in Schedule 1 for the site.

The PP is a site-specific response to the property’s desirable position, ecological attributes, and context. The proposed small residential lots on the site are intended to provide a unique housing alternative, comprising a mix of family, downsizer, and key worker/affordable housing.

The PP also includes the establishment of a “village hub”, which will include community, business support, wellness and learning facilities, a café/restaurant, and a discovery/interpretive centre.

A new internal public road network along with off-street parking and loading facilities are also proposed, accessed via two new driveways located off Broulee Road.

Concept plans of the planning proposal have been prepared by Hatch, in collaboration with Roberts Day, and are reproduced in Appendix A.

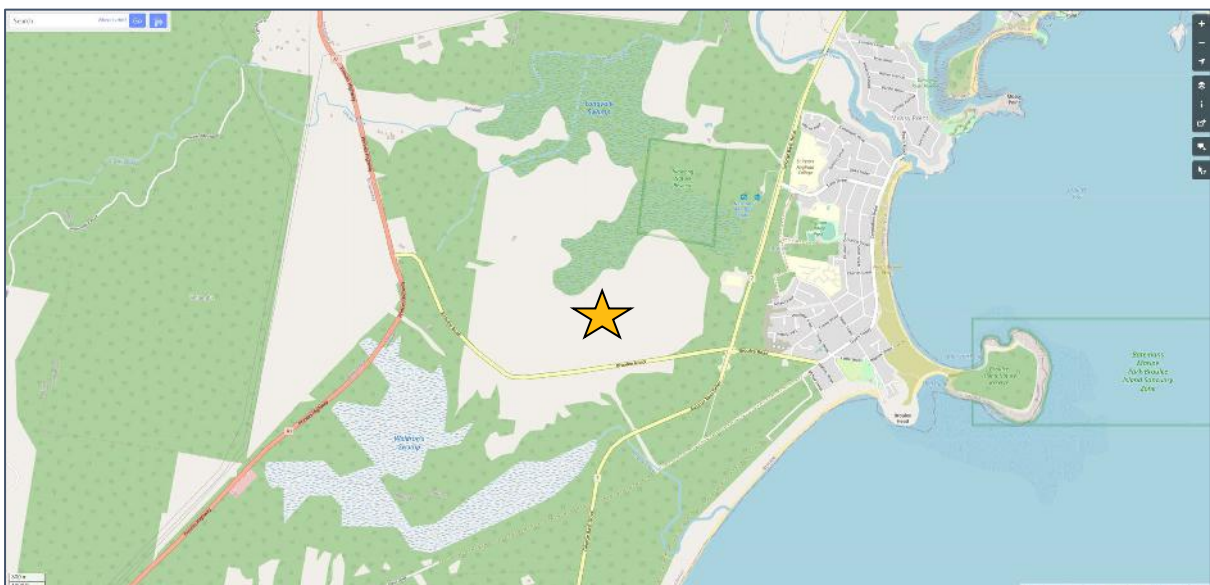


Figure 1.1 – Site Location (Source: Open Street Map)

Based on State Environmental Policy (Transport & Infrastructure) 2021, Schedule 3 – Traffic Generating Development, referral to Transport for NSW is required due to the number of residential lots and associated car parking proposed on the site.

1.2 Assessment Tasks

The purpose of this TPAR is to assess the traffic, parking, access, transport and servicing characteristics of the PP, and the associated impacts of the proposal on the surrounding road network, parking and transport environment. This can be briefly summarised below:

- Description of the existing site and its location
- Existing traffic conditions and volumes
- Public transport services
- Traffic generation potential of the proposal and its impacts on the surrounding road network
- Off-street parking/loading/access requirements and provisions
- Design of access driveway, parking and service area layout

1.3 Relevant Planning Controls

The site lies within the Eurobodalla Shire Council (Council) Local Government Area (LGA), such that the relevant Council planning controls and strategies referenced in this TPAR include:

- Eurobodalla Local Environmental Plan 2012 (LEP 2012)
- Eurobodalla Rural, R5 Large Lot Residential and E4 Environmental Living Zones Development Control Plan 2010 (September 2019)
- Eurobodalla Parking & Access Code (September 2012)
- Eurobodalla Site Waste Minimisation and Management Code (September 2012)
- Eurobodalla Shire Local Strategic Planning Statement 2020-2040
- Eurobodalla Shire Community Strategic Plan 2042

1.4 Traffic, Transport & Parking Guidelines & Standards

In preparing this TPAR, references are also made to the following site access, traffic and parking guidelines:

- Roads & Maritime Service's Guide to Traffic Generating Developments 2002 (RMS Guide)
- Roads & Maritime Service's Technical Direction Updated Traffic Surveys 2013 (TDT)
- State Environmental Planning Policy (Transport & Infrastructure) 2021
- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.2:2018 – Off-Street Commercial Vehicle Facilities (AS2890.2)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.6:2009 – Off-Street Parking for People with Disabilities (AS2890.6)
- Rural Fire Service Planning for Bushfire Protection (November 2019)

2. Existing Conditions

2.1 Site Location & Description

The development site is located on the northern side of Broulee Road, in between the Princes Highway and George Bass Drive, adjacent to the crematorium. The site has a street frontage of approximately 1.3km in length to Broulee Road and occupies a total area of approximately 126.85ha.

The site is currently occupied by two residential dwelling houses as well as several ancillary outbuildings, both located on the southern portion of the site. Established trees are located along the northern edges of the site as part of the Illawong Nature Reserve, along with several small dams and additional trees scattered throughout the site. The vast majority of the site, however, consists of maintained grass.

Vehicular access to the site is provided via a single wide driveway located midway along the Broulee Road site frontage, directly opposite the access driveways of No.208 and No.210 Broulee Road.

A recent aerial image of the site and its surroundings is reproduced below, along with a series of Streetview images on the following page.

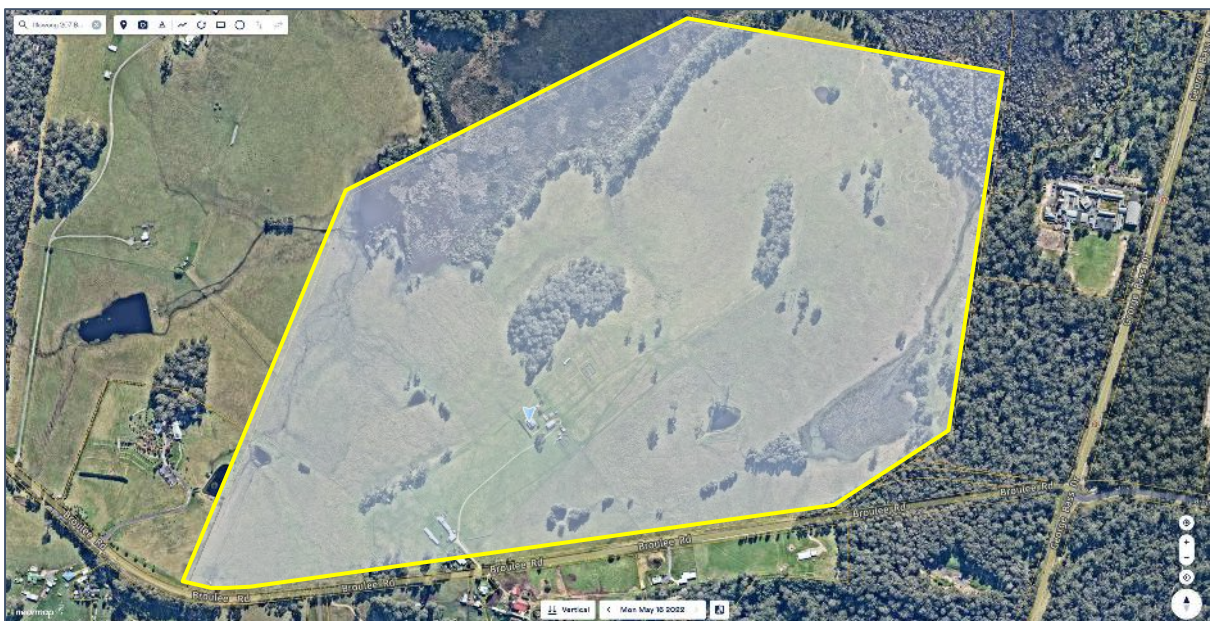


Figure 2.1 – Aerial Map (Source: Nearmap)

2.2 Existing Planning Controls

The majority of the existing site including the cleared portion of the land and central cluster trees is zoned RU1 Primary Production. The existing bushland portion of the site is zoned C2 Environmental Conservation. A zoning map of the site, based on the Eurobodalla LEP 2021, is provided on the following page.



Figure 2.2 – Broulee Road Streetview image of existing site access driveway, looking east (Source: Google Maps)



Figure 2.3 – Broulee Road Streetview image of existing site access driveway, looking west (Source: Google Maps)

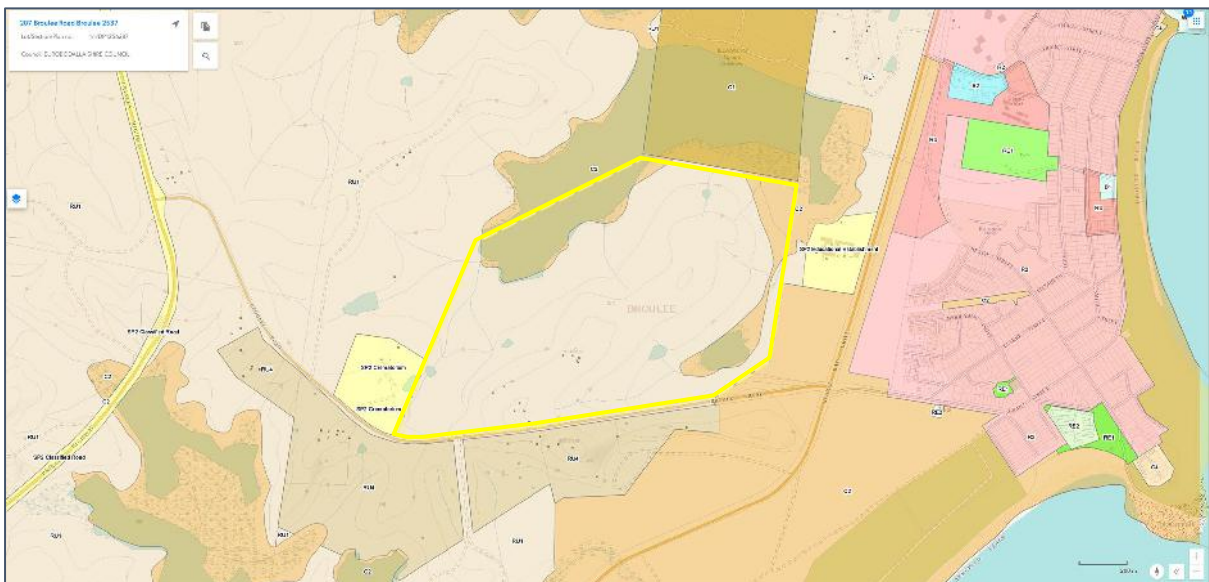


Figure 2.4 – Existing ELEP 2012 Zoning Map (Source: ePlanning Spatial Viewer)

2.3 Strategic Planning

Both the Eurobodalla Shire Local Strategic Planning Statement 2020-2040 and the Eurobodalla Shire Community Strategic Plan 2042, are strategic documents which set out a 20-year vision for land use planning in the Shire. They outline how growth and change will be managed to ensure high levels of liveability, prosperity and environmental protection are achieved in Eurobodalla.

Those that move into the region are attracted to the coastal lifestyle, however, as many people leave the region for better job security. As such, population growth has been relatively low in recent years and this trend is expected to continue into the future.

Eurobodalla Shire has a current population of almost 40,000 people and is expected to grow by approximately 6,000 people by 2036, representing an annual growth rate of 0.9%. Over the summer holiday period, the population is reported to swell to 130,000.

Employment land within the Shire, made up of commercial and industrial land, is generally located within or in close proximity to Batemans Bay, Moruya, Narooma and the Princes Highway. There are also several niche retail centres located in Mogo, Bodalla and Central Tilba, and a number of small activity centres in several villages. According to Council's Local Strategic Planning Statement, over 93% of Shire residents work within the Shire.

Council's two strategic documents take into account the State and Regional Planning framework and builds on the communities' priorities outlined in the Community Strategic Plan and Local Strategic Planning Statement to outline how the Shire will continue to evolve in a way that protects the local character, natural areas and landscapes in accordance with the communities' expectations.

In total there are 13 "Planning Priorities", as follows, all with their own set of actions:

1. Encourage greater housing diversity and affordability
2. Enhance the distinctive character and heritage of towns, villages and hamlets
3. Consolidate development within town and village centres
4. Adapt to natural hazards
5. Conserve and celebrate bushland waterways
6. Promote sustainable living
7. Collaborate with NSW government in delivering strategic infrastructure projects
8. Align local infrastructure delivery with planned growth
9. Develop highly accessible town and activity centres
10. Promote nature-based tourism opportunities
11. Activate town and village centres
12. Ensure an adequate supply of employment lands
13. Promote a diverse and sustainable agriculture sector

The planning proposal therefore achieves many of the objectives of the Local Strategic Planning Statement 2020-2040 and the Community Strategic Plan, including providing a unique form of residential housing, providing employment opportunities (during construction), and promoting a happy and healthy lifestyle.



Figure 2.5 – Eurobodalla Town & Activity Centres (Source: Eurobodalla Local Strategic Planning Statement)

2.4 Road Network

The Transport for NSW (TfNSW) road hierarchy comprises the following road classifications:

- State Roads: Freeways, Motorways and Primary Arterial Roads (TfNSW managed)
- Regional Roads: Secondary or Sub-Arterial (Council managed, partly funded by the State)
- Local Roads: Collector and Local Access Roads (Council managed)

The road hierarchy in the vicinity of the site is shown in the figure below, whilst the key roads and intersections are summarised as follows:

- The Princes Highway (A1) is classified as a State Road and provides the key north-south road link along the NSW South Coast, extending through into Victoria. It typically carries one traffic lane in each direction in the vicinity of the site, with turning lanes and overtaking lanes provided at regular intervals.
- George Bass Drive is classified as a Regional Road which provides another north-south road link in the local area, linking Moruya to Batehaven. It also carries one traffic lane in each direction, with turning lanes provided at key intersections.
- Broulee Road is a local road which runs on an east-west alignment between the Princes Highway and the Broulee township. It carries one traffic lane in each direction.



Figure 2.6 – Road Hierarchy (Source: Transport for NSW)

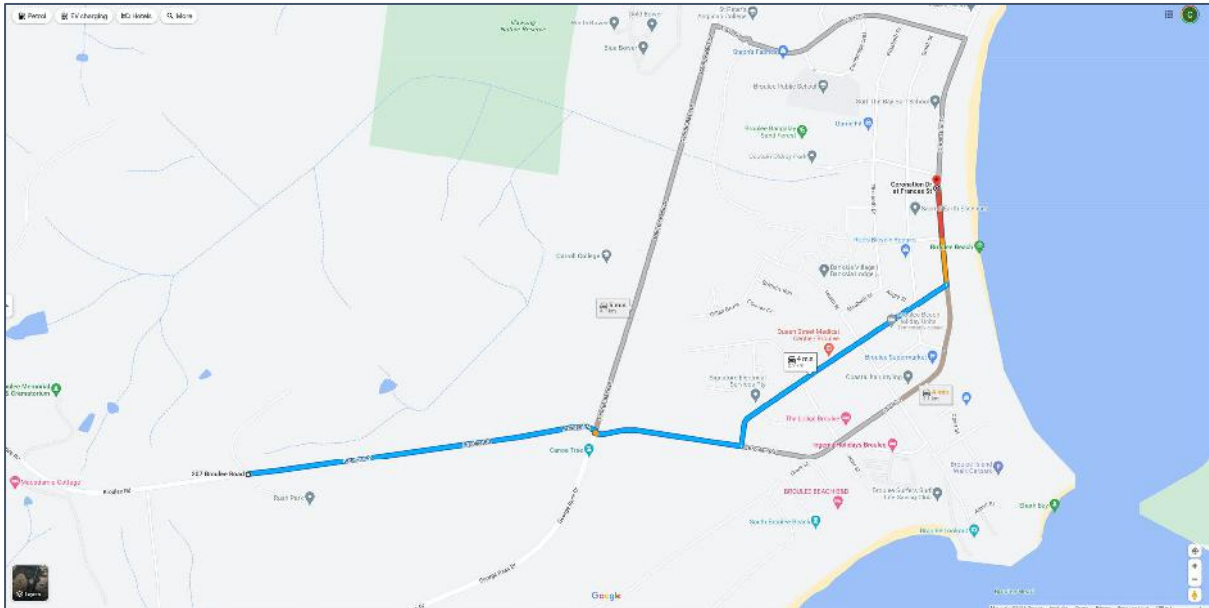


Figure 2.8 – Driving time & distance to/from nearest bus stop located on Coronation Drive (Source: Google Maps)

In addition, there is also a daily private service (700-1) operating between Bomaderry railway station and Eden via Ulladulla, Batemans Bay, Narooma and Bega. The nearest bi-directional bus stops for this private service are located on the corner of the Princes Highway & Broulee Road, approximately 2.1km west of the site. A timetable of the 700-1 bus is also reproduced in Appendix B.

Existing public and active transport options available in the vicinity of the site are limited. Footpaths are non-existent and road shoulders tend to be gravel rather than bitumen. As such, walking and cycling along Broulee Road is dangerous and also non-existent.

Other key points of interest and essential services and their respective driving distances/times are summarised below:

| | |
|---|---------------------|
| • St Bernard's Catholic Primary School, Batemans Bay: | 18.2km (16 minutes) |
| • St Mary's Catholic Primary School, Moruya: | 11.4km (10 minutes) |
| • Carroll College, Broulee: | 1.9km (3 minutes) |
| • St Peter's Anglican College, Broulee: | 2.7km (3 minutes) |
| • Broulee Long Day Care Centre: | 2.9km (3 minutes) |
| • Broulee Public School: | 3.5km (5 minutes) |
| • Moruya High School: | 12.9km (12 minutes) |
| • Moruya Public Pool: | 11.4km (10 minutes) |
| • Broulee Surf Life Saving Club: | 2.7km (4 minutes) |
| • Broulee Local Supermarket, Service Station & Post Office: | 2.5km (3 minutes) |
| • Woolworths Supermarket, Moruya: | 11.5km (10 minutes) |
| • Moruya Hospital: | 12.4km (11 minutes) |
| • Batemans Bay Hospital: | 19.2km (17 minutes) |
| • Bunnings, Batemans Bay: | 18.2km (15 minutes) |
| • Kmart, Batemans Bay: | 19.8km (18 minutes) |
| • McDonalds, Batemans Bay: | 19.9km (18 minutes) |

2.6 Existing Traffic Volumes

In order to understand the existing traffic volumes on the surrounding road network, traffic surveys were undertaken at the Princes Highway & Broulee Road intersection as well as the George Bass Drive & Broulee Road intersection during the weekday AM & PM road network peak periods on Wednesday 9th November 2022. The results of the surveys are reproduced in Appendix C and summarised in the diagrams below, along with aerial images of the two intersections for context.

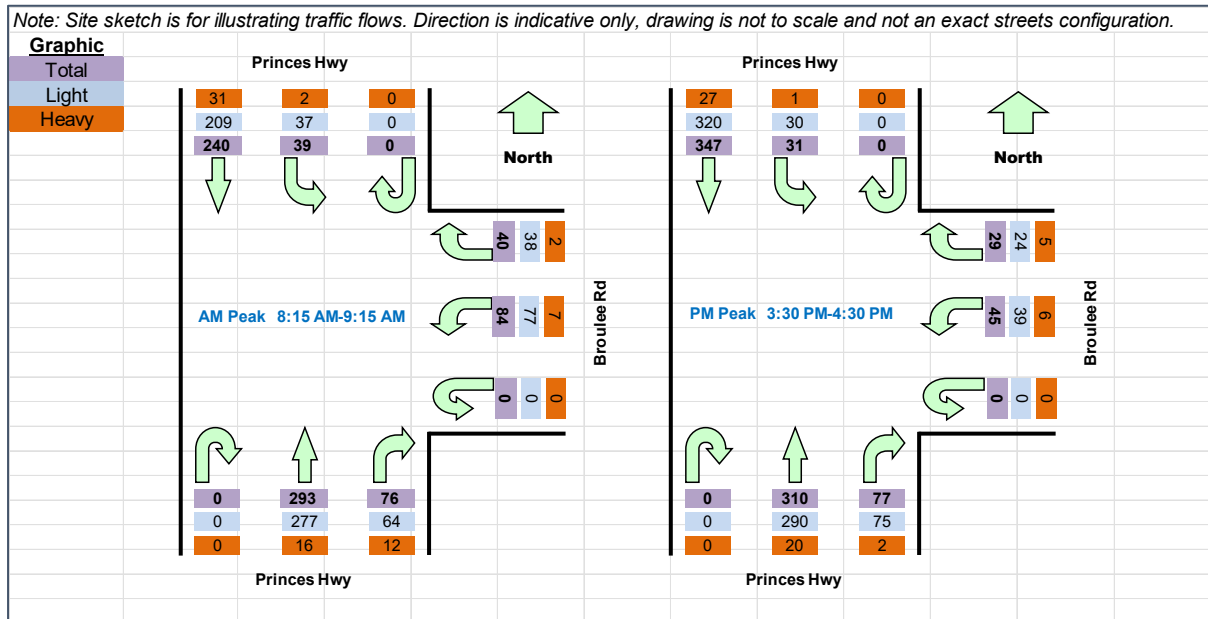


Figure 2.9 – Princes Hwy & Broulee Rd existing road network peak period traffic volumes (Source: Trans Traffic Surveys)



Figure 2.10 – Princes Hwy & Broulee Rd intersection (Source: Nearmap)

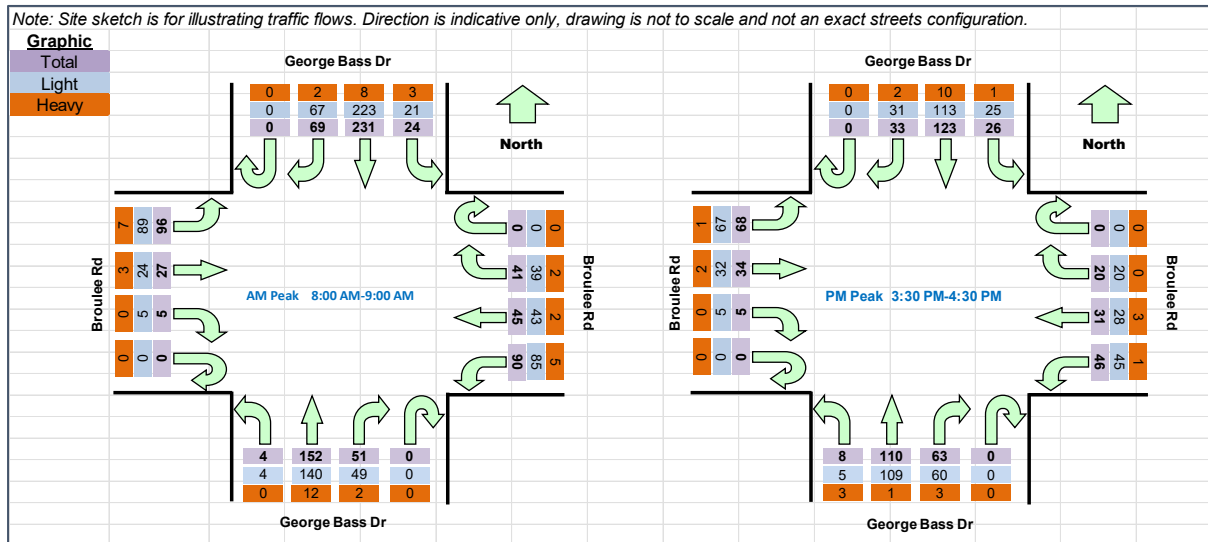


Figure 2.11 – George Bass Dr & Broulee Rd existing road network peak period traffic volumes (Source: TransTraffic Surveys)



Figure 2.12 – George Bass Dr & Broulee Rd intersection (Source: Nearmap)

In addition to the peak period intersection survey, automatic tube count (ATC) surveys were also undertaken along Broulee Road outside the site frontage, between 5th November and 12th November, 2022. Key data statistics of the ATC surveys are as follows:

- the 85th percentile vehicle speed along Broulee Road outside the site frontage is 95-100km/h
- the weekday morning road network peak hour is typically 8am to 9am, where there is in the order of 236 vehicle movements, comprising 119 eastbound vehicle movements and 117 westbound vehicle movements
- the weekday afternoon road network peak hour is typically 3pm to 4pm, where there is in the order of 182 vehicle movements, comprising 97 eastbound vehicle movements and 85 westbound vehicle movements

- the weekend road network peak hour is typically 10am to 11am, where there is in the order of 128 vehicle movements, comprising 79 eastbound vehicle movements and 49 westbound vehicle movements



Figure 2.13 – Location of automatic tube count surveys on Broulee Rd (Source: Nearmap)

2.7 Existing Surrounding Traffic Controls

The existing traffic restrictions in the vicinity of the site comprise:

- a 100km/h speed limit which applies to the Princes Highway
- a 100km/h speed limit which applies to George Bass Drive, south of Broulee Road
- an 80km/h speed limit which applies to George Bass Drive, north of Broulee Road
- a 50km/h speed limit which applies to Broulee Road, in the vicinity of the township
- CHR & AUL turning treatments at the Princes Highway & Broulee Road intersection
- a staggered arrangement at the intersection of George Bass Drive & Broulee Road, with give way restrictions on the Broulee Road approaches and passing lanes on the George Bass Drive in the event of turning vehicles

3. Planning Proposal

3.1 Concept Development Description

As noted in the introduction of this report, the PP seeks to amend the planning controls within the Eurobodalla Local Environmental Plan 2012 which apply to the site, as follows:

- rezone the RU1 Primary Production portion of the site to C4 Environmental Living
- increase the size of the existing C2 Environmental Conservation portion of the site by approximately 5ha
- introduce new “village cluster housing”, allowing 8 dwellings per hectare in the C4 zoned land associated with a large common property environmental lot under Cl.4.1AA, and
- add “indoor recreation facilities” (health studios), “restaurants or cafés” and “function centres” as additional permitted uses in Schedule 1 for the site.

The above amendments to the ELP 2012 planning controls will ultimately allow for a mixed use site with a number of land uses, as indicated in the concept plan below.



Figure 3.1 – Concept Masterplan (Source: Hatch, in collaboration with Roberts Day)

In summary, the concept plans which are provided in Appendix A envisage the following:

- a total of 800 new dwellings located throughout the site, comprising a mix of 2-5 bedroom dwellings
- creation of multiple hamlet types which focus on providing accommodation for families (35%), downsizers/over 55s (50%) and key workers/affordable housing (15%)
- significant open space, environmental and landscape elements

- new internal public and private road network, along with extensive pedestrian & cycle paths
- a “village hub”, providing a central location for community, business support, wellness & learning facilities, a café/restaurant, and a discovery/interpretive centre

It is pertinent to note that the village hub does not include any retail floor space, and the residents of the proposed community will be encouraged to utilise existing retail facilities in Broulee, thereby improving the viability and range of service of Broulee’s existing retail facilities.

Housing is intended to comprise a mixture of 2 to 5 bedroom dwellings, generally of one or two storeys. Open space and parkland throughout the site is intended to interweave between dwelling clusters and provide a maximum of community usage opportunities. These linkages are intended to encourage non-car based movement, supporting greater walking, cycling and e-bikes.

3.2 Parking Arrangements

Off-street parking will be provided for each dwelling and all ancillary uses in accordance with Eurobodalla Council’s Parking & Access Code. At this stage, the bedroom mix is not yet known, however, the parking requirement will be assessed at the Development Application (DA) stage in any event, should the PP gain approval.

With a focus on walking and cycling through the open space linkages, accommodation of access and parking is primarily through the use of laneways and rear-garages, with visitor parking strategically accommodated in the laneway design.

3.3 Internal Movement

The Masterplan proposes the establishment of a framework of public and private streets as well as pedestrian and cycle pathways which:

- provide two access points to Broulee Road
- provide a boundary and public interface to wetland and bushfire buffer areas
- provide a conservative balance delivering emergency access whilst maximising the amount of intimate, community-title cluster streets and laneways to achieve a genuine agricultural and environmental response
- enable the internal traffic distribution of traffic, discouraging the creation of congestion points
- generally comprise a road reservation width of 18m and a road carriageway width of 7m for public roads, with footpaths and street tree planting in verge areas
- includes a “main street” road profile for the short section of street fronting the village hub, envisaged to:
 - accommodate on-street parking both sides with a 10m road carriageway (inclusive of indented parking bays)
 - include defined pedestrian crossing points
 - accommodate wide footpaths both sides, enabling direct frontage by activated uses
 - include tree planting and street furniture
- includes a network of community title streets within respective housing clusters, with a typical carriageway width of 7m, and accompanied by footpaths, as appropriate
- includes approximately 15km of footpaths, shared paths and walking trails



Figure 3.2 – Proposed internal public road network (Source: Hatch, in collaboration with Roberts Day)



Figure 3.3 – Proposed "main street" (Source: Hatch, in collaboration with Roberts Day)



Figure 3.4 – Proposed private road network (Source: Hatch, in collaboration with Roberts Day)

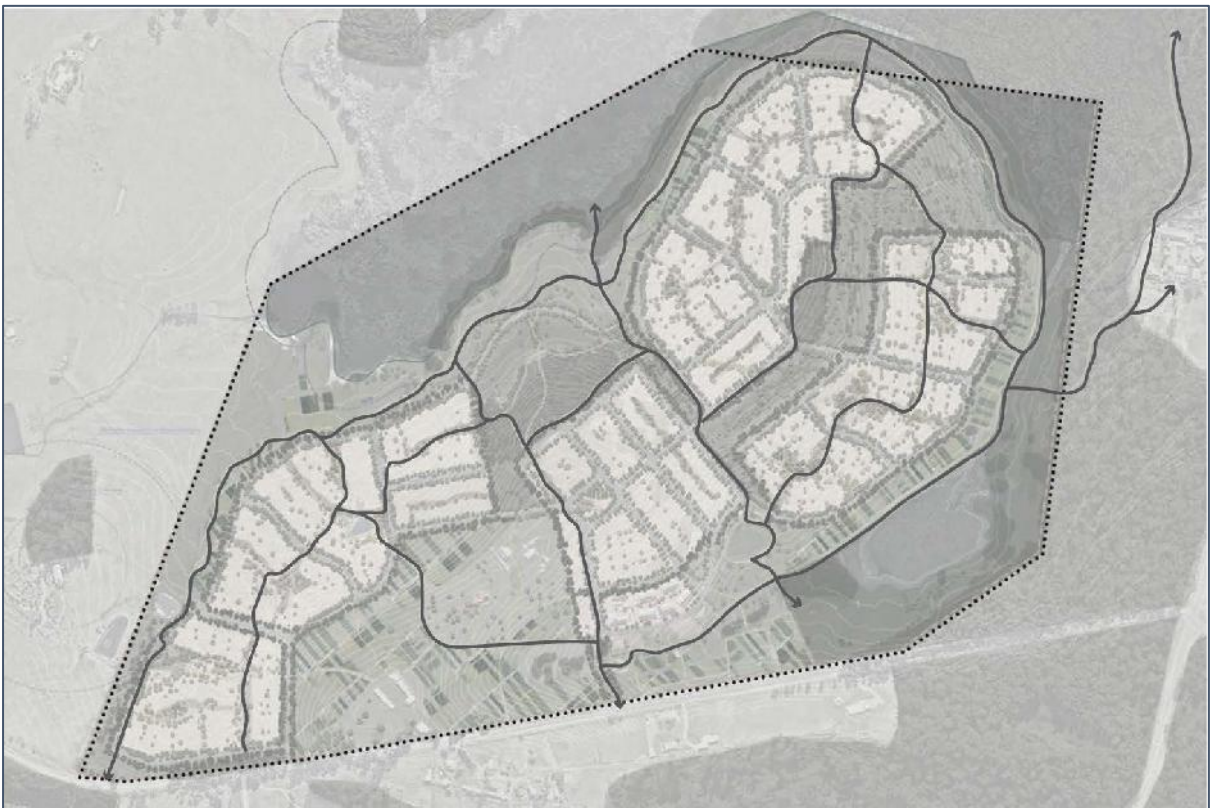


Figure 3.5 – Proposed pedestrian and cycle pathway network (Source: Hatch, in collaboration with Roberts Day)

3.4 Loading & Servicing

The proposed development will be serviced by light commercial vehicles such as vans, utilities etc, up to small and medium rigid trucks. These may include online order deliveries, tradesmen, removalists and the like, all typical of a residential subdivision.

Waste collection for the proposed development will be undertaken by Council's contractor from outside the respective dwellings. General waste will be collected once per week whilst recycling and green waste collected once per fortnight.

3.5 Vehicular Access

Vehicular access to the site is to be provided via two separate locations. The primary vehicular access point is to be located somewhat centrally along the Broulee Road site frontage, connecting into the village hub before linking with the internal road network and onto the various residential hamlets.

A secondary vehicular access point is to be located towards the western end of the Broulee Road site frontage, providing easy access to the key worker/affordable housing hamlets as well as the downsizer hamlets.

Both of the proposed new access points will be designed with a CHR/AUL treatment in accordance with Austroads requirements.



Figure 3.6 – Location of proposed main access driveway off Broulee Road, looking west (Source: Google Maps)



Figure 3.7 – Location of proposed main access driveway off Broulee Road, looking east (Source: Google Maps)



Figure 3.8 – Location of proposed secondary access driveway off Broulee Road, looking west (Source: Google Maps)



Figure 3.9 – Location of proposed secondary access driveway off Broulee Road, looking east (Source: Google Maps)

4. Traffic Impact Assessment

4.1 Traffic Generation Guidelines

The traffic implications of development proposals primarily concern the traffic generation potential of a site and its impact on the operational performance of the surrounding road network, particularly during the weekday morning and afternoon road network peak periods.

An indication of the traffic generation potential of the proposed uses on the site is provided by reference to the following documents:

- RMS Guide to Traffic Generating Developments 2002 (RMS Guide)
- RMS Technical Direction 2013/04a (TDT)

In this regard, the TDT provides trip generation rates for low density residential dwellings in regional areas, as follows:

- Weekday AM road network peak: average 0.71 trips/dwelling
maximum 0.85 trips/dwelling
- Weekday PM road network peak: average 0.78 trips/dwelling
maximum 0.9 trips/dwelling

4.2 Proposed Concept Development Traffic Generation

The proposed concept design envisages the subdivision of the site into 800 new residential lots, each ultimately consisting of a dwelling each, along with a variety of largely ancillary uses.

For the purposes of this assessment, and in the interest of sensitivity testing, the abovementioned maximum trip rates have been adopted. Accordingly, based on the above maximum trip rates for regional areas, the proposed residential subdivision has a traffic generation potential of 680 vehicle trips during the weekday morning peak period and 720 vehicle trips during the weekday afternoon peak period, as set out in the table below.

| Table 4.1 – Envisaged Weekday Peak Trip Rates & Traffic Generation Potential | | | | |
|--|--------|---------------|-------------|----------------|
| Proposed Land Use | Period | Trip rate | Total trips | Trip split |
| Residential (800 lots) | AM | 0.85/dwelling | 680 trips | 136 in/544 out |
| | PM | 0.90/dwelling | 720 trips | 576 in/144 out |

4.3 Traffic Distribution

Key points of interest in the surrounding area that the proposed development's traffic may be drawn to include:

- The Princes Highway (A1) to the west of the site that future residents of the development may use to commute to/from work
- Batemans Bay to the north of the site being the closest largest regional town where future residents of the development may work, shop etc

- Moruya to the south of the site being the next closest largest regional town where future residents of the development may also work, shop etc
- Broulee and Mossy Point townships to the east and north-east, respectively, where future residents of the development may visit a café for breakfast or the general store for light groceries

In light of the above, it is estimated that the proposed development's traffic will be distributed, as follows:

- 30% to/from the north via the Princes Highway
- 20% to/from the north via George Bass Drive
- 20% to/from the south via the Princes Highway
- 15% to/from the south via George Bass Drive
- 15% to/from the east via Broulee Road

4.4 Future Background Traffic Growth & Seasonal Variations

As noted in the foregoing, Eurobodalla Shire has a current population of almost 40,000 people and is expected to grow by approximately 6,000 people by 2036, representing an annual growth rate of 0.9%. Over the summer holiday period, the population is reported to swell to 130,000.

Reference is also made to the AADT Converter, which was provided by Council, in order to factor up the November 2022 baseline traffic volumes undertaken as part of this PP, to the absolute peak period. Unsurprisingly, the absolute peak period occurs over New Years Eve and into the first week of January on any given year. Analysing the seasonal fluctuations indicates that the absolute peak period is 1.74% higher than the November period the traffic surveys were undertaken.

Accordingly, the November 2022 baseline traffic volumes have been factored up by 1.74%, which were then used as the new "adjusted baseline".

Furthermore, traffic impact assessments, particularly planning proposals, often include a +10 year scenario, and therefore the "adjusted baseline" volumes were also factored up 1% p.a. in order to assess the impact of the proposed development in 2032.

4.5 Road Network Capacity & Traffic Impact – Completed Development

An important consideration in determining the impact of a development proposal on the road network is to assess the effect on traffic efficiency, the objective of which is to maintain the existing level of service. Adverse effects must be identified and corrective measures designed. The level of service is used as the performance standard and is broken down into six ratings. This is a qualitative assessment of the quantitative effect of factors such as speed, volume of traffic, geometric features, traffic interruptions, delays and freedom of manoeuvres.

The traffic implications of development proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network. Those effects can be assessed using the SIDRA 9 program which is widely used by TfNSW and most LGAs for this purpose. TfNSW's criteria for evaluating the results of SIDRA analysis are summarised in the table on the following page.

| Table 4.2 – Level of Service Criteria for Intersections (Table 4.2 of RMS Guide) | | | |
|--|--------------------------------------|--|--|
| Level of Service | Average Delay per Vehicle (secs/veh) | Traffic Signals, Roundabouts | Give Way & Stop Signs |
| A | <14 | Good operation | Good operation |
| B | 15 to 28 | Good with acceptable delays & spare capacity | Acceptable delays & spare capacity |
| C | 29 to 42 | Satisfactory | Satisfactory, but accident study required |
| D | 43 to 56 | Operating near capacity | Near capacity & accident study required |
| E | 57 to 70 | At capacity; at signals, incidents will cause excessive delays. Roundabouts require other control mode | At capacity, requires other control mode |
| F | >70 | Unsatisfactory, requires additional capacity | Unsatisfactory, requires other control mode or major treatment |

For the purposes of this assessment, the following scenarios have been modelled using the SIDRA 9 program:

- Existing 2022 Adjusted Peak Summer Base Case (without development, no upgrades)
- Existing 2022 Adjusted Peak Summer Base Case (without development, with upgrades)
- Proposed 2022 Adjusted Peak Summer (with development, no upgrades)
- Proposed 2022 Adjusted Peak Summer (with development, with upgrades)
- Future 2032 Adjusted Peak Summer (with development, with upgrades)

The individual movements summaries of each intersection are reproduced in Appendix D and summarised in Table 4.3 below.

| Table 4.3 – Summary of SIDRA analysis of surrounding road network | | | | | | | | | | |
|---|--|------------------------------|--|---------------------|---|-------------------------------|---|------------------------------|---|------------------------------|
| | Existing 2022 Adjusted Peak Summer Base Case (without development & no upgrades) | | Existing 2022 Adjusted Peak Summer Base Case (without development & with RAB upgrade only) | | Proposed 2022 Adjusted Peak Summer (with development & no upgrades) | | Proposed 2022 Adjusted Peak Summer (with development & with RAB & seagull upgrades) | | Future 2032 Adjusted Peak Summer (with development & with RAB & seagull upgrades) | |
| | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| <i>Pacific Hwy & Broulee Rd</i> LOS DOS AVD (sec/veh) | A (C) 0.369 4.4 (29.4) | A (D) 0.450 3.9 (52.0) | No upgrade required | No upgrade required | C (F) 1.246 42.6(273.9) | B (F) 1.159 17.8(270.1) | A (B) 0.445 7.1 (15.1) | A (B) 0.477 6.6 (22.9) | A (B) 0.545 7.9 (18.0) | A (C) 0.609 7.9 (29.8) |
| <i>Broulee Rd & Secondary Site Access Driveway</i> LOS DOS AVD (sec/veh) | | | | | A (A) 0.300 2.2 (11.9) | A (A) 0.191 2.6 (10.9) | | | A (A) 0.328 2.3 (13.7) | A (A) 0.211 2.5 (12.0) |
| <i>Broulee Rd & Main Site Access Driveway</i> LOS DOS AVD (sec/veh) | | | | | A (A) 0.552 4.7 (13.7) | A (A) 0.198 4.4 (11.4) | | | A (B) 0.659 5.7 (17.2) | A (A) 0.229 4.5 (13.0) |
| <i>George Bass Dr & Broulee Rd</i> LOS DOS AVD (sec/veh) | B (F) 1.077 23.2(184.0) | A (B) 0.295 6.9 (24.2) | A 0.438 8.4 | A 0.266 7.6 | F (F) 1.667 145.5(671.9) | A (D) 0.740 12.2 (48.7) | A 0.563 9.8 (14.9) | A 0.393 8.7 (14.2) | A 0.644 11.6 | A 0.449 9.0 |

LOS – Level of Service; DOS – Degree of Saturation; AVD – Average Vehicle Delays

Worst turning movements and respective delays indicated in brackets (sign-controlled intersections only)

4.6 Recommended Road Upgrades

Again, an important consideration in determining the impact of a development proposal on the road network is to assess the effect on traffic efficiency, the objective of which is to maintain the existing level of service. Adverse effects must be identified and corrective measures designed.

Based on the results of the SIDRA analysis, the following observations are made:

- the Pacific Highway & Broulee Road intersection is operating efficiently during the Existing 2022 Adjusted Peak Summer Base Case scenario and no upgrades are required
- under the Proposed 2022 Adjusted Peak Summer (with development) scenario, the Princes Highway & Broulee Road intersection experiences average delays of approximately 270 seconds for vehicles turning right onto the Highway, with 95% back-of-queue lengths of 260m & 99m during the weekday AM and PM peak periods, respectively
- upgrading the Pacific Highway & Broulee Road intersection to a “seagull” design with a central holding area of 20m (or approximately 3 car lengths) reduces average delays down to approximately 15-23 seconds for vehicles turning right onto the Highway, with 95% back-of-queue lengths reduced to 10m-18m
- during the Future 2032 Adjusted Peak Summer (with development) scenario, the abovementioned “seagull” design will continue to function efficiently, with average delays of approximately 18-30 seconds for vehicles turning right onto the Highway, with 95% back-of-queue lengths reduced to 15m-25m
- the George Bass Drive & Broulee Road intersection experiences 95% back-of-queue lengths of approximately 110m on the eastern leg and average delays of 184 seconds for through and right-turn movements during the Existing 2022 Adjusted Peak Summer Base Case scenario
- upgrading the George Bass Drive & Broulee Road intersection to a roundabout reduces the 95% back-of-queue length and average delays on the eastern leg during the Existing 2022 Adjusted Peak Summer Base Case scenario to just 19m and 13 seconds, respectively
- during the Proposed 2022 Adjusted Peak Summer (with development) scenario, maintaining the existing priority-controlled George Bass Drive & Broulee Road intersection will result in extensive delays and queue lengths on the eastern and western approaches for vehicles heading straight/turning right during the weekday AM peak periods
- upgrading the George Bass Drive & Broulee Road intersection to a roundabout reduces the 95% back-of-queue length and average delays on the eastern leg during the Proposed 2022 Adjusted Peak Summer (with development) scenario to just 13m-38m (approximately 2-5 car lengths) and 8-15 seconds on all approaches
- during the Future 2032 Adjusted Peak Summer (with development) scenario, the abovementioned George Bass Drive & Broulee Road roundabout design will continue to function efficiently and operate at an overall level of service A

- during the Proposed 2022 Adjusted Peak Summer (with development) scenario, the two proposed site access driveways with CHR/AUL turning lanes will operate with level of service A on all movements
- during the Future 2032 Adjusted Peak Summer (with development) scenario, the two proposed site access driveways with CHR/AUL turning lanes will continue to operate with level of service A on all movements

It is also pertinent to note that the traffic assessment has included a number of “worst case” scenarios in order to provide the most rigorous assessment, including modelling the absolute peak period of the calendar year, being New Years Eve and the first week of January, as well as adopting the maximum regional trip generation rates rather than the averages.

Accordingly, with the proposed “seagull” upgrade of the Pacific Highway & Broulee Road intersection as well as the roundabout upgrade of the George Bass Drive & Broulee Road intersection, the proposed development is not expected to result in any unacceptable traffic implications, now and into the future.

5. Parking & Servicing Assessment

5.1 Applicable Car Parking Rates

The off-street car parking rates applicable to accommodation land uses within the Eurobodalla LGA are specified in Council's Parking & Access Code, as set out below.

3.2.1 Table 1 - Car Parking Guidelines

| ACCOMMODATION LAND USES | |
|---|--|
| Land Use Type | Parking Requirement |
| Dwelling House, Dual Occupancy, Attached Dwelling and Multi-dwelling Housing | 2 spaces per dwelling |
| Secondary Dwelling | Nil |
| Residential Flat Building | 1 bedroom 1 space per unit 2 or more bedrooms 2 spaces per unit |
| Seniors Housing | As per the requirements of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004. |
| Boarding House/Hostel | 1 space per 3 beds or 2 per room or unit (whichever the greater) plus 1 per manager/owner plus 1 per 2 employees. |
| Group Home | 1 space per full-time equivalent employee with minimum of 2 spaces 1 space per 5 residence |
| Shop Top Housing Residential use in association with other permitted uses (including Shop top housing in commercial precincts) | 1 bedroom 1.0 car park 2 or more bedrooms 2.0 car park in addition to parking required for commercial use |
| Tourist and Visitor Accommodation | 1 space per each accommodation unit or similar, |

Notwithstanding, subject to any future development application that may be lodged for the site on the basis the PP gains approval, the parking rates applicable to the downsizer/over 55s and the key worker/affordable housing components may be subject to the parking rates specified in the State Environmental Planning Policy (Housing) 2021.

In any event, a full and thorough parking assessment will be undertaken at DA stage.

5.2 Loading & Servicing

The proposed development will be serviced by light commercial vehicles such as vans, utilities etc, up to small and medium rigid trucks. These may include online order deliveries, tradesmen, removalists and the like, all typical of a residential subdivision.

Waste collection for the proposed development will be undertaken by Council's contractor from outside the respective dwellings. General waste will be collected once per week whilst recycling and green waste collected once per fortnight.

6. Design Assessment

6.1 Applicable Design Standards

The following design standards will ultimately be used as the basis for compliance with respect to the vehicular access, parking and loading requirements:

- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.2:2018 – Off-Street Commercial Vehicle Facilities (AS2890.2)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.6:2009 – Off-Street Parking for People with Disabilities (AS2890.6)

Whilst the vehicular access, parking and loading areas are conceptual at this stage, they will be designed in accordance with the above Australian Standards at DA stage. Furthermore, it is expected that a condition of consent would be imposed requiring reconfirmation of compliance at the Construction Certificate stage (CC). Any minor amendments required to the DA design can therefore be addressed at the CC stage.

6.2 Vehicular Access & Circulation Design

The following key compliances are noted with respect to the future vehicular access design and circulation system:

- two entry/exit driveways located off the Broulee Road site frontage, both configured with CHR/AL turning lanes
- public roads throughout the site will comprise a carriageway width of 7m, allowing two-way traffic flow
- the “main street” through the village hub will comprise a carriageway width of 10m, including indented parking bays
- private community title roads will also comprise a carriageway width of 7m, allowing two-way traffic flow

Further to the above, the vehicular access arrangements will ultimately be designed to accommodate the swept turning path requirements of the largest vehicle expected to service the site, as specified in AS2890.1 and AS2890.2, ensuring they will be able to circulate through the site without difficulty, and to enter and exit the site in a forward direction at all times.

6.3 Rural Fire Service Access

The following key compliances are noted with respect to the NSW Rural Fire Service requirements specified in Planning for Bush Fire Protection (November 2019) Appendix 3:

- property access roads are to have two-wheel drive, all-weather roads
- access roads are to have a minimum 4m wide carriageway
- passing opportunities are to be provided along the internal roadway where there is a minimum 20m x 6m of clear space
- a Category 1 fire appliance truck (7.8m in length) must be able to circulate through the site
- there is to be a minimum 4m vertical clearance to any overhanging obstructions, including tree branches
- dead-end locations are to have suitable turning areas

- curves are to have a minimum inner radius of 6m and are minimised in number to allow for rapid access and egress
- the minimum distance between inner and outer curves is to be 6m
- the cross fall is not to be more than 10 degrees (17.6%)
- maximum grades for sealed roads to not exceed 15 degrees (26.8%) and not more than 10 degrees (17.6%) for unsealed roads
- some short constrictions in the access may be accepted where they are not less than 3.5m wide, extend for no more than 30m and where any obstruction cannot be reasonably avoided or removed.

7. Conclusion

The PP seeks to amend the planning controls within the Eurobodalla Local Environmental Plan 2012 which apply to the site, as follows:

- rezone the RU1 Primary Production portion of the site to C4 Environmental Living
- increase the size of the existing C2 Environmental Conservation portion of the site by approximately 5ha
- introduce new “village cluster housing”, allowing 8 dwellings per hectare in the C4 zoned land associated with a large common property environmental lot under Cl.4.1AA, and
- add “indoor recreation facilities” (health studios), “restaurants or cafés” and “function centres” as additional permitted uses in Schedule 1 for the site.

In summary, the concept plans which are provided in Appendix A envisage the following:

- a total of 800 new dwellings located throughout the site, comprising a mix of 2-5 bedroom dwellings
- creation of multiple hamlet types which focus on providing accommodation for families (35%), downsizers/over 55s (50%) and key workers/affordable housing (15%)
- significant open space, environmental and landscape elements
- new internal public and private road network, along with extensive pedestrian & cycle paths
- a “village hub”, providing a central location for community, business support, wellness & learning facilities, a café/restaurant, and a discovery/interpretive centre
- off-street parking for each dwelling within the respective lots, as well as shared visitor parking located throughout the site

Based on the findings contained within this report, the following conclusions are made:

- based on a number of “worst case” parameters, the proposed development is expected to generate in the order of 680-720 vehicle trips during the weekday morning and afternoon peak periods, respectively, less at other times
- the proposed increase in traffic activity onto the surrounding road network requires the upgrade of the Pacific Highway & Broulee Road priority-controlled intersection to a “seagull” design – i.e. creating/linemarking a central holding bay
- the proposed increase in traffic activity onto the surrounding road network also requires the upgrade of the George Bass Drive & Broulee Road priority-controlled intersection to a roundabout design
- if the abovementioned road upgrades are undertaken, the increase in traffic is not expected to result in any unacceptable traffic implications to the surrounding road network
- the two site access driveways with CHR/AUL turning lanes are also expected to operate efficiently under the future traffic demands of the proposed development
- the proposed vehicular access, parking and loading area design will ultimately be designed to comply with the relevant requirements of the AS2890 series, Austroads and the NSW RFS’s Planning for Bush Fire Protection .

In light of the foregoing assessment, it is therefore concluded that the planning proposal is supportable on vehicular access, traffic, parking and servicing grounds and will not result in any unacceptable implications. Notwithstanding, it is expected that a new TPAR will be prepared at DA stage, should the PP be approved, which will further analyse the above as the detail in the project increases.

Appendix A

Proposed Architectural Concept Plans



5.0 Masterplan Design Principles

5.1 General

The The Farm, Broulee Masterplan represents a practical and sustainable settlement expansion of Broulee itself. In particular the Masterplan:

- shifts settlement expansion away from coastal hazard areas,
- helps to consolidate existing urban infrastructure,
- helps to cross the port and strengthen existing land uses such as the College, The Bower, improved trade for existing retail and the rounding of the population profile for Broulee itself.

The innovative master plan offers:

- protection of the existing character of the Broulee settlement by focusing on maximising open space and managing visibility from external viewpoints,
- heightens and introduces a sustainable model for settlement, particularly focusing on urban food production,
- is site responsive, particularly recognising the constraints of topography, landscape, bushfire and drainage,
- reduces the long term management of infrastructure by the Shire through retaining key elements such as private roads and drainage within the ownership, management and responsibility of Community Titled strata bodies.

A brief overview of key master plan elements follows.



5.2 Overview of Masterplan

5.2.1 Open Space

The Masterplan responds and makes positive contribution to a number of open space environmental and landscape elements, including:

- retention of existing wetlands, biodiversity and associated vegetation,
- retention of significant tree copses within the existing farmland,
- creation of a connected network of localised open spaces and biodiversity linkages to accommodate new landscaping and community agricultural uses, and
- to significantly re-establish vegetation with the settlement area generally.

5.2.2 Movement

The Masterplan provides for a highly connected walkable movement network, which:

- Incorporates a framework of public roads which define the boundaries of individual hamlets,
- establishes two principal connection points to Broulee Road,
- is supplemented by private roads and within individual Hamlets, and
- is highly connective, utilising both public and private roads and open space areas to link extensive pedestrian and cycle pathways.

5.2.3 Village Hub

The Masterplan incorporates a village hub which provides a central location for:

- Community, business support, wellness and learning facilities,
- a café/restaurant,
- a discovery/interpretive centre (linked to the surrounding agricultural, wetland and bushland areas), and

The village hub is not proposed to include retail floorspace, and the residents of the proposed community would be encouraged to utilise existing retail facilities in Broulee thereby improving the viability and range of service of Broulee’s existing retail facilities.

5.2.4 Transect and Hamlets

The Masterplan reflects a ‘reimagined’ approach to smart-code transect planning.

It features a handful of traditional village streets associated with the village hub, which are framed by clusters of Hamlets supporting self-contained, community titled groups of dwellings centred on key community and open space facilities within each Hamlet.

The Masterplan enables the creation of multiple hamlet types which focus on providing accommodation for:

- families
- downsizers (ie, over 55s)
- key workers / affordable housing

The intent of the Hamlet concept is to provide a diverse range of housing and settlement types, each with its own sense of place and identity. These are expanded further in section 6.0.

Although the Agrihood Masterplan is indicative, anticipated dwelling provision by Hamlet is estimated to be as follows:

| Housing / Hamlet Typology | Percentage |
|---------------------------------|------------|
| Family | 35% |
| Downsizer | 50% |
| Key Worker / Affordable Housing | 15% |
| | 100% |

6.2 Movement



6.2.1 Public Roads

The Masterplan proposes the establishment of a framework of public streets which:

- provide two access points to Broulee Road;
- provide a boundary and public interface to wetland and bushfire buffer areas,
- provide a conservative balance delivering emergency access whilst maximizing the amount of intimate, community title cluster streets and laneways to achieve a genuine agrarian and environmental response,
- enable the internal distribution of traffic discouraging the creation of congestion points.

Public streets are generally proposed to have a reserve dimension of 18 metres containing trafficable carriage ways of 7 metres, footpaths and street tree planting.





6.2.2 'Main Street'

A 'main street' road profile is proposed for the short section of street fronting the village hub.

The 'main street' is envisaged to:

- Accommodate on-street parking both sides with a 10 metre carriageway (inclusive of embayed parking)
- Include defined pedestrian crossing points
- Accommodate wide footpaths both sides enabling direct frontage by activated uses,
- Include tree planting, and
- Accommodate street furniture.





6.2.3 Private Roads

The Masterplan envisages that various Hamlet clusters will incorporate private streets. These are intended to be designed and executed to similar standards as public streets but retained in community title ownership, responsibility and management. The use of private streets will enable the masterplan to address constraints with greater flexibility (eg, topography and drainage), and can be tailored to support the individual character of each cluster.

Carriageway dimensions for private streets is proposed to be generally 7 metres and be accompanied by footpaths as appropriate. Being part of a community title hamlet, street 'reserves' will not necessarily apply and may vary according to the functional character and place-making qualities desired for each street.

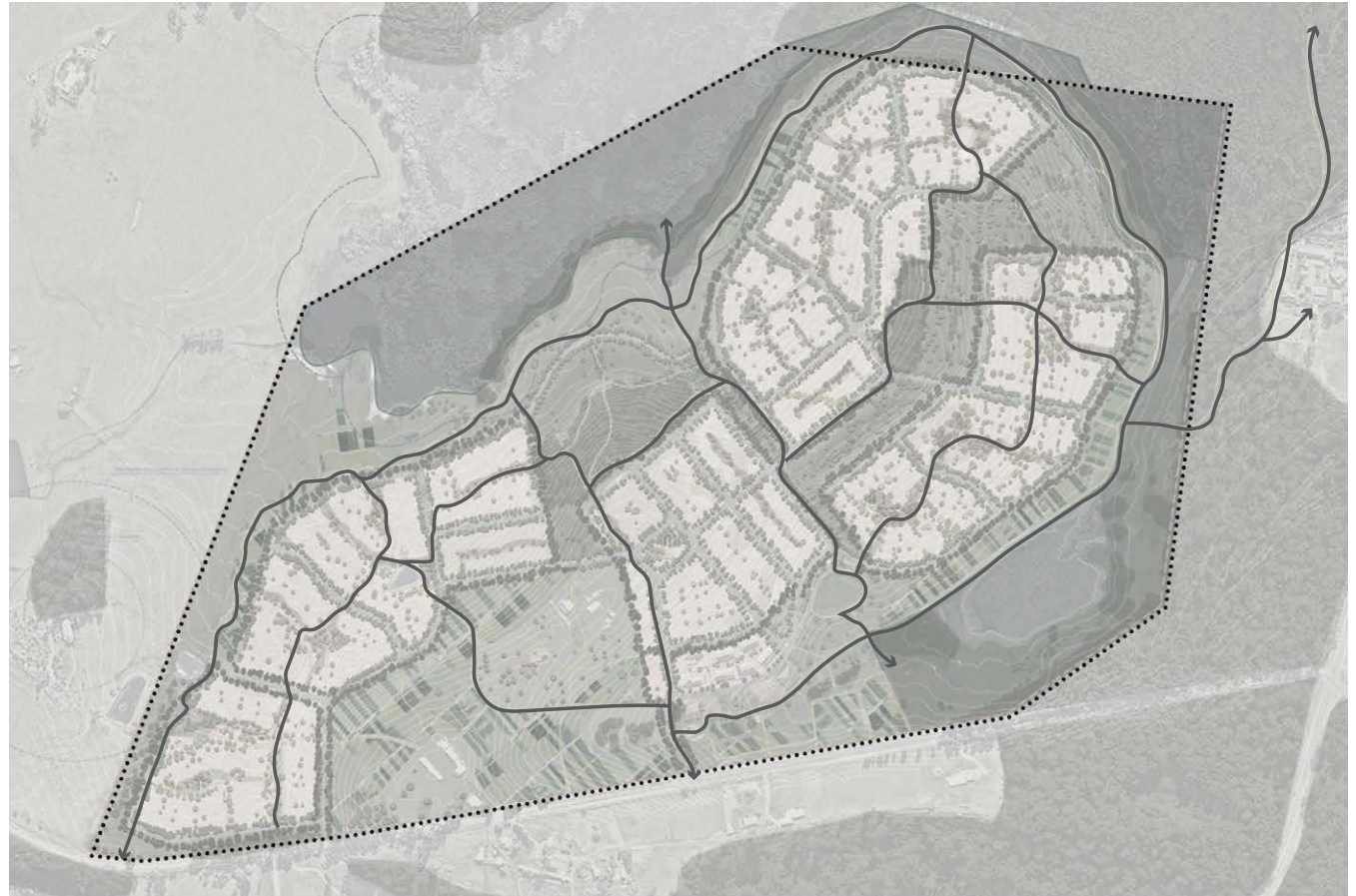




6.2.4 Cycling and Walking

In addition to footpaths which form part of public streets, a highly connected network of approximately 15 km of footpaths, shared paths and walking trails permeate the site, traverse the periphery of the settlement, and provide external access to:

- Broulee via Broulee Road
- Carroll College to the east, and
- The Bower to the north



Appendix B

Existing Bus Timetables



How to use this timetable

This timetable provides a snapshot of service information in 24-hour time (e.g. 5am = 05:00, 5pm = 17:00). Information contained in this timetable is subject to change without notice. Please note that timetables do not include minor stops, additional trips for special events, short term changes, holiday timetable changes, real-time information or any disruption alerts.

For the most up-to-date times, use the Trip Planner or Departures at **transportnsw.info**

Trip planning

You can plan your trip using the Trip Planner or Departures at **transportnsw.info** or by downloading travel apps on your smartphone or tablet.

The Trip Planner, Departures and travel apps offer various features:

- favourite your regular trips
- get estimated pick-up and arrival times
- receive service updates
- find nearby stations, stops, wharves and routes
- check accessibility information.

Find the latest apps at **transportnsw.info/apps**

Accessible services

If you are travelling in a wheelchair or have other accessibility requirements, please contact Premier Motor Service in advance to book and discuss your travel needs.

Reservations

All seats on private coach services must be booked in advance.

Contact Premier Motor Service for more information on how to book.

Luggage

All luggage, other than hand luggage must be stowed either under the coach or in the attached trailer.

Restrictions on the size, number and weight of items may apply.

Contact Premier Motor Service for more information.

Meals, drinks and snacks

You can bring water on board, however other food and drinks may not be permitted. Contact Premier Motor Service for further details. Stops for meal breaks are scheduled into longer coach trips.

Drinking alcohol or being in possession of an open container of alcohol is not permitted. This includes on coaches and at coach stops. It is an offence and fines apply.

Explanation of definitions and symbols



Wheelchair Accessible

700-1

Bomaderry to Eden



Valid from: 10 Sept 2022

Creation date: 19 Jan 2023

NOTE: Information is correct on date of download.

Monday to Friday



| | |
|---|-------|
| Bomaderry Station | 12:29 |
| Nowra Bus Terminal, Stewart Pl, Nowra | 13:15 |
| Bewong Rest Area, Princes Hwy, Bewong | 13:40 |
| Princes Hwy opp Wandean Rd, Wandandian | 13:42 |
| Sussex Inlet Hwy Interchange, Tullarwalla | 13:45 |
| Princes Hwy at Bendalong Rd, Mondayong | 13:55 |
| Princes Hwy after Fishermans Paradise Rd, Conjola | 14:00 |
| Princes Hwy before Lake Conjola Entrance Rd, Yatte Yattah | 14:05 |
| Princes Hwy at Church St, Milton | 14:10 |
| Princes Hwy after Wason St, Ulladulla | 14:20 |
| Princes Hwy after Princess Ave S, Burrill Lake | 14:25 |
| Tabourie Tucker Box, Princes Hwy, Lake Tabourie | 14:30 |
| Princes Hwy at Bawley Point Rd, Termeil | 14:35 |
| East Lynne Store, Princes Hwy, East Lynne | 14:40 |
| Princes Hwy opp 10876, Benandarah | 14:50 |
| Promenade Plaza, Orient St, Batemans Bay | 15:45 |
| Sydney St after Annett St, Mogo | 15:50 |
| Princes Hwy at Broulee Rd, Broulee | 16:00 |
| Vulcan St opp Mirrabooka Ave, Moruya | 16:10 |
| Princes Hwy at Bingie Rd, Bergalia | 16:15 |
| Princes Hwy at Hector McWilliam Dr, Coila | 16:20 |
| Princes Hwy opp Sutcliffe St, Bodalla | 16:30 |
| Princes Hwy at Mort Ave, Dalmeny | 16:35 |
| Wagonga St after Montague St, Narooma | 16:45 |
| Princes Hwy at Mystery Bay Rd, Corunna | 16:50 |
| Corkhill Dr at The Avenue, Tilba Tilba | 17:00 |
| Bermagui Rd at Princes Hwy, Tilba Tilba | 17:05 |
| Wallaga Lake Rd opp Beauty Point Rd, Wallaga Lake | 17:10 |
| Lamont St opp Dickinson Park, Bermagui | 17:20 |
| Cobargo Post Office, Princes Hwy, Cobargo | 17:40 |
| Cobargo St before Moruya St, Quaama | 17:50 |
| Princes Hwy opp Warrigal Range Rd, Brogo | 18:00 |
| Bega Court House, Gipps St, Bega | 18:10 |
| Wolumla Recreation Grounds, Princes Hwy, Wolumla | 18:30 |
| Merimbula Coach Stop, Merimbula | 18:35 |
| Pambula Post Office, Quondola St, Pambula | 18:40 |
| Mitchell St before Maling St, Eden | 19:00 |

700-1**Bomaderry to Eden****Saturday**

| | |
|---|-------|
| Bomaderry Station | 12:29 |
| Nowra Bus Terminal, Stewart Pl, Nowra | 13:15 |
| Bewong Rest Area, Princes Hwy, Bewong | 13:40 |
| Princes Hwy opp Wandean Rd, Wandandian | 13:42 |
| Sussex Inlet Hwy Interchange, Tullarwalla | 13:45 |
| Princes Hwy at Bendalong Rd, Mondayong | 13:55 |
| Princes Hwy after Fishermans Paradise Rd, Conjola | 14:00 |
| Princes Hwy before Lake Conjola Entrance Rd, Yatte Yattah | 14:05 |
| Princes Hwy at Church St, Milton | 14:10 |
| Princes Hwy after Wason St, Ulladulla | 14:20 |
| Princes Hwy after Princess Ave S, Burrill Lake | 14:25 |
| Tabourie Tucker Box, Princes Hwy, Lake Tabourie | 14:30 |
| Princes Hwy at Bawley Point Rd, Termeil | 14:35 |
| East Lynne Store, Princes Hwy, East Lynne | 14:40 |
| Princes Hwy opp 10876, Benandarah | 14:50 |
| Promenade Plaza, Orient St, Batemans Bay | 15:45 |
| Sydney St after Annett St, Mogo | 15:50 |
| Princes Hwy at Broulee Rd, Broulee | 16:00 |
| Vulcan St opp Mirrabooka Ave, Moruya | 16:10 |
| Princes Hwy at Bingie Rd, Bergalia | 16:15 |
| Princes Hwy at Hector McWilliam Dr, Coila | 16:20 |
| Princes Hwy opp Sutcliffe St, Bodalla | 16:30 |
| Princes Hwy at Mort Ave, Dalmeny | 16:35 |
| Wagonga St after Montague St, Narooma | 16:45 |
| Princes Hwy at Mystery Bay Rd, Corunna | 16:50 |
| Corkhill Dr at The Avenue, Tilba Tilba | 17:00 |
| Bermagui Rd at Princes Hwy, Tilba Tilba | 17:05 |
| Wallaga Lake Rd opp Beauty Point Rd, Wallaga Lake | 17:10 |
| Lamont St opp Dickinson Park, Bermagui | 17:20 |
| Cobargo Post Office, Princes Hwy, Cobargo | 17:40 |
| Cobargo St before Moruya St, Quaama | 17:50 |
| Princes Hwy opp Warrigal Range Rd, Brogo | 18:00 |
| Bega Court House, Gipps St, Bega | 18:10 |
| Wolumla Recreation Grounds, Princes Hwy, Wolumla | 18:30 |
| Merimbula Coach Stop, Merimbula | 18:35 |
| Pambula Post Office, Quondola St, Pambula | 18:40 |
| Mitchell St before Maling St, Eden | 19:00 |

700-1

Bomaderry to Eden



Sunday & Public Holidays



| | |
|---|-------|
| Bomaderry Station | 12:29 |
| Nowra Bus Terminal, Stewart Pl, Nowra | 13:15 |
| Bewong Rest Area, Princes Hwy, Bewong | 13:40 |
| Princes Hwy opp Wandean Rd, Wandandian | 13:42 |
| Sussex Inlet Hwy Interchange, Tullarwalla | 13:45 |
| Princes Hwy at Bendalong Rd, Mondayong | 13:55 |
| Princes Hwy after Fishermans Paradise Rd, Conjola | 14:00 |
| Princes Hwy before Lake Conjola Entrance Rd, Yatte Yattah | 14:05 |
| Princes Hwy at Church St, Milton | 14:10 |
| Princes Hwy after Wason St, Ulladulla | 14:20 |
| Princes Hwy after Princess Ave S, Burrill Lake | 14:25 |
| Tabourie Tucker Box, Princes Hwy, Lake Tabourie | 14:30 |
| Princes Hwy at Bawley Point Rd, Termeil | 14:35 |
| East Lynne Store, Princes Hwy, East Lynne | 14:40 |
| Princes Hwy opp 10876, Benandarah | 14:50 |
| Promenade Plaza, Orient St, Batemans Bay | 15:45 |
| Sydney St after Annett St, Mogo | 15:50 |
| Princes Hwy at Broulee Rd, Broulee | 16:00 |
| Vulcan St opp Mirrabooka Ave, Moruya | 16:10 |
| Princes Hwy at Bingie Rd, Bergalia | 16:15 |
| Princes Hwy at Hector McWilliam Dr, Coila | 16:20 |
| Princes Hwy opp Sutcliffe St, Bodalla | 16:30 |
| Princes Hwy at Mort Ave, Dalmeny | 16:35 |
| Wagonga St after Montague St, Narooma | 16:45 |
| Princes Hwy at Mystery Bay Rd, Corunna | 16:50 |
| Corkhill Dr at The Avenue, Tilba Tilba | 17:00 |
| Bermagui Rd at Princes Hwy, Tilba Tilba | 17:05 |
| Wallaga Lake Rd opp Beauty Point Rd, Wallaga Lake | 17:10 |
| Lamont St opp Dickinson Park, Bermagui | 17:20 |
| Cobargo Post Office, Princes Hwy, Cobargo | 17:40 |
| Cobargo St before Moruya St, Quaama | 17:50 |
| Princes Hwy opp Warrigal Range Rd, Brogo | 18:00 |
| Bega Court House, Gipps St, Bega | 18:10 |
| Wolumla Recreation Grounds, Princes Hwy, Wolumla | 18:30 |
| Merimbula Coach Stop, Merimbula | 18:35 |
| Pambula Post Office, Quondola St, Pambula | 18:40 |
| Mitchell St before Maling St, Eden | 19:00 |

700-1**Eden to Bomaderry****Monday to Friday**

| | |
|--|-------|
| Mitchell St at Imlay St, Eden | 05:55 |
| Quondola St opp Pambula Post Office, Pambula | 06:10 |
| Merimbula Coach Stop, Merimbula | 06:20 |
| Wolumla Coach Stop, Princes Hwy, Wolumla | 06:30 |
| Bega Court House, Gipps St, Bega | 06:45 |
| Princes Hwy at Warrigal Range Rd, Brogo | 06:55 |
| Cobargo St before Moruya St, Quaama | 07:00 |
| Cobargo Post Office, Princes Hwy, Cobargo | 07:15 |
| Lamont St opp Dickinson Park, Bermagui | 07:35 |
| Wallaga Lake Rd at Beauty Point Rd, Wallaga Lake | 07:40 |
| Bermagui Rd at Princes Hwy, Tilba Tilba | 07:45 |
| Corkhill Dr at The Avenue, Tilba Tilba | 07:50 |
| Corkhill Dr opp Bate St, Central Tilba | 07:55 |
| Princes Hwy opp Mystery Bay Rd, Corunna | 08:00 |
| Wagonga St at Montague St, Narooma | 08:15 |
| Princes Hwy at Mort Ave, Dalmeny | 08:20 |
| Princes Hwy at Eurobadalla Rd, Bodalla | 08:25 |
| Princes Hwy opp Hector McWilliam Dr, Coila | 08:35 |
| Princes Hwy opp Bingie Rd, Bergalia | 08:40 |
| Vulcan St at Mirrabooka Ave, Moruya | 08:50 |
| Princes Hwy opp Broulee Rd, Bimbimbie | 08:55 |
| Sydney St opp Annett St, Mogo | 09:00 |
| Promenade Plaza, Orient St, Batemans Bay | 10:00 |
| 10876 Princes Hwy, Benandarah | 10:05 |
| East Lynne Store, Princes Hwy, East Lynne | 10:15 |
| Princes Hwy and The Old Hwy, Termeil | 10:30 |
| Princes Hwy opp Tabourie Tucker Box, Lake Tabourie | 10:35 |
| Princes Hwy before McDonald Pde, Burrill Lake | 10:40 |
| Princes Hwy opp Wason St, Ulladulla | 10:50 |
| Princes Hwy at Church St, Milton | 11:00 |
| Lake Conjola Entrance Rd opp Princes Hwy, Yatte Yattah | 11:05 |
| Princes Hwy at Golden Flats Lane, Conjola | 11:07 |
| Princes Hwy opp Bendalong Rd, Mondayong | 11:10 |
| Sussex Inlet Hwy Interchange, Tullarwalla | 11:20 |
| Princes Hwy at Wandean Rd, Wandandian | 11:23 |
| Bewong Rest Area, Princes Hwy, Bewong | 11:25 |
| Bomaderry Station | 12:05 |
| Nowra Bus Terminal, Stewart Pl, Nowra | 13:00 |

700-1**Eden to Bomaderry****Saturday**

| | |
|--|-------|
| Mitchell St at Imlay St, Eden | 05:55 |
| Quondola St opp Pambula Post Office, Pambula | 06:10 |
| Merimbula Coach Stop, Merimbula | 06:20 |
| Wolumla Coach Stop, Princes Hwy, Wolumla | 06:30 |
| Bega Court House, Gipps St, Bega | 06:45 |
| Princes Hwy at Warrigal Range Rd, Brogo | 06:55 |
| Cobargo St before Moruya St, Quaama | 07:00 |
| Cobargo Post Office, Princes Hwy, Cobargo | 07:15 |
| Lamont St opp Dickinson Park, Bermagui | 07:35 |
| Wallaga Lake Rd at Beauty Point Rd, Wallaga Lake | 07:40 |
| Bermagui Rd at Princes Hwy, Tilba Tilba | 07:45 |
| Corkhill Dr at The Avenue, Tilba Tilba | 07:50 |
| Corkhill Dr opp Bate St, Central Tilba | 07:55 |
| Princes Hwy opp Mystery Bay Rd, Corunna | 08:00 |
| Wagonga St at Montague St, Narooma | 08:15 |
| Princes Hwy at Mort Ave, Dalmeny | 08:20 |
| Princes Hwy at Eurobadalla Rd, Bodalla | 08:25 |
| Princes Hwy opp Hector McWilliam Dr, Coila | 08:35 |
| Princes Hwy opp Bingie Rd, Bergalia | 08:40 |
| Vulcan St at Mirrabooka Ave, Moruya | 08:50 |
| Princes Hwy opp Broulee Rd, Bimbimbie | 08:55 |
| Sydney St opp Annett St, Mogo | 09:00 |
| Promenade Plaza, Orient St, Batemans Bay | 10:00 |
| 10876 Princes Hwy, Benandarah | 10:05 |
| East Lynne Store, Princes Hwy, East Lynne | 10:15 |
| Princes Hwy and The Old Hwy, Termeil | 10:30 |
| Princes Hwy opp Tabourie Tucker Box, Lake Tabourie | 10:35 |
| Princes Hwy before McDonald Pde, Burrill Lake | 10:40 |
| Princes Hwy opp Wason St, Ulladulla | 10:50 |
| Princes Hwy at Church St, Milton | 11:00 |
| Lake Conjola Entrance Rd opp Princes Hwy, Yatte Yattah | 11:05 |
| Princes Hwy at Golden Flats Lane, Conjola | 11:07 |
| Princes Hwy opp Bendalong Rd, Mondayong | 11:10 |
| Sussex Inlet Hwy Interchange, Tullarwalla | 11:20 |
| Princes Hwy at Wandean Rd, Wandandian | 11:23 |
| Bewong Rest Area, Princes Hwy, Bewong | 11:25 |
| Bomaderry Station | 12:05 |
| Nowra Bus Terminal, Stewart Pl, Nowra | 13:00 |

700-1

Eden to Bomaderry



Sunday & Public Holidays

| | |
|--|-------|
| Mitchell St at Imlay St, Eden | 05:55 |
| Quondola St opp Pambula Post Office, Pambula | 06:10 |
| Merimbula Coach Stop, Merimbula | 06:20 |
| Wolumla Coach Stop, Princes Hwy, Wolumla | 06:30 |
| Bega Court House, Gipps St, Bega | 06:45 |
| Princes Hwy at Warrigal Range Rd, Brogo | 06:55 |
| Cobargo St before Moruya St, Quaama | 07:00 |
| Cobargo Post Office, Princes Hwy, Cobargo | 07:15 |
| Lamont St opp Dickinson Park, Bermagui | 07:35 |
| Wallaga Lake Rd at Beauty Point Rd, Wallaga Lake | 07:40 |
| Bermagui Rd at Princes Hwy, Tilba Tilba | 07:45 |
| Corkhill Dr at The Avenue, Tilba Tilba | 07:50 |
| Corkhill Dr opp Bate St, Central Tilba | 07:55 |
| Princes Hwy opp Mystery Bay Rd, Corunna | 08:00 |
| Wagonga St at Montague St, Narooma | 08:15 |
| Princes Hwy at Mort Ave, Dalmeny | 08:20 |
| Princes Hwy at Eurobadalla Rd, Bodalla | 08:25 |
| Princes Hwy opp Hector McWilliam Dr, Coila | 08:35 |
| Princes Hwy opp Bingie Rd, Bergalia | 08:40 |
| Vulcan St at Mirrabooka Ave, Moruya | 08:50 |
| Princes Hwy opp Broulee Rd, Bimbimbie | 08:55 |
| Sydney St opp Annett St, Mogo | 09:00 |
| Promenade Plaza, Orient St, Batemans Bay | 10:00 |
| 10876 Princes Hwy, Benandarah | 10:05 |
| East Lynne Store, Princes Hwy, East Lynne | 10:15 |
| Princes Hwy and The Old Hwy, Termeil | 10:30 |
| Princes Hwy opp Tabourie Tucker Box, Lake Tabourie | 10:35 |
| Princes Hwy before McDonald Pde, Burrill Lake | 10:40 |
| Princes Hwy opp Wason St, Ulladulla | 10:50 |
| Princes Hwy at Church St, Milton | 11:00 |
| Lake Conjola Entrance Rd opp Princes Hwy, Yatte Yattah | 11:05 |
| Princes Hwy at Golden Flats Lane, Conjola | 11:07 |
| Princes Hwy opp Bendalong Rd, Mondayong | 11:10 |
| Sussex Inlet Hwy Interchange, Tullarwalla | 11:20 |
| Princes Hwy at Wandean Rd, Wandandian | 11:23 |
| Bewong Rest Area, Princes Hwy, Bewong | 11:25 |
| Bomaderry Station | 12:05 |
| Nowra Bus Terminal, Stewart Pl, Nowra | 13:00 |



Route
860

Moruya to Batemans Bay via Broulee and Surf Beach

Please
Hail
Driver

Effective from 1 January 2023

Monday to Friday

| map ref | Route Number | 860 | 860 | 860 | 860 | 860 | 860 | 860 | 860 |
|------------|---------------------------------|---------------|------|-------|-------|-------|-------|------|---------------|
| | | am | am | am | am | am | pm | pm | pm |
| P | Moruya TAFE | — | — | — | — | — | 12.40 | — | 4.45 |
| O | Moruya Hospital | — | 8.50 | — | — | 11.05 | 12.55 | — | — |
| N | Moruya (Apex Park) | 7.25 | 9.00 | — | — | 11.15 | 1.00 | — | 4.50 |
| M | Broulee & Mossy Point | 7.40 | 9.15 | 9.35 | 10.15 | 11.30 | 1.15 | 1.34 | 5.05 |
| L | Tomakin Bus Shelter | 7.45 | 9.20 | 9.40 | 10.20 | 11.35 | 1.20 | 1.39 | 5.10 |
| K | Tomakin Loop | 7.47 | 9.22 | 9.42 | 10.22 | 11.37 | 1.22 | 1.41 | 5.12 |
| J | Rosedale Pde | 7.55 | 9.30 | 9.50 | 10.30 | 11.45 | 1.30 | 1.49 | 5.20 |
| I | Malua Bay Shops | 7.58 | 9.33 | 9.53 | 10.33 | 11.48 | 1.33 | 1.52 | 5.23 |
| H | Surf Beach Avenue | 8.03 | — | 9.58 | 10.38 | 11.53 | — | 1.57 | 5.28 |
| G | Pacific Road/Eric Fenning Drive | 8.04 | — | 9.59 | 10.39 | 11.54 | — | 1.58 | 5.29 |
| F | Surf Beach Shops | 8.05 | 9.38 | 10.00 | 10.40 | 11.55 | 1.38 | 1.59 | 5.30 |
| E | Batehaven Shops | D 8.20 | 9.43 | 10.05 | 10.45 | 12.00 | 1.43 | 2.04 | D 4.34 |
| D | South/Pacific Street | — | — | 10.08 | 10.48 | 12.03 | — | 2.07 | — |
| C | Woolworths & Old Princes Hwy | — | — | 10.11 | 10.51 | 12.06 | — | 2.10 | — |
| A | Village Centre | 8.25 | 9.48 | 10.14 | 10.54 | 12.09 | 1.48 | 2.13 | 5.40 |
| B | Promenade Plaza | 8.27 | 9.50 | 10.16 | 10.56 | 12.11 | 1.50 | 2.15 | 5.42 |

Saturdays & Public Holidays

| map ref | Route Number | 860 | 860 | 860 |
|------------|---------------------------------|------|-------|------|
| | | am | pm | pm |
| P | Moruya TAFE | — | — | — |
| O | Moruya Hospital | — | 12.20 | 3.15 |
| N | Moruya (Apex Park) | 9.00 | 12.25 | 3.20 |
| M | Broulee & Mossy Point | 9.17 | 12.40 | 3.35 |
| L | Tomakin Bus Shelter | 9.22 | 12.45 | 3.40 |
| K | Tomakin Loop | 9.24 | 12.47 | 3.42 |
| J | Rosedale Pde | 9.32 | 12.55 | 3.50 |
| I | Malua Bay Shops | 9.35 | 12.58 | 3.53 |
| H | Surf Beach Avenue | 9.40 | 1.03 | 4.01 |
| G | Pacific Road/Eric Fenning Drive | 9.43 | 1.06 | 4.01 |
| F | Surf Beach Shops | 9.44 | 1.07 | 4.02 |
| E | Batehaven Shops | 9.49 | 1.12 | 4.07 |
| D | South/Pacific Street | — | — | — |
| C | Woolworths & Old Princes Hwy | — | — | — |
| A | Village Centre | 9.54 | 1.17 | 4.12 |
| B | Promenade Plaza | 9.56 | 1.19 | 4.15 |

Explanations

- D** Service diverts via John St, Peter Cres, View St, Domonic Dr, Christopher Cres & Edward Rd.
- No Service.
- Wheelchair-accessible service.

For comprehensive information
about all Priors Bus Services,
grab your copy of the
Batemans Bay Bus Guide
by calling (02) 4472 4040
or visit our website
www.priorsbus.com.au

Service does not operate on Sunday,
Christmas Day, and Good Friday.

PRIORS
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Route
860

Batemans Bay to Moruya via Surf Beach and Broulee



Effective from 1 January 2023

Monday to Friday

| map ref | Route Number | 860 | 860 | 860 | 860 | 860 | 860 | 860 | 860 |
|------------|---------------------------------|------|------|-------|-------|-------|------|------|---------------|
| | | am | am | am | am | pm | pm | pm | pm |
| A | Village Centre | 7.15 | 9.05 | 9.55 | 11.20 | 12.30 | 1.30 | 2.10 | 3.30 |
| B | Promenade Plaza | 7.20 | 9.10 | 10.00 | 11.25 | 12.35 | 1.35 | 2.15 | 3.35 |
| C | Woolworths & Old Princes Hwy | – | – | – | 11.27 | – | 1.37 | – | 3.37 |
| D | South/Pacific Streets | – | – | – | 11.29 | – | 1.39 | – | 3.39 |
| E | Batehaven Shops | 7.25 | 9.15 | 10.05 | 11.35 | 12.40 | 1.45 | 2.20 | V 3.45 |
| F | Surf Beach Shops | 7.30 | 9.20 | 10.10 | 11.40 | 12.45 | 1.50 | 2.25 | 3.53 |
| G | Pacific Road/Eric Fenning Drive | – | – | – | 11.41 | – | 1.51 | – | 3.56 |
| H | Surf Beach Avenue | – | – | – | 11.42 | – | 1.52 | – | 4.00 |
| I | Malua Bay Shops | 7.40 | 9.30 | 10.20 | 11.50 | 12.55 | 2.00 | 2.35 | 4.09 |
| J | Rosedale Pde | 7.43 | 9.33 | 10.23 | 11.53 | 12.58 | 2.03 | 2.38 | 4.12 |
| K | Tomakin Loop | 7.50 | 9.40 | 10.30 | 12.00 | 1.05 | 2.10 | 2.45 | 4.19 |
| L | Tomakin Bus Shelter | 7.54 | 9.44 | 10.34 | 12.04 | 1.09 | 2.14 | 2.49 | 4.23 |
| M | Mossy Point/Broulee | 7.58 | 9.48 | 10.38 | 12.08 | 1.13 | 2.18 | 2.53 | 4.25 |
| N | Moruya (Apex Park) | 8.13 | – | 10.55 | 12.23 | – | – | 3.20 | B |
| O | Moruya Hospital | 8.18 | – | 11.05 | 12.28 | – | – | 3.30 | B |
| P | Moruya TAFE | 8.23 | – | – | 12.40 | – | – | – | – |

Saturdays & Public Holidays

| map ref | Route Number | 860 | 860 | 860 |
|------------|---------------------------------|------|-------|---------------|
| | | am | am | pm |
| A | Village Centre | 7.45 | 10.55 | 1.25 |
| B | Promenade Plaza | 7.50 | 11.00 | H 1.30 |
| C | Woolworths & Old Princes Hwy | – | – | 1.32 |
| D | South/Pacific Streets | – | – | 1.34 |
| E | Batehaven Shops | 7.55 | 11.10 | V 1.50 |
| F | Surf Beach Shops | 8.00 | 11.15 | 2.08 |
| G | Pacific Road/Eric Fenning Drive | 8.01 | – | 2.10 |
| H | Surf Beach Avenue | 8.12 | – | 2.10 |
| I | Malua Bay Shops | 8.20 | 11.20 | 2.17 |
| J | Rosedale Pde | 8.23 | 11.23 | 2.20 |
| K | Tomakin Loop | 8.30 | 11.30 | 2.27 |
| L | Tomakin Bus Shelter | 8.34 | 11.34 | 2.27 |
| M | Mossy Point/Broulee | 8.38 | 11.39 | 2.32 |
| N | Moruya (Apex Park) | 8.55 | 11.56 | 2.52 |
| O | Moruya Hospital | – | 12.00 | 2.55 |
| P | Moruya TAFE | – | – | – |

Explanations

- B** Service continues to Moruya during school holidays.
- H** Service diverts via route 861 through Catalina.
- M** Service continues to Moruya by request.
- V** Service diverts via route 861 through Batehaven and Sunshine Bay.
- No Service.
- Wheelchair-accessible service.

For comprehensive information
about all Priors Bus Services,
grab your copy of the
Batemans Bay Bus Guide
by calling (02) 4472 4040
or visit our website
www.priorsbus.com.au

i Service does not operate on Sunday,
Christmas Day, and Good Friday.

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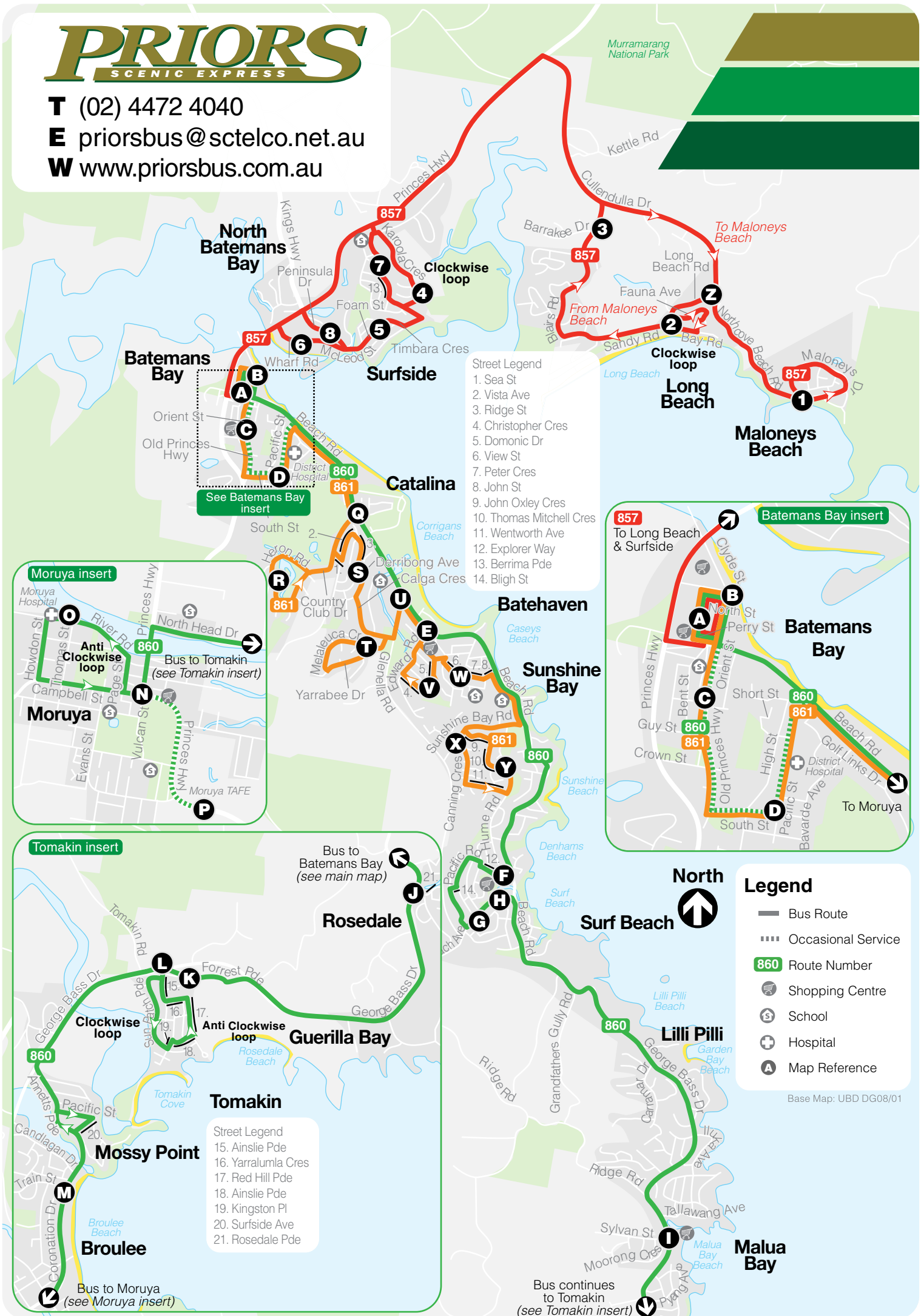
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Appendix C

Traffic Survey Data

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Princes Hwy and Broulee Rd, Broulee

GPS -35.848921, 150.132467

| | |
|-----------|--------------|
| Date: | Wed 09/11/22 |
| Weather: | Fine |
| Suburban: | Broulee |
| Customer: | N/A |

| | |
|--------|-------------|
| North: | Princes Hwy |
| East: | Broulee Rd |
| South: | Princes Hwy |
| West: | N/A |

| | | |
|---------|-----|-----------------|
| Survey | AM: | 6:30 AM-9:30 AM |
| Period | PM: | 3:30 PM-6:30 PM |
| Traffic | AM: | 8:15 AM-9:15 AM |
| Peak | PM: | 3:30 PM-4:30 PM |

All Vehicles

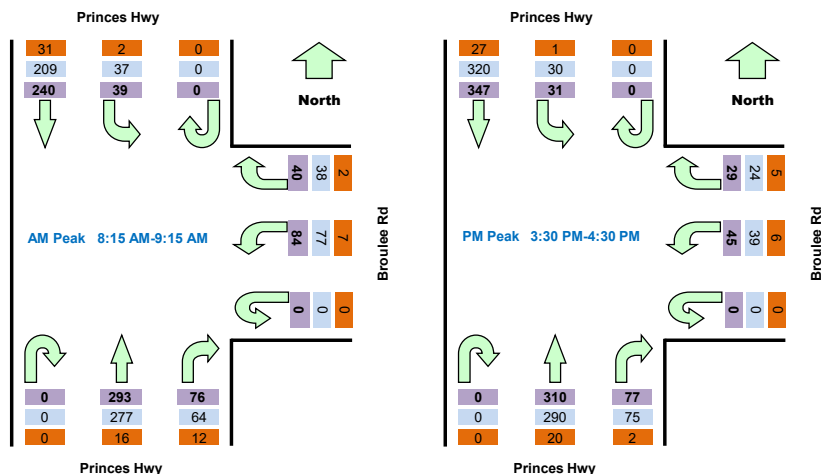
| Time | | North Approach Princes Hwy | | | East Approach Broulee Rd | | | South Approach Princes Hwy | | | Hourly Total | |
|--------------|------------|----------------------------|-----|----|--------------------------|----|----|----------------------------|----|----|--------------|------|
| Period Start | Period End | U | SB | L | U | R | L | U | R | NB | Hour | Peak |
| 6:30 | 6:45 | 0 | 30 | 6 | 0 | 4 | 6 | 0 | 15 | 42 | 459 | |
| 6:45 | 7:00 | 0 | 40 | 5 | 0 | 7 | 9 | 0 | 11 | 47 | 508 | |
| 7:00 | 7:15 | 0 | 33 | 5 | 0 | 4 | 2 | 0 | 17 | 53 | 553 | |
| 7:15 | 7:30 | 0 | 28 | 8 | 0 | 9 | 11 | 0 | 12 | 55 | 622 | |
| 7:30 | 7:45 | 0 | 62 | 1 | 0 | 4 | 13 | 0 | 10 | 62 | 701 | |
| 7:45 | 8:00 | 0 | 65 | 6 | 0 | 8 | 16 | 0 | 13 | 56 | 745 | |
| 8:00 | 8:15 | 0 | 56 | 15 | 0 | 11 | 14 | 0 | 17 | 70 | 762 | |
| 8:15 | 8:30 | 0 | 52 | 14 | 0 | 10 | 23 | 0 | 18 | 85 | 772 | Peak |
| 8:30 | 8:45 | 0 | 59 | 16 | 0 | 12 | 16 | 0 | 25 | 68 | 725 | |
| 8:45 | 9:00 | 0 | 54 | 5 | 0 | 11 | 26 | 0 | 18 | 67 | | |
| 9:00 | 9:15 | 0 | 75 | 4 | 0 | 7 | 19 | 0 | 15 | 73 | | |
| 9:15 | 9:30 | 0 | 54 | 1 | 0 | 5 | 7 | 0 | 6 | 82 | | |
| 15:30 | 15:45 | 0 | 76 | 7 | 0 | 8 | 11 | 0 | 16 | 83 | 839 | Peak |
| 15:45 | 16:00 | 0 | 76 | 11 | 0 | 9 | 15 | 0 | 16 | 70 | 822 | |
| 16:00 | 16:15 | 0 | 86 | 4 | 0 | 7 | 11 | 0 | 23 | 91 | 797 | |
| 16:15 | 16:30 | 0 | 109 | 9 | 0 | 5 | 8 | 0 | 22 | 66 | 726 | |
| 16:30 | 16:45 | 0 | 67 | 9 | 0 | 9 | 8 | 0 | 16 | 75 | 685 | |
| 16:45 | 17:00 | 0 | 75 | 3 | 0 | 6 | 6 | 0 | 13 | 69 | 655 | |
| 17:00 | 17:15 | 0 | 56 | 6 | 0 | 4 | 7 | 0 | 16 | 62 | 598 | |
| 17:15 | 17:30 | 0 | 81 | 6 | 0 | 2 | 7 | 0 | 10 | 72 | 544 | |
| 17:30 | 17:45 | 0 | 82 | 6 | 0 | 2 | 9 | 0 | 14 | 41 | 450 | |
| 17:45 | 18:00 | 0 | 46 | 6 | 0 | 3 | 4 | 0 | 12 | 44 | | |
| 18:00 | 18:15 | 0 | 45 | 2 | 0 | 3 | 8 | 0 | 10 | 29 | | |
| 18:15 | 18:30 | 0 | 36 | 5 | 0 | 0 | 6 | 0 | 4 | 33 | | |

| Peak Time | | North Approach Princes Hwy | | | East Approach Broulee Rd | | | South Approach Princes Hwy | | | Peak total |
|--------------|------------|----------------------------|-----|----|--------------------------|----|----|----------------------------|----|-----|------------|
| Period Start | Period End | U | SB | L | U | R | L | U | R | NB | |
| 8:15 | 9:15 | 0 | 240 | 39 | 0 | 40 | 84 | 0 | 76 | 293 | 772 |
| 15:30 | 16:30 | 0 | 347 | 31 | 0 | 29 | 45 | 0 | 77 | 310 | 839 |

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

| |
|-------|
| Total |
| Light |
| Heavy |



Light Vehicles

| Time | | North Approach Princes Hw | | | East Approach Broulee Rd | | | South Approach Princes Hw | | |
|--------------|------------|---------------------------|-----|----|--------------------------|----|----|---------------------------|----|----|
| Period Start | Period End | U | SB | L | U | R | L | U | R | NB |
| 6:30 | 6:45 | 0 | 26 | 5 | 0 | 4 | 6 | 0 | 7 | 40 |
| 6:45 | 7:00 | 0 | 33 | 5 | 0 | 7 | 9 | 0 | 8 | 36 |
| 7:00 | 7:15 | 0 | 26 | 5 | 0 | 4 | 2 | 0 | 14 | 42 |
| 7:15 | 7:30 | 0 | 24 | 7 | 0 | 9 | 11 | 0 | 9 | 47 |
| 7:30 | 7:45 | 0 | 53 | 1 | 0 | 3 | 12 | 0 | 5 | 55 |
| 7:45 | 8:00 | 0 | 61 | 5 | 0 | 6 | 15 | 0 | 10 | 48 |
| 8:00 | 8:15 | 0 | 50 | 15 | 0 | 11 | 12 | 0 | 17 | 61 |
| 8:15 | 8:30 | 0 | 46 | 12 | 0 | 10 | 19 | 0 | 17 | 81 |
| 8:30 | 8:45 | 0 | 54 | 16 | 0 | 11 | 15 | 0 | 19 | 64 |
| 8:45 | 9:00 | 0 | 48 | 5 | 0 | 10 | 26 | 0 | 13 | 66 |
| 9:00 | 9:15 | 0 | 61 | 4 | 0 | 7 | 17 | 0 | 15 | 66 |
| 9:15 | 9:30 | 0 | 48 | 1 | 0 | 5 | 6 | 0 | 5 | 79 |
| 15:30 | 15:45 | 0 | 70 | 7 | 0 | 5 | 9 | 0 | 15 | 74 |
| 15:45 | 16:00 | 0 | 71 | 11 | 0 | 7 | 13 | 0 | 16 | 68 |
| 16:00 | 16:15 | 0 | 78 | 4 | 0 | 7 | 9 | 0 | 22 | 88 |
| 16:15 | 16:30 | 0 | 101 | 8 | 0 | 5 | 8 | 0 | 22 | 60 |
| 16:30 | 16:45 | 0 | 63 | 8 | 0 | 8 | 8 | 0 | 16 | 74 |
| 16:45 | 17:00 | 0 | 69 | 3 | 0 | 6 | 5 | 0 | 13 | 62 |
| 17:00 | 17:15 | 0 | 51 | 5 | 0 | 4 | 6 | 0 | 16 | 60 |
| 17:15 | 17:30 | 0 | 79 | 6 | 0 | 2 | 7 | 0 | 10 | 68 |
| 17:30 | 17:45 | 0 | 80 | 6 | 0 | 2 | 9 | 0 | 13 | 39 |
| 17:45 | 18:00 | 0 | 43 | 5 | 0 | 3 | 4 | 0 | 12 | 43 |
| 18:00 | 18:15 | 0 | 43 | 2 | 0 | 3 | 8 | 0 | 10 | 26 |
| 18:15 | 18:30 | 0 | 36 | 5 | 0 | 0 | 6 | 0 | 4 | 29 |

| Peak Time | | North Approach Princes Hw | | | East Approach Broulee Rd | | | South Approach Princes Hw | | | Peak total |
|--------------|------------|---------------------------|-----|----|--------------------------|----|----|---------------------------|----|-----|------------|
| Period Start | Period End | U | SB | L | U | R | L | U | R | NB | |
| 8:15 | 9:15 | 0 | 209 | 37 | 0 | 38 | 77 | 0 | 64 | 277 | 702 |
| 15:30 | 16:30 | 0 | 320 | 30 | 0 | 24 | 39 | 0 | 75 | 290 | 778 |

Heavy Vehicles

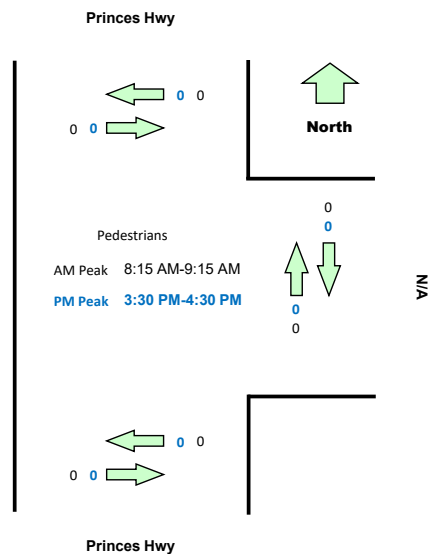
| Time | | North Approach Princes Hw | | | East Approach Broulee Rd | | | South Approach Princes Hw | | |
|--------------|------------|---------------------------|----|---|--------------------------|---|---|---------------------------|---|----|
| Period Start | Period End | U | SB | L | U | R | L | U | R | NB |
| 6:30 | 6:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 8 | 2 |
| 6:45 | 7:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 11 |
| 7:00 | 7:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 11 |
| 7:15 | 7:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 3 | 8 |
| 7:30 | 7:45 | 0 | 9 | 0 | 0 | 1 | 1 | 0 | 5 | 7 |
| 7:45 | 8:00 | 0 | 4 | 1 | 0 | 2 | 1 | 0 | 3 | 8 |
| 8:00 | 8:15 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 9 |
| 8:15 | 8:30 | 0 | 6 | 2 | 0 | 0 | 4 | 0 | 1 | 4 |
| 8:30 | 8:45 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 6 | 4 |
| 8:45 | 9:00 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 5 | 1 |
| 9:00 | 9:15 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| 9:15 | 9:30 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 15:30 | 15:45 | 0 | 6 | 0 | 0 | 3 | 2 | 0 | 1 | 9 |
| 15:45 | 16:00 | 0 | 5 | 0 | 0 | 2 | 2 | 0 | 0 | 2 |
| 16:00 | 16:15 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 1 | 3 |
| 16:15 | 16:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:30 | 16:45 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 16:45 | 17:00 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 17:00 | 17:15 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 2 |
| 17:15 | 17:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 17:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 17:45 | 18:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 18:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:15 | 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |

| Peak Time | | North Approach Princes Hw | | | East Approach Broulee Rd | | | South Approach Princes Hw | | | Peak total |
|--------------|------------|---------------------------|----|---|--------------------------|---|---|---------------------------|----|----|------------|
| Period Start | Period End | U | SB | L | U | R | L | U | R | NB | |
| 8:15 | 9:15 | 0 | 31 | 2 | 0 | 2 | 7 | 0 | 12 | 16 | 70 |
| 15:30 | 16:30 | 0 | 27 | 1 | 0 | 5 | 6 | 0 | 2 | 20 | 61 |

Pedestrians Crossing

| Time | | North Approach Princes Hwy | | East Approach Broulee Rd | | South Approach Princes Hwy | | Hourly Total |
|--------------|------------|----------------------------|-----------|--------------------------|------------|----------------------------|-----------|--------------|
| Period Start | Period End | Westbound | Eastbound | Northbound | Southbound | Westbound | Eastbound | |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 | 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:00 | 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:15 | 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15:30 | 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:00 | 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:15 | 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | |

| Peak Time | | North Approach Princes Hwy | | East Approach Broulee Rd | | South Approach Princes Hwy | | Peak total |
|--------------|------------|----------------------------|-----------|--------------------------|------------|----------------------------|-----------|------------|
| Period Start | Period End | Westbound | Eastbound | Northbound | Southbound | Westbound | Eastbound | |
| 8:15 | 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Intersection of Broulee Rd and George Bass Dr, Broulee

GPS: -35.855895, 150.163212

| | |
|-----------|--------------|
| Date: | Wed 09/11/22 |
| Weather: | Fine |
| Suburban: | Broulee |
| Customer: | N/A |

| | |
|--------|----------------|
| North: | George Bass Dr |
| East: | Broulee Rd |
| South: | George Bass Dr |
| West: | Broulee Rd |

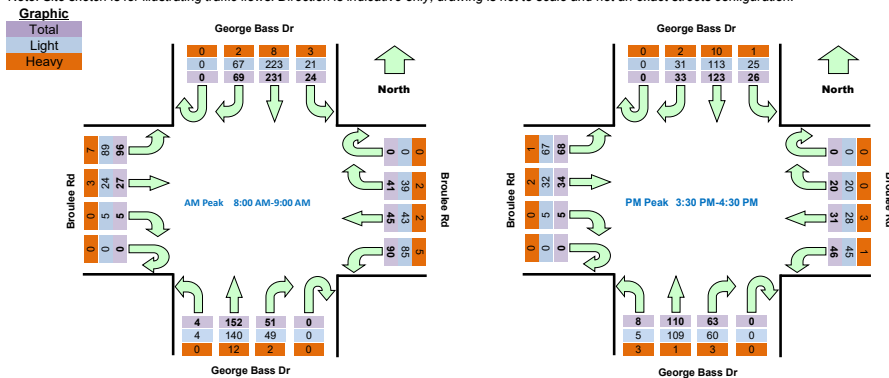
| | |
|---------|---------------------|
| Survey | AM: 6:30 AM-9:30 AM |
| Period | PM: 3:30 PM-6:30 PM |
| Traffic | AM: 8:00 AM-9:00 AM |
| Peak | PM: 3:30 PM-4:30 PM |

All Vehicles

| Time | | North Approach George Bass Dr | | | | East Approach Broulee Rd | | | | South Approach George Bass Dr | | | | West Approach Broulee Rd | | | | Hourly Total | |
|--------------|------------|-------------------------------|----|----|----|--------------------------|----|----|----|-------------------------------|----|----|---|--------------------------|---|----|----|--------------|------|
| Period Start | Period End | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L | Hour | Peak |
| 6:30 | 6:45 | 0 | 5 | 10 | 3 | 0 | 2 | 6 | 10 | 0 | 1 | 10 | 0 | 0 | 1 | 5 | 5 | 316 | |
| 6:45 | 7:00 | 0 | 8 | 18 | 2 | 0 | 2 | 7 | 7 | 0 | 5 | 11 | 0 | 0 | 2 | 2 | 9 | 395 | |
| 7:00 | 7:15 | 0 | 7 | 23 | 2 | 0 | 5 | 2 | 3 | 0 | 6 | 6 | 1 | 0 | 3 | 4 | 11 | 463 | |
| 7:15 | 7:30 | 0 | 10 | 29 | 2 | 0 | 7 | 4 | 15 | 0 | 5 | 16 | 4 | 0 | 2 | 6 | 12 | 563 | |
| 7:30 | 7:45 | 0 | 8 | 30 | 4 | 0 | 6 | 11 | 22 | 0 | 11 | 26 | 1 | 0 | 0 | 5 | 13 | 669 | |
| 7:45 | 8:00 | 0 | 15 | 47 | 4 | 0 | 8 | 7 | 20 | 0 | 5 | 18 | 1 | 0 | 0 | 2 | 14 | 784 | |
| 8:00 | 8:15 | 0 | 13 | 47 | 3 | 0 | 11 | 10 | 23 | 0 | 11 | 22 | 1 | 0 | 2 | 9 | 21 | 835 | Peak |
| 8:15 | 8:30 | 0 | 17 | 61 | 6 | 0 | 7 | 11 | 20 | 0 | 15 | 44 | 0 | 0 | 0 | 6 | 31 | 782 | |
| 8:30 | 8:45 | 0 | 16 | 65 | 7 | 0 | 14 | 14 | 24 | 0 | 15 | 59 | 0 | 0 | 0 | 7 | 31 | 677 | |
| 8:45 | 9:00 | 0 | 23 | 58 | 8 | 0 | 9 | 10 | 23 | 0 | 10 | 27 | 3 | 0 | 3 | 5 | 13 | | |
| 9:00 | 9:15 | 0 | 11 | 32 | 5 | 0 | 2 | 7 | 8 | 0 | 12 | 23 | 1 | 0 | 1 | 5 | 13 | | |
| 9:15 | 9:30 | 0 | 7 | 30 | 5 | 0 | 6 | 5 | 11 | 0 | 8 | 30 | 0 | 0 | 2 | 2 | 7 | | |
| 15:30 | 15:45 | 0 | 7 | 30 | 11 | 0 | 7 | 8 | 16 | 0 | 17 | 21 | 4 | 0 | 1 | 5 | 20 | 567 | Peak |
| 15:45 | 16:00 | 0 | 9 | 45 | 0 | 0 | 4 | 10 | 12 | 0 | 23 | 24 | 3 | 0 | 2 | 12 | 15 | 553 | |
| 16:00 | 16:15 | 0 | 7 | 29 | 10 | 0 | 6 | 10 | 11 | 0 | 8 | 38 | 0 | 0 | 1 | 5 | 18 | 517 | |
| 16:15 | 16:30 | 0 | 10 | 19 | 5 | 0 | 3 | 3 | 7 | 0 | 15 | 27 | 1 | 0 | 1 | 12 | 15 | 502 | |
| 16:30 | 16:45 | 0 | 5 | 31 | 7 | 0 | 3 | 7 | 14 | 0 | 11 | 27 | 0 | 0 | 0 | 13 | 15 | 497 | |
| 16:45 | 17:00 | 0 | 4 | 25 | 10 | 0 | 7 | 4 | 8 | 0 | 20 | 25 | 1 | 0 | 0 | 8 | 11 | 471 | |
| 17:00 | 17:15 | 0 | 4 | 13 | 7 | 0 | 5 | 3 | 13 | 0 | 22 | 37 | 0 | 0 | 2 | 6 | 16 | 439 | |
| 17:15 | 17:30 | 0 | 8 | 15 | 5 | 0 | 4 | 5 | 7 | 0 | 19 | 34 | 0 | 0 | 0 | 5 | 11 | 402 | |
| 17:30 | 17:45 | 0 | 4 | 18 | 3 | 0 | 9 | 5 | 13 | 0 | 11 | 28 | 0 | 0 | 0 | 7 | 9 | 346 | |
| 17:45 | 18:00 | 0 | 5 | 17 | 2 | 0 | 8 | 3 | 10 | 0 | 7 | 22 | 0 | 0 | 0 | 8 | 9 | | |
| 18:00 | 18:15 | 0 | 10 | 18 | 6 | 0 | 5 | 1 | 10 | 0 | 8 | 15 | 1 | 0 | 0 | 6 | 11 | | |
| 18:15 | 18:30 | 0 | 5 | 18 | 3 | 0 | 0 | 3 | 6 | 0 | 5 | 12 | 0 | 0 | 0 | 2 | 3 | | |

| Peak Time | | North Approach George Bass Dr | | | | East Approach Broulee Rd | | | | South Approach George Bass Dr | | | | West Approach Broulee Rd | | | | Peak |
|--------------|------------|-------------------------------|----|-----|----|--------------------------|----|----|----|-------------------------------|----|-----|---|--------------------------|---|----|----|-------|
| Period Start | Period End | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L | total |
| 8:00 | 9:00 | 0 | 69 | 231 | 24 | 0 | 41 | 45 | 90 | 0 | 51 | 152 | 4 | 0 | 5 | 27 | 96 | 835 |
| 15:30 | 16:30 | 0 | 33 | 123 | 26 | 0 | 20 | 31 | 46 | 0 | 63 | 110 | 8 | 0 | 5 | 34 | 68 | 567 |

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Light Vehicles

| Time | | North Approach George Bass Dr | | | | East Approach Broulee Rd | | | | South Approach George Bass Dr | | | | West Approach Broulee Rd | | | |
|--------------|------------|-------------------------------|----|----|----|--------------------------|----|----|----|-------------------------------|----|----|---|--------------------------|---|----|----|
| Period Start | Period End | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L |
| 6:30 | 6:45 | 0 | 5 | 9 | 3 | 0 | 2 | 6 | 10 | 0 | 1 | 7 | 0 | 0 | 1 | 5 | 4 |
| 6:45 | 7:00 | 0 | 8 | 17 | 2 | 0 | 2 | 7 | 7 | 0 | 5 | 10 | 0 | 0 | 1 | 2 | 7 |
| 7:00 | 7:15 | 0 | 7 | 23 | 2 | 0 | 4 | 2 | 3 | 0 | 6 | 6 | 1 | 0 | 3 | 4 | 11 |
| 7:15 | 7:30 | 0 | 10 | 28 | 2 | 0 | 7 | 4 | 15 | 0 | 5 | 16 | 3 | 0 | 2 | 6 | 9 |
| 7:30 | 7:45 | 0 | 7 | 29 | 4 | 0 | 5 | 11 | 22 | 0 | 9 | 25 | 1 | 0 | 0 | 3 | 10 |
| 7:45 | 8:00 | 0 | 13 | 47 | 3 | 0 | 7 | 7 | 20 | 0 | 5 | 17 | 1 | 0 | 0 | 2 | 10 |
| 8:00 | 8:15 | 0 | 13 | 45 | 3 | 0 | 11 | 9 | 22 | 0 | 10 | 20 | 1 | 0 | 2 | 8 | 21 |
| 8:15 | 8:30 | 0 | 16 | 60 | 5 | 0 | 7 | 11 | 19 | 0 | 14 | 40 | 0 | 0 | 0 | 5 | 30 |
| 8:30 | 8:45 | 0 | 16 | 61 | 7 | 0 | 13 | 13 | 22 | 0 | 15 | 54 | 0 | 0 | 0 | 7 | 26 |
| 8:45 | 9:00 | 0 | 22 | 57 | 6 | 0 | 8 | 10 | 22 | 0 | 10 | 26 | 3 | 0 | 3 | 4 | 12 |
| 9:00 | 9:15 | 0 | 9 | 31 | 5 | 0 | 2 | 7 | 8 | 0 | 10 | 22 | 1 | 0 | 1 | 5 | 13 |
| 9:15 | 9:30 | 0 | 7 | 29 | 4 | 0 | 6 | 5 | 10 | 0 | 8 | 30 | 0 | 0 | 2 | 2 | 6 |
| 15:30 | 15:45 | 0 | 7 | 28 | 10 | 0 | 7 | 6 | 16 | 0 | 16 | 21 | 1 | 0 | 1 | 5 | 19 |
| 15:45 | 16:00 | 0 | 7 | 39 | 0 | 0 | 4 | 9 | 12 | 0 | 21 | 24 | 3 | 0 | 2 | 12 | 15 |
| 16:00 | 16:15 | 0 | 7 | 28 | 10 | 0 | 6 | 10 | 10 | 0 | 8 | 37 | 0 | 0 | 1 | 5 | 18 |
| 16:15 | 16:30 | 0 | 10 | 18 | 5 | 0 | 3 | 3 | 7 | 0 | 15 | 27 | 1 | 0 | 1 | 10 | 15 |
| 16:30 | 16:45 | 0 | 5 | 31 | 7 | 0 | 2 | 6 | 14 | 0 | 11 | 27 | 0 | 0 | 0 | 13 | 15 |
| 16:45 | 17:00 | 0 | 4 | 24 | 10 | 0 | 7 | 4 | 8 | 0 | 20 | 25 | 1 | 0 | 0 | 8 | 11 |
| 17:00 | 17:15 | 0 | 3 | 12 | 6 | 0 | 5 | 3 | 12 | 0 | 21 | 37 | 0 | 0 | 1 | 6 | 16 |
| 17:15 | 17:30 | 0 | 8 | 15 | 5 | 0 | 4 | 5 | 7 | 0 | 19 | 34 | 0 | 0 | 0 | 5 | 11 |
| 17:30 | 17:45 | 0 | 4 | 18 | 3 | 0 | 9 | 5 | 13 | 0 | 11 | 28 | 0 | 0 | 0 | 7 | 8 |
| 17:45 | 18:00 | 0 | 5 | 17 | 2 | 0 | 8 | 3 | 9 | 0 | 7 | 22 | 0 | 0 | 0 | 7 | 9 |
| 18:00 | 18:15 | 0 | 10 | 18 | 6 | 0 | 5 | 1 | 10 | 0 | 8 | 15 | 1 | 0 | 0 | 6 | 11 |
| 18:15 | 18:30 | 0 | 5 | 18 | 3 | 0 | 0 | 3 | 6 | 0 | 5 | 12 | 0 | 0 | 0 | 2 | 3 |

| Peak Time | | North Approach George Bass Dr | | | | East Approach Broulee Rd | | | | South Approach George Bass Dr | | | | West Approach Broulee Rd | | | | Peak total |
|--------------|------------|-------------------------------|----|-----|----|--------------------------|----|----|----|-------------------------------|----|-----|---|--------------------------|---|----|----|------------|
| Period Start | Period End | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L | |
| 8:00 | 9:00 | 0 | 67 | 223 | 21 | 0 | 39 | 43 | 85 | 0 | 49 | 140 | 4 | 0 | 5 | 24 | 89 | 789 |
| 15:30 | 16:30 | 0 | 31 | 113 | 25 | 0 | 20 | 28 | 45 | 0 | 60 | 109 | 5 | 0 | 5 | 32 | 67 | 540 |

Heavy Vehicles

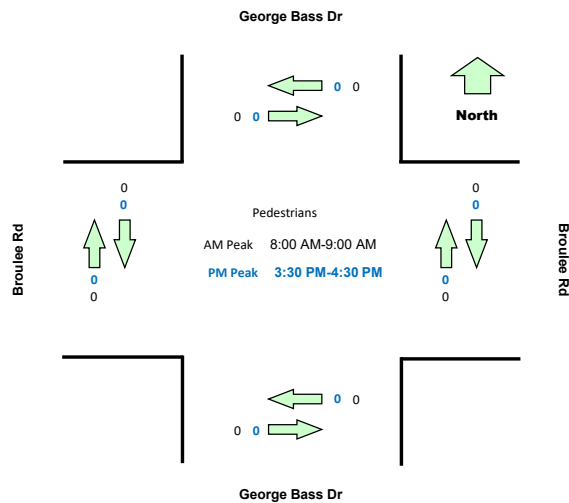
| Time | | North Approach George Bass Dr | | | | East Approach Broulee Rd | | | | South Approach George Bass Dr | | | | West Approach Broulee Rd | | | |
|--------------|------------|-------------------------------|---|----|---|--------------------------|---|----|---|-------------------------------|---|----|---|--------------------------|---|----|---|
| Period Start | Period End | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L |
| 6:30 | 6:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 7:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 7:30 | 7:45 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 3 |
| 7:45 | 8:00 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 8:15 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 |
| 8:15 | 8:30 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 1 |
| 8:30 | 8:45 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| 8:45 | 9:00 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 9:00 | 9:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 9:30 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 15:45 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 1 |
| 15:45 | 16:00 | 0 | 2 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 16:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 16:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 16:30 | 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 17:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 17:15 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:15 | 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18:00 | 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Peak Time | | North Approach George Bass Dr | | | | East Approach Broulee Rd | | | | South Approach George Bass Dr | | | | West Approach Broulee Rd | | | | Peak total |
|--------------|------------|-------------------------------|---|----|---|--------------------------|---|----|---|-------------------------------|---|----|---|--------------------------|---|----|---|------------|
| Period Start | Period End | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L | |
| 8:00 | 9:00 | 0 | 2 | 8 | 3 | 0 | 2 | 2 | 5 | 0 | 2 | 12 | 0 | 0 | 0 | 3 | 7 | 46 |
| 15:30 | 16:30 | 0 | 2 | 10 | 1 | 0 | 0 | 3 | 1 | 0 | 3 | 1 | 3 | 0 | 0 | 2 | 1 | 27 |

Pedestrians Crossing

| Time | | North Approach George Bass Dr | | East Approach Broulee Rd | | South Approach George Bass Dr | | West Approach Broulee Rd | | Hourly Total |
|--------------|------------|-------------------------------|-----------|--------------------------|------------|-------------------------------|-----------|--------------------------|------------|--------------|
| Period Start | Period End | Westbound | Eastbound | Southbound | Northbound | Westbound | Eastbound | Southbound | Northbound | |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 7:00 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 | 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:00 | 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:15 | 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15:30 | 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:00 | 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:15 | 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| Peak Time | | North Approach George Bass Dr | | East Approach Broulee Rd | | South Approach George Bass Dr | | West Approach Broulee Rd | | Peak hour total |
|--------------|------------|-------------------------------|-----------|--------------------------|------------|-------------------------------|-----------|--------------------------|------------|-----------------|
| Period Start | Period End | Westbound | Eastbound | Southbound | Northbound | Westbound | Eastbound | Southbound | Northbound | |
| 8:00 | 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Count Number 1963

Ref : CJP

Street BROULEE ROAD, BROULEE : Between PRINCES HIGHWAY & GEORGE BASS DRIVE (bidirectional) :

Location At stand of Trees west of House 207 Driveway on ELP 20378

Carriageway

Start Date 05-NOV-22
 Start Time 2300
 Duration 7 DAYS
 Interval 1 HOUR

Weekly 50th Percentile Speed 83
 Weekly 85th Percentile Speed 95
 Five Day AADT 1890
 Seven Day AADT 1676

TOTAL COUNT MATRIX

| | MON 7TH | TUE 8TH | WED 9TH | THU 10TH | FRI 11TH | SAT 12TH / 5TH | SUN 6TH | 5 Day Total Average | | 7 Day Total Average | |
|-----------------|------------|------------|------------|-------------|-------------|-------------------|------------|------------------------|------|------------------------|------|
| Midnight - 1am | 0 | 2 | 0 | 2 | 2 | 5 | 4 | 6 | 1 | 15 | 2 |
| 1am - 2am | 1 | 1 | 2 | 0 | 3 | 3 | 0 | 7 | 1 | 10 | 1 |
| 2am - 3am | 0 | 3 | 1 | 1 | 0 | 1 | 1 | 5 | 1 | 7 | 1 |
| 3am - 4am | 9 | 8 | 3 | 4 | 2 | 2 | 2 | 26 | 5 | 30 | 4 |
| 4am - 5am | 7 | 2 | 7 | 5 | 8 | 3 | 6 | 29 | 6 | 38 | 5 |
| 5am - 6am | 18 | 19 | 20 | 20 | 21 | 9 | 8 | 98 | 20 | 115 | 16 |
| 6am - 7am | 83 | 79 | 79 | 78 | 71 | 22 | 16 | 390 | 78 | 428 | 61 |
| 7am - 8am | 148 | 107 | 141 | 154 | 152 | 37 | 35 | 702 | 140 | 774 | 111 |
| 8am - 9am | 244 | 230 | 242 | 242 | 218 | 58 | 49 | 1176 | 235 | 1283 | 183 |
| 9am - 10am | 97 | 116 | 131 | 120 | 140 | 108 | 89 | 604 | 121 | 801 | 114 |
| 10am - 11am | 112 | 129 | 116 | 140 | 107 | 125 | 115 | 604 | 121 | 844 | 121 |
| 11am - Midday | 98 | 140 | 123 | 126 | 132 | 113 | 123 | 619 | 124 | 855 | 122 |
| Midday - 1pm | 116 | 125 | 130 | 133 | 200 | 88 | 113 | 704 | 141 | 905 | 129 |
| 1pm - 2pm | 108 | 112 | 106 | 118 | 117 | 104 | 119 | 561 | 112 | 784 | 112 |
| 2pm - 3pm | 125 | 140 | 171 | 157 | 222 | 121 | 107 | 815 | 163 | 1043 | 149 |
| 3pm - 4pm | 177 | 167 | 197 | 186 | 172 | 84 | 94 | 899 | 180 | 1077 | 154 |
| 4pm - 5pm | 142 | 166 | 150 | 181 | 153 | 70 | 68 | 792 | 158 | 930 | 133 |
| 5pm - 6pm | 99 | 112 | 114 | 127 | 116 | 76 | 66 | 568 | 114 | 710 | 101 |
| 6pm - 7pm | 55 | 82 | 69 | 54 | 63 | 36 | 46 | 323 | 65 | 405 | 58 |
| 7pm - 8pm | 38 | 48 | 35 | 48 | 42 | 26 | 21 | 211 | 42 | 258 | 37 |
| 8pm - 9pm | 20 | 28 | 29 | 32 | 43 | 29 | 17 | 152 | 30 | 198 | 28 |
| 9pm - 10pm | 12 | 27 | 16 | 15 | 18 | 17 | 14 | 88 | 18 | 119 | 17 |
| 10pm - 11pm | 8 | 7 | 5 | 8 | 20 | 11 | 9 | 48 | 10 | 68 | 10 |
| 11pm - Midnight | 3 | 1 | 2 | 4 | 11 | 9 | 3 | 21 | 4 | 33 | 5 |
| Total | 1720 | 1851 | 1889 | 1955 | 2033 | 1157 | 1125 | 9448 | 1889 | 11730 | 1675 |

Count Number 1963

Ref : CJP

Street BROULEE ROAD, BROULEE : From PRINCES HIGHWAY to GEORGE BASS DRIVE : EAST BOUND

Location At stand of Trees west of House 207 Driveway on ELP 20378

Carriageway

Start Date 05-NOV-22
 Start Time 2300
 Duration 7 DAYS
 Interval 1 HOUR

Weekly 50th Percentile Speed 84
 Weekly 85th Percentile Speed 96
 Five Day AADT 1045
 Seven Day AADT 930

TOTAL COUNT MATRIX

| | MON 7TH | TUE 8TH | WED 9TH | THU 10TH | FRI 11TH | SAT 12TH / 5TH | SUN 6TH | 5 Day Total Average | | 7 Day Total Average | |
|-----------------|------------|------------|------------|-------------|-------------|-------------------|------------|------------------------|------|------------------------|-----|
| Midnight - 1am | 0 | 2 | 0 | 0 | 2 | 3 | 2 | 4 | 1 | 9 | 1 |
| 1am - 2am | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 4 | 1 | 6 | 1 |
| 2am - 3am | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 3 | 1 | 5 | 1 |
| 3am - 4am | 2 | 2 | 0 | 2 | 0 | 1 | 1 | 6 | 1 | 8 | 1 |
| 4am - 5am | 3 | 1 | 2 | 0 | 1 | 2 | 3 | 7 | 1 | 12 | 2 |
| 5am - 6am | 1 | 2 | 4 | 2 | 2 | 4 | 5 | 11 | 2 | 20 | 3 |
| 6am - 7am | 34 | 37 | 40 | 32 | 35 | 12 | 8 | 178 | 36 | 198 | 28 |
| 7am - 8am | 68 | 57 | 72 | 73 | 76 | 17 | 21 | 346 | 69 | 384 | 55 |
| 8am - 9am | 122 | 113 | 126 | 119 | 112 | 27 | 32 | 592 | 118 | 651 | 93 |
| 9am - 10am | 43 | 62 | 54 | 63 | 68 | 60 | 41 | 290 | 58 | 391 | 56 |
| 10am - 11am | 65 | 69 | 60 | 75 | 54 | 76 | 71 | 323 | 65 | 470 | 67 |
| 11am - Midday | 50 | 85 | 73 | 66 | 69 | 75 | 75 | 343 | 69 | 493 | 70 |
| Midday - 1pm | 69 | 80 | 78 | 78 | 77 | 51 | 55 | 382 | 76 | 488 | 70 |
| 1pm - 2pm | 76 | 59 | 63 | 58 | 62 | 67 | 64 | 318 | 64 | 449 | 64 |
| 2pm - 3pm | 74 | 88 | 107 | 89 | 169 | 63 | 41 | 527 | 105 | 631 | 90 |
| 3pm - 4pm | 83 | 98 | 99 | 109 | 95 | 46 | 51 | 484 | 97 | 581 | 83 |
| 4pm - 5pm | 94 | 108 | 97 | 125 | 89 | 39 | 37 | 513 | 103 | 589 | 84 |
| 5pm - 6pm | 62 | 77 | 73 | 89 | 77 | 43 | 45 | 378 | 76 | 466 | 67 |
| 6pm - 7pm | 40 | 52 | 41 | 36 | 41 | 22 | 24 | 210 | 42 | 256 | 37 |
| 7pm - 8pm | 18 | 20 | 22 | 23 | 30 | 13 | 11 | 113 | 23 | 137 | 20 |
| 8pm - 9pm | 14 | 15 | 20 | 17 | 26 | 20 | 10 | 92 | 18 | 122 | 17 |
| 9pm - 10pm | 8 | 13 | 12 | 10 | 13 | 14 | 9 | 56 | 11 | 79 | 11 |
| 10pm - 11pm | 4 | 5 | 4 | 6 | 14 | 3 | 5 | 33 | 7 | 41 | 6 |
| 11pm - Midnight | 1 | 0 | 1 | 3 | 9 | 6 | 1 | 14 | 3 | 21 | 3 |
| Total | 931 | 1047 | 1050 | 1076 | 1123 | 667 | 613 | 5227 | 1045 | 6507 | 929 |

Count Number 1963

Ref : CJP

Street BROULEE ROAD, BROULEE : From GEORGE BASS DRIVE to PRINCES HIGHWAY : WEST BOUND

Location At stand of Trees west of House 207 Driveway on ELP 20378

Carriageway

Start Date 05-NOV-22
 Start Time 2300
 Duration 7 DAYS
 Interval 1 HOUR

Weekly 50th Percentile Speed 83
 Weekly 85th Percentile Speed 95
 Five Day AADT 844
 Seven Day AADT 746

TOTAL COUNT MATRIX

| | MON 7TH | TUE 8TH | WED 9TH | THU 10TH | FRI 11TH | SAT 12TH / 5TH | SUN 6TH | 5 Day Total Average | | 7 Day Total Average | |
|-----------------|------------|------------|------------|-------------|-------------|-------------------|------------|------------------------|-----|------------------------|-----|
| Midnight - 1am | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 2 | 0 | 6 | 1 |
| 1am - 2am | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 1 | 4 | 1 |
| 2am - 3am | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 3am - 4am | 7 | 6 | 3 | 2 | 2 | 1 | 1 | 20 | 4 | 22 | 3 |
| 4am - 5am | 4 | 1 | 5 | 5 | 7 | 1 | 3 | 22 | 4 | 26 | 4 |
| 5am - 6am | 17 | 17 | 16 | 18 | 19 | 5 | 3 | 87 | 17 | 95 | 14 |
| 6am - 7am | 49 | 42 | 39 | 46 | 36 | 10 | 8 | 212 | 42 | 230 | 33 |
| 7am - 8am | 80 | 50 | 69 | 81 | 76 | 20 | 14 | 356 | 71 | 390 | 56 |
| 8am - 9am | 122 | 117 | 116 | 123 | 106 | 31 | 17 | 584 | 117 | 632 | 90 |
| 9am - 10am | 54 | 54 | 77 | 57 | 72 | 48 | 48 | 314 | 63 | 410 | 59 |
| 10am - 11am | 47 | 60 | 56 | 65 | 53 | 49 | 44 | 281 | 56 | 374 | 53 |
| 11am - Midday | 48 | 55 | 50 | 60 | 63 | 38 | 48 | 276 | 55 | 362 | 52 |
| Midday - 1pm | 47 | 45 | 52 | 55 | 123 | 37 | 58 | 322 | 64 | 417 | 60 |
| 1pm - 2pm | 32 | 53 | 43 | 60 | 55 | 37 | 55 | 243 | 49 | 335 | 48 |
| 2pm - 3pm | 51 | 52 | 64 | 68 | 53 | 58 | 66 | 288 | 58 | 412 | 59 |
| 3pm - 4pm | 94 | 69 | 98 | 77 | 77 | 38 | 43 | 415 | 83 | 496 | 71 |
| 4pm - 5pm | 48 | 58 | 53 | 56 | 64 | 31 | 31 | 279 | 56 | 341 | 49 |
| 5pm - 6pm | 37 | 35 | 41 | 38 | 39 | 33 | 21 | 190 | 38 | 244 | 35 |
| 6pm - 7pm | 15 | 30 | 28 | 18 | 22 | 14 | 22 | 113 | 23 | 149 | 21 |
| 7pm - 8pm | 20 | 28 | 13 | 25 | 12 | 13 | 10 | 98 | 20 | 121 | 17 |
| 8pm - 9pm | 6 | 13 | 9 | 15 | 17 | 9 | 7 | 60 | 12 | 76 | 11 |
| 9pm - 10pm | 4 | 14 | 4 | 5 | 5 | 3 | 5 | 32 | 6 | 40 | 6 |
| 10pm - 11pm | 4 | 2 | 1 | 2 | 6 | 8 | 4 | 15 | 3 | 27 | 4 |
| 11pm - Midnight | 2 | 1 | 1 | 1 | 2 | 3 | 2 | 7 | 1 | 12 | 2 |
| Total | 789 | 804 | 839 | 879 | 910 | 490 | 512 | 4221 | 844 | 5223 | 746 |

Count Number 1964

Ref : CJP

Street BROULEE ROAD, BROULEE : Between PRINCES HIGHWAY & GEORGE BASS DRIVE (bidirectional) :

Location At stand of Trees east of House 207 Driveway on end of Guard Rail

Carriageway

Start Date 05-NOV-22
 Start Time 2300
 Duration 7 DAYS
 Interval 1 HOUR

Weekly 50th Percentile Speed 85
 Weekly 85th Percentile Speed 97
 Five Day AADT 1908
 Seven Day AADT 1690

TOTAL COUNT MATRIX

| | MON 7TH | TUE 8TH | WED 9TH | THU 10TH | FRI 11TH | SAT 12TH / 5TH | SUN 6TH | 5 Day Total Average | | 7 Day Total Average | |
|-----------------|------------|------------|------------|-------------|-------------|-------------------|------------|------------------------|------|------------------------|------|
| Midnight - 1am | 0 | 2 | 0 | 2 | 2 | 5 | 4 | 6 | 1 | 15 | 2 |
| 1am - 2am | 1 | 1 | 2 | 0 | 3 | 3 | 0 | 7 | 1 | 10 | 1 |
| 2am - 3am | 0 | 3 | 1 | 1 | 0 | 1 | 1 | 5 | 1 | 7 | 1 |
| 3am - 4am | 9 | 8 | 3 | 4 | 2 | 2 | 1 | 26 | 5 | 29 | 4 |
| 4am - 5am | 8 | 2 | 7 | 6 | 8 | 3 | 7 | 31 | 6 | 41 | 6 |
| 5am - 6am | 18 | 18 | 19 | 18 | 21 | 9 | 8 | 94 | 19 | 111 | 16 |
| 6am - 7am | 82 | 77 | 78 | 79 | 70 | 21 | 15 | 386 | 77 | 422 | 60 |
| 7am - 8am | 145 | 115 | 144 | 154 | 154 | 35 | 36 | 712 | 142 | 783 | 112 |
| 8am - 9am | 245 | 235 | 243 | 243 | 223 | 65 | 52 | 1189 | 238 | 1306 | 187 |
| 9am - 10am | 95 | 118 | 132 | 119 | 140 | 106 | 90 | 604 | 121 | 800 | 114 |
| 10am - 11am | 115 | 135 | 116 | 143 | 110 | 129 | 114 | 619 | 124 | 862 | 123 |
| 11am - Midday | 100 | 136 | 129 | 125 | 138 | 113 | 120 | 628 | 126 | 861 | 123 |
| Midday - 1pm | 117 | 125 | 134 | 134 | 201 | 85 | 114 | 711 | 142 | 910 | 130 |
| 1pm - 2pm | 115 | 118 | 108 | 119 | 118 | 106 | 121 | 578 | 116 | 805 | 115 |
| 2pm - 3pm | 129 | 140 | 176 | 142 | 222 | 119 | 107 | 809 | 162 | 1035 | 148 |
| 3pm - 4pm | 181 | 170 | 199 | 188 | 177 | 83 | 93 | 915 | 183 | 1091 | 156 |
| 4pm - 5pm | 141 | 168 | 150 | 180 | 154 | 73 | 69 | 793 | 159 | 935 | 134 |
| 5pm - 6pm | 103 | 110 | 111 | 126 | 116 | 77 | 67 | 566 | 113 | 710 | 101 |
| 6pm - 7pm | 55 | 87 | 73 | 56 | 63 | 36 | 45 | 334 | 67 | 415 | 59 |
| 7pm - 8pm | 38 | 51 | 34 | 51 | 43 | 28 | 23 | 217 | 43 | 268 | 38 |
| 8pm - 9pm | 19 | 27 | 30 | 33 | 42 | 28 | 17 | 151 | 30 | 196 | 28 |
| 9pm - 10pm | 13 | 27 | 16 | 15 | 17 | 17 | 14 | 88 | 18 | 119 | 17 |
| 10pm - 11pm | 8 | 8 | 4 | 8 | 21 | 9 | 9 | 49 | 10 | 67 | 10 |
| 11pm - Midnight | 3 | 0 | 2 | 5 | 11 | 7 | 3 | 21 | 4 | 31 | 4 |
| Total | 1740 | 1881 | 1911 | 1951 | 2056 | 1160 | 1130 | 9539 | 1907 | 11829 | 1689 |

Count Number 1964

Ref : CJP

Street BROULEE ROAD, BROULEE : From PRINCES HIGHWAY to GEORGE BASS DRIVE : EAST BOUND

Location At stand of Trees east of House 207 Driveway on end of Guard Rail

Carriageway

Start Date 05-NOV-22
 Start Time 2300
 Duration 7 DAYS
 Interval 1 HOUR

Weekly 50th Percentile Speed 89
 Weekly 85th Percentile Speed 99
 Five Day AADT 1055
 Seven Day AADT 938

TOTAL COUNT MATRIX

| | MON 7TH | TUE 8TH | WED 9TH | THU 10TH | FRI 11TH | SAT 12TH / 5TH | SUN 6TH | 5 Day Total Average | | 7 Day Total Average | |
|-----------------|------------|------------|------------|-------------|-------------|-------------------|------------|------------------------|------|------------------------|-----|
| Midnight - 1am | 0 | 2 | 0 | 0 | 2 | 3 | 2 | 4 | 1 | 9 | 1 |
| 1am - 2am | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 4 | 1 | 6 | 1 |
| 2am - 3am | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 3 | 1 | 5 | 1 |
| 3am - 4am | 2 | 2 | 0 | 2 | 0 | 1 | 0 | 6 | 1 | 7 | 1 |
| 4am - 5am | 4 | 1 | 2 | 1 | 1 | 2 | 4 | 9 | 2 | 15 | 2 |
| 5am - 6am | 1 | 2 | 4 | 2 | 2 | 4 | 5 | 11 | 2 | 20 | 3 |
| 6am - 7am | 33 | 35 | 39 | 32 | 33 | 11 | 8 | 172 | 34 | 191 | 27 |
| 7am - 8am | 67 | 62 | 73 | 73 | 78 | 17 | 22 | 353 | 71 | 392 | 56 |
| 8am - 9am | 122 | 117 | 126 | 119 | 115 | 31 | 33 | 599 | 120 | 663 | 95 |
| 9am - 10am | 44 | 63 | 57 | 63 | 68 | 60 | 42 | 295 | 59 | 397 | 57 |
| 10am - 11am | 67 | 73 | 59 | 77 | 58 | 80 | 72 | 334 | 67 | 486 | 69 |
| 11am - Midday | 48 | 84 | 75 | 68 | 74 | 74 | 74 | 349 | 70 | 497 | 71 |
| Midday - 1pm | 71 | 77 | 81 | 79 | 77 | 48 | 55 | 385 | 77 | 488 | 70 |
| 1pm - 2pm | 79 | 64 | 63 | 56 | 63 | 70 | 62 | 325 | 65 | 457 | 65 |
| 2pm - 3pm | 75 | 89 | 110 | 80 | 167 | 62 | 43 | 521 | 104 | 626 | 89 |
| 3pm - 4pm | 82 | 96 | 99 | 110 | 99 | 46 | 52 | 486 | 97 | 584 | 83 |
| 4pm - 5pm | 94 | 109 | 99 | 126 | 91 | 40 | 36 | 519 | 104 | 595 | 85 |
| 5pm - 6pm | 65 | 77 | 74 | 89 | 76 | 44 | 45 | 381 | 76 | 470 | 67 |
| 6pm - 7pm | 41 | 55 | 40 | 37 | 41 | 21 | 24 | 214 | 43 | 259 | 37 |
| 7pm - 8pm | 17 | 22 | 20 | 24 | 30 | 14 | 12 | 113 | 23 | 139 | 20 |
| 8pm - 9pm | 14 | 14 | 21 | 17 | 26 | 20 | 10 | 92 | 18 | 122 | 17 |
| 9pm - 10pm | 8 | 13 | 12 | 10 | 12 | 14 | 9 | 55 | 11 | 78 | 11 |
| 10pm - 11pm | 4 | 5 | 4 | 6 | 14 | 1 | 5 | 33 | 7 | 39 | 6 |
| 11pm - Midnight | 1 | 0 | 1 | 3 | 9 | 5 | 1 | 14 | 3 | 20 | 3 |
| Total | 939 | 1064 | 1061 | 1075 | 1138 | 671 | 617 | 5277 | 1055 | 6565 | 937 |

Count Number 1964

Ref : CJP

Street BROULEE ROAD, BROULEE : From GEORGE BASS DRIVE to PRINCES HIGHWAY : WEST BOUND

Location At stand of Trees east of House 207 Driveway on end of Guard Rail

Carriageway

Start Date 05-NOV-22
 Start Time 2300
 Duration 7 DAYS
 Interval 1 HOUR

Weekly 50th Percentile Speed 85
 Weekly 85th Percentile Speed 97
 Five Day AADT 852
 Seven Day AADT 752

TOTAL COUNT MATRIX

| | MON 7TH | TUE 8TH | WED 9TH | THU 10TH | FRI 11TH | SAT 12TH / 5TH | SUN 6TH | 5 Day Total Average | | 7 Day Total Average | |
|-----------------|------------|------------|------------|-------------|-------------|-------------------|------------|------------------------|-----|------------------------|-----|
| Midnight - 1am | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 2 | 0 | 6 | 1 |
| 1am - 2am | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 1 | 4 | 1 |
| 2am - 3am | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 3am - 4am | 7 | 6 | 3 | 2 | 2 | 1 | 1 | 20 | 4 | 22 | 3 |
| 4am - 5am | 4 | 1 | 5 | 5 | 7 | 1 | 3 | 22 | 4 | 26 | 4 |
| 5am - 6am | 17 | 16 | 15 | 16 | 19 | 5 | 3 | 83 | 17 | 91 | 13 |
| 6am - 7am | 49 | 42 | 39 | 47 | 37 | 10 | 7 | 214 | 43 | 231 | 33 |
| 7am - 8am | 78 | 53 | 71 | 81 | 76 | 18 | 14 | 359 | 72 | 391 | 56 |
| 8am - 9am | 123 | 118 | 117 | 124 | 108 | 34 | 19 | 590 | 118 | 643 | 92 |
| 9am - 10am | 51 | 55 | 75 | 56 | 72 | 46 | 48 | 309 | 62 | 403 | 58 |
| 10am - 11am | 48 | 62 | 57 | 66 | 52 | 49 | 42 | 285 | 57 | 376 | 54 |
| 11am - Midday | 52 | 52 | 54 | 57 | 64 | 39 | 46 | 279 | 56 | 364 | 52 |
| Midday - 1pm | 46 | 48 | 53 | 55 | 124 | 37 | 59 | 326 | 65 | 422 | 60 |
| 1pm - 2pm | 36 | 54 | 45 | 63 | 55 | 36 | 59 | 253 | 51 | 348 | 50 |
| 2pm - 3pm | 54 | 51 | 66 | 62 | 55 | 57 | 64 | 288 | 58 | 409 | 58 |
| 3pm - 4pm | 99 | 74 | 100 | 78 | 78 | 37 | 41 | 429 | 86 | 507 | 72 |
| 4pm - 5pm | 47 | 59 | 51 | 54 | 63 | 33 | 33 | 274 | 55 | 340 | 49 |
| 5pm - 6pm | 38 | 33 | 37 | 37 | 40 | 33 | 22 | 185 | 37 | 240 | 34 |
| 6pm - 7pm | 14 | 32 | 33 | 19 | 22 | 15 | 21 | 120 | 24 | 156 | 22 |
| 7pm - 8pm | 21 | 29 | 14 | 27 | 13 | 14 | 11 | 104 | 21 | 129 | 18 |
| 8pm - 9pm | 5 | 13 | 9 | 16 | 16 | 8 | 7 | 59 | 12 | 74 | 11 |
| 9pm - 10pm | 5 | 14 | 4 | 5 | 5 | 3 | 5 | 33 | 7 | 41 | 6 |
| 10pm - 11pm | 4 | 3 | 0 | 2 | 7 | 8 | 4 | 16 | 3 | 28 | 4 |
| 11pm - Midnight | 2 | 0 | 1 | 2 | 2 | 2 | 2 | 7 | 1 | 11 | 2 |
| Total | 801 | 817 | 850 | 876 | 918 | 489 | 513 | 4262 | 852 | 5264 | 752 |

Appendix D

SIDRA Movement Summaries

MOVEMENT SUMMARY

Site: 101 [Princes Hwy & Broulee Rd 2022 (summer holiday adjusted) AM base case (Site Folder: General)]

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

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: Princes Hwy (S) | | | | | | | | | | | | | | |
| 2 | T1 | 504 | 18 | 504 | 3.6 | 0.267 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| 3 | R2 | 135 | 12 | 135 | 8.9 | 0.168 | 10.7 | LOS A | 0.7 | 5.1 | 0.53 | 0.79 | 0.53 | 67.5 |
| Approach | | 639 | 30 | 639 | 4.7 | 0.267 | 2.3 | NA | 0.7 | 5.1 | 0.11 | 0.17 | 0.11 | 90.7 |
| East: RoadName | | | | | | | | | | | | | | |
| 4 | L2 | 137 | 7 | 137 | 5.1 | 0.161 | 10.1 | LOS A | 0.6 | 4.3 | 0.46 | 0.75 | 0.46 | 69.6 |
| 6 | R2 | 76 | 1 | 76 | 1.3 | 0.369 | 29.4 | LOS C | 1.4 | 10.0 | 0.87 | 0.99 | 1.09 | 51.4 |
| Approach | | 213 | 8 | 213 | 3.8 | 0.369 | 17.0 | LOS B | 1.4 | 10.0 | 0.60 | 0.84 | 0.68 | 61.8 |
| North: Princes Hwy (N) | | | | | | | | | | | | | | |
| 7 | L2 | 87 | 2 | 87 | 2.3 | 0.048 | 7.9 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 73.6 |
| 8 | T1 | 384 | 23 | 384 | 6.0 | 0.205 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| Approach | | 471 | 25 | 471 | 5.3 | 0.205 | 1.5 | NA | 0.0 | 0.0 | 0.00 | 0.12 | 0.00 | 93.7 |
| All Vehicles | | 1323 | 63 | 1323 | 4.8 | 0.369 | 4.4 | NA | 1.4 | 10.0 | 0.15 | 0.26 | 0.16 | 85.2 |

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

MOVEMENT SUMMARY

Site: 101 [Princes Hwy & Broulee Rd 2022 (summer holiday adjusted) PM base case (Site Folder: General)]

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

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: Princes Hwy (S) | | | | | | | | | | | | | | |
| 2 | T1 | 539 | 20 | 539 | 3.7 | 0.285 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.8 |
| 3 | R2 | 134 | 2 | 134 | 1.5 | 0.206 | 12.1 | LOS A | 0.8 | 5.6 | 0.61 | 0.87 | 0.61 | 67.9 |
| Approach | | 673 | 22 | 673 | 3.3 | 0.285 | 2.4 | NA | 0.8 | 5.6 | 0.12 | 0.17 | 0.12 | 91.3 |
| East: RoadName | | | | | | | | | | | | | | |
| 4 | L2 | 78 | 6 | 78 | 7.7 | 0.128 | 12.2 | LOS A | 0.4 | 3.3 | 0.56 | 0.85 | 0.56 | 66.3 |
| 6 | R2 | 50 | 5 | 50 | 10.0 | 0.450 | 52.0 | LOS D | 1.6 | 12.0 | 0.94 | 1.02 | 1.19 | 38.2 |
| Approach | | 128 | 11 | 128 | 8.6 | 0.450 | 27.7 | LOS B | 1.6 | 12.0 | 0.71 | 0.92 | 0.81 | 51.5 |
| North: Princes Hwy (N) | | | | | | | | | | | | | | |
| 7 | L2 | 54 | 1 | 54 | 1.9 | 0.029 | 7.9 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 73.8 |
| 8 | T1 | 603 | 27 | 603 | 4.5 | 0.318 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.8 |
| Approach | | 657 | 28 | 657 | 4.3 | 0.318 | 0.7 | NA | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 97.0 |
| All Vehicles | | 1458 | 61 | 1458 | 4.2 | 0.450 | 3.9 | NA | 1.6 | 12.0 | 0.12 | 0.18 | 0.13 | 87.7 |

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

MOVEMENT SUMMARY

 **Site: 101 [George Bass Dr & Broulee Rd 2022 (summer holiday adjusted) AM base case (Site Folder: General)]**

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

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: George Bass Dr (S) | | | | | | | | | | | | | | |
| 1 | L2 | 7 | 0 | 7 | 0.0 | 0.041 | 7.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.06 | 0.00 | 73.6 |
| 2 | T1 | 264 | 21 | 264 | 8.0 | 0.206 | 1.3 | LOS A | 1.0 | 7.2 | 0.28 | 0.19 | 0.28 | 74.7 |
| 3 | R2 | 89 | 3 | 89 | 3.4 | 0.206 | 9.7 | LOS A | 1.0 | 7.2 | 0.37 | 0.23 | 0.37 | 61.7 |
| Approach | | 360 | 24 | 360 | 6.7 | 0.206 | 3.4 | NA | 1.0 | 7.2 | 0.29 | 0.20 | 0.29 | 71.0 |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 157 | 9 | 157 | 5.7 | 0.145 | 9.4 | LOS A | 0.6 | 4.2 | 0.20 | 0.90 | 0.20 | 55.0 |
| 5 | T1 | 78 | 3 | 78 | 3.8 | 1.077 | 163.2 | LOS F | 15.2 | 110.3 | 1.00 | 2.06 | 5.11 | 15.5 |
| 6 | R2 | 71 | 3 | 71 | 4.2 | 1.077 | 184.0 | LOS F | 15.2 | 110.3 | 1.00 | 2.06 | 5.11 | 15.8 |
| Approach | | 306 | 15 | 306 | 4.9 | 1.077 | 89.1 | LOS F | 15.2 | 110.3 | 0.59 | 1.46 | 2.59 | 24.7 |
| North: George Bass Dr (SN) | | | | | | | | | | | | | | |
| 7 | L2 | 42 | 5 | 42 | 11.9 | 0.067 | 7.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.22 | 0.00 | 66.8 |
| 8 | T1 | 402 | 14 | 402 | 3.5 | 0.282 | 0.7 | LOS A | 1.2 | 8.7 | 0.22 | 0.19 | 0.22 | 75.1 |
| 9 | R2 | 120 | 3 | 120 | 2.5 | 0.282 | 8.6 | LOS A | 1.2 | 8.7 | 0.27 | 0.19 | 0.27 | 62.8 |
| Approach | | 564 | 22 | 564 | 3.9 | 0.282 | 2.9 | NA | 1.2 | 8.7 | 0.21 | 0.19 | 0.21 | 71.4 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 167 | 12 | 167 | 7.2 | 0.154 | 9.3 | LOS A | 0.6 | 4.6 | 0.19 | 0.91 | 0.19 | 54.7 |
| 11 | T1 | 47 | 5 | 47 | 10.6 | 0.339 | 33.1 | LOS C | 1.3 | 9.7 | 0.88 | 1.05 | 1.06 | 37.9 |
| 12 | R2 | 9 | 0 | 9 | 0.0 | 0.339 | 47.3 | LOS D | 1.3 | 9.7 | 0.88 | 1.05 | 1.06 | 40.6 |
| Approach | | 223 | 17 | 223 | 7.6 | 0.339 | 15.8 | LOS B | 1.3 | 9.7 | 0.36 | 0.94 | 0.41 | 49.4 |
| All Vehicles | | 1453 | 78 | 1453 | 5.4 | 1.077 | 23.2 | NA | 15.2 | 110.3 | 0.34 | 0.58 | 0.76 | 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.
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 [George Bass Dr & Broulee Rd 2022 (summer holiday adjusted) PM base case (Site Folder: General)]**

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

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: George Bass Dr (S) | | | | | | | | | | | | | | |
| 1 | L2 | 14 | 5 | 14 | 35.7 | 0.035 | 7.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.14 | 0.00 | 60.3 |
| 2 | T1 | 191 | 2 | 191 | 1.0 | 0.177 | 0.8 | LOS A | 0.9 | 6.1 | 0.25 | 0.25 | 0.25 | 74.2 |
| 3 | R2 | 110 | 5 | 110 | 4.5 | 0.177 | 8.4 | LOS A | 0.9 | 6.1 | 0.33 | 0.29 | 0.33 | 61.3 |
| Approach | | 315 | 12 | 315 | 3.8 | 0.177 | 3.7 | NA | 0.9 | 6.1 | 0.27 | 0.26 | 0.27 | 68.4 |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 80 | 2 | 80 | 2.5 | 0.069 | 8.6 | LOS A | 0.3 | 1.8 | 0.09 | 0.94 | 0.09 | 55.9 |
| 5 | T1 | 54 | 5 | 54 | 9.3 | 0.295 | 19.1 | LOS B | 1.2 | 9.1 | 0.75 | 1.04 | 0.88 | 44.3 |
| 6 | R2 | 35 | 0 | 35 | 0.0 | 0.295 | 24.2 | LOS B | 1.2 | 9.1 | 0.75 | 1.04 | 0.88 | 47.9 |
| Approach | | 169 | 7 | 169 | 4.1 | 0.295 | 15.2 | LOS B | 1.2 | 9.1 | 0.43 | 0.99 | 0.50 | 50.0 |
| North: George Bass Dr (SN) | | | | | | | | | | | | | | |
| 7 | L2 | 45 | 2 | 45 | 4.4 | 0.037 | 7.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.44 | 0.00 | 66.4 |
| 8 | T1 | 214 | 17 | 214 | 7.9 | 0.154 | 0.4 | LOS A | 0.5 | 3.6 | 0.16 | 0.18 | 0.16 | 75.6 |
| 9 | R2 | 57 | 3 | 57 | 5.3 | 0.154 | 8.0 | LOS A | 0.5 | 3.6 | 0.18 | 0.15 | 0.18 | 63.4 |
| Approach | | 316 | 22 | 316 | 7.0 | 0.154 | 2.7 | NA | 0.5 | 3.6 | 0.14 | 0.21 | 0.14 | 71.7 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 118 | 2 | 118 | 1.7 | 0.103 | 8.6 | LOS A | 0.4 | 2.8 | 0.14 | 0.91 | 0.14 | 56.1 |
| 11 | T1 | 59 | 3 | 59 | 5.1 | 0.195 | 17.2 | LOS B | 0.7 | 5.4 | 0.69 | 1.00 | 0.69 | 46.3 |
| 12 | R2 | 9 | 0 | 9 | 0.0 | 0.195 | 20.6 | LOS B | 0.7 | 5.4 | 0.69 | 1.00 | 0.69 | 50.1 |
| Approach | | 186 | 5 | 186 | 2.7 | 0.195 | 11.9 | LOS A | 0.7 | 5.4 | 0.34 | 0.95 | 0.34 | 52.3 |
| All Vehicles | | 986 | 46 | 986 | 4.7 | 0.295 | 6.9 | NA | 1.2 | 9.1 | 0.27 | 0.50 | 0.28 | 61.8 |

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

MOVEMENT SUMMARY

 **Site: 101v [George Bass Dr & Broulee Rd 2022 (summer holiday adjusted) AM base case - RAB Conversion (Site Folder: General)]**

New Site
Site Category: (None)
Roundabout

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: George Bass Dr (S) | | | | | | | | | | | | | | |
| 1 | L2 | 7 | 0 | 7 | 0.0 | 0.338 | 7.2 | LOS A | 2.4 | 18.0 | 0.59 | 0.65 | 0.59 | 57.6 |
| 2 | T1 | 264 | 21 | 264 | 8.0 | 0.338 | 7.9 | LOS A | 2.4 | 18.0 | 0.59 | 0.65 | 0.59 | 62.9 |
| 3 | R2 | 89 | 3 | 89 | 3.4 | 0.338 | 13.4 | LOS A | 2.4 | 18.0 | 0.59 | 0.65 | 0.59 | 59.4 |
| Approach | | 360 | 24 | 360 | 6.7 | 0.338 | 9.3 | LOS A | 2.4 | 18.0 | 0.59 | 0.65 | 0.59 | 61.9 |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 157 | 9 | 157 | 5.7 | 0.365 | 7.6 | LOS A | 2.7 | 19.4 | 0.78 | 0.78 | 0.78 | 55.5 |
| 5 | T1 | 78 | 3 | 78 | 3.8 | 0.365 | 7.6 | LOS A | 2.7 | 19.4 | 0.78 | 0.78 | 0.78 | 53.4 |
| 6 | R2 | 71 | 3 | 71 | 4.2 | 0.365 | 13.1 | LOS A | 2.7 | 19.4 | 0.78 | 0.78 | 0.78 | 56.8 |
| Approach | | 306 | 15 | 306 | 4.9 | 0.365 | 8.9 | LOS A | 2.7 | 19.4 | 0.78 | 0.78 | 0.78 | 55.2 |
| North: George Bass Dr (SN) | | | | | | | | | | | | | | |
| 7 | L2 | 42 | 5 | 42 | 11.9 | 0.438 | 6.7 | LOS A | 3.6 | 26.4 | 0.49 | 0.57 | 0.49 | 58.0 |
| 8 | T1 | 402 | 14 | 402 | 3.5 | 0.438 | 7.0 | LOS A | 3.6 | 26.4 | 0.49 | 0.57 | 0.49 | 65.0 |
| 9 | R2 | 120 | 3 | 120 | 2.5 | 0.438 | 12.6 | LOS A | 3.6 | 26.4 | 0.49 | 0.57 | 0.49 | 60.3 |
| Approach | | 564 | 22 | 564 | 3.9 | 0.438 | 8.2 | LOS A | 3.6 | 26.4 | 0.49 | 0.57 | 0.49 | 63.4 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 167 | 12 | 167 | 7.2 | 0.247 | 6.5 | LOS A | 1.7 | 12.4 | 0.67 | 0.67 | 0.67 | 56.9 |
| 11 | T1 | 47 | 5 | 47 | 10.6 | 0.247 | 6.6 | LOS A | 1.7 | 12.4 | 0.67 | 0.67 | 0.67 | 54.9 |
| 12 | R2 | 9 | 0 | 9 | 0.0 | 0.247 | 11.9 | LOS A | 1.7 | 12.4 | 0.67 | 0.67 | 0.67 | 59.8 |
| Approach | | 223 | 17 | 223 | 7.6 | 0.247 | 6.8 | LOS A | 1.7 | 12.4 | 0.67 | 0.67 | 0.67 | 56.6 |
| All Vehicles | | 1453 | 78 | 1453 | 5.4 | 0.438 | 8.4 | LOS A | 3.6 | 26.4 | 0.60 | 0.65 | 0.60 | 60.1 |

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.
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.

MOVEMENT SUMMARY

 **Site: 101v [George Bass Dr & Broulee Rd 2022 (summer holiday adjusted) PM base case - RAB Conversion (Site Folder: General)]**

New Site
Site Category: (None)
Roundabout

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: George Bass Dr (S) | | | | | | | | | | | | | | |
| 1 | L2 | 14 | 5 | 14 | 35.7 | 0.251 | 7.1 | LOS A | 1.7 | 12.3 | 0.41 | 0.58 | 0.41 | 57.2 |
| 2 | T1 | 191 | 2 | 191 | 1.0 | 0.251 | 6.7 | LOS A | 1.7 | 12.3 | 0.41 | 0.58 | 0.41 | 65.5 |
| 3 | R2 | 110 | 5 | 110 | 4.5 | 0.251 | 12.5 | LOS A | 1.7 | 12.3 | 0.41 | 0.58 | 0.41 | 60.0 |
| Approach | | 315 | 12 | 315 | 3.8 | 0.251 | 8.7 | LOS A | 1.7 | 12.3 | 0.41 | 0.58 | 0.41 | 63.1 |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 80 | 2 | 80 | 2.5 | 0.158 | 5.2 | LOS A | 1.0 | 7.3 | 0.53 | 0.58 | 0.53 | 57.8 |
| 5 | T1 | 54 | 5 | 54 | 9.3 | 0.158 | 5.4 | LOS A | 1.0 | 7.3 | 0.53 | 0.58 | 0.53 | 54.8 |
| 6 | R2 | 35 | 0 | 35 | 0.0 | 0.158 | 10.7 | LOS A | 1.0 | 7.3 | 0.53 | 0.58 | 0.53 | 59.6 |
| Approach | | 169 | 7 | 169 | 4.1 | 0.158 | 6.4 | LOS A | 1.0 | 7.3 | 0.53 | 0.58 | 0.53 | 57.2 |
| North: George Bass Dr (SN) | | | | | | | | | | | | | | |
| 7 | L2 | 45 | 2 | 45 | 4.4 | 0.266 | 6.6 | LOS A | 1.8 | 13.2 | 0.45 | 0.58 | 0.45 | 58.5 |
| 8 | T1 | 214 | 17 | 214 | 7.9 | 0.266 | 7.1 | LOS A | 1.8 | 13.2 | 0.45 | 0.58 | 0.45 | 64.3 |
| 9 | R2 | 57 | 3 | 57 | 5.3 | 0.266 | 12.7 | LOS A | 1.8 | 13.2 | 0.45 | 0.58 | 0.45 | 60.5 |
| Approach | | 316 | 22 | 316 | 7.0 | 0.266 | 8.1 | LOS A | 1.8 | 13.2 | 0.45 | 0.58 | 0.45 | 62.7 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 118 | 2 | 118 | 1.7 | 0.180 | 5.5 | LOS A | 1.1 | 8.2 | 0.56 | 0.59 | 0.56 | 58.5 |
| 11 | T1 | 59 | 3 | 59 | 5.1 | 0.180 | 5.7 | LOS A | 1.1 | 8.2 | 0.56 | 0.59 | 0.56 | 55.4 |
| 12 | R2 | 9 | 0 | 9 | 0.0 | 0.180 | 11.1 | LOS A | 1.1 | 8.2 | 0.56 | 0.59 | 0.56 | 60.3 |
| Approach | | 186 | 5 | 186 | 2.7 | 0.180 | 5.8 | LOS A | 1.1 | 8.2 | 0.56 | 0.59 | 0.56 | 57.6 |
| All Vehicles | | 986 | 46 | 986 | 4.7 | 0.266 | 7.6 | LOS A | 1.8 | 13.2 | 0.47 | 0.58 | 0.47 | 60.8 |

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.

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.

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Project: C:\Users\ChrisPalmer\OneDrive - CJP Consulting Engineers\Projects\2022\22206 - 207 Broulee Rd, BROULEE\SIDRA\230120\Existing network 2022 (summer holiday adjusted) base case.sip9

MOVEMENT SUMMARY

▼ Site: 101 [Princes Hwy & Broulee Rd 2022 (summer holiday adjusted) AM with development (Site Folder: General)]

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

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: Princes Hwy (S) | | | | | | | | | | | | | | |
| 2 | T1 | 504 | 18 | 504 | 3.6 | 0.266 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| 3 | R2 | 162 | 12 | 162 | 7.4 | 0.209 | 11.1 | LOS A | 0.9 | 6.3 | 0.55 | 0.82 | 0.55 | 67.5 |
| Approach | | 666 | 30 | 666 | 4.5 | 0.266 | 2.7 | NA | 0.9 | 6.3 | 0.13 | 0.20 | 0.13 | 89.4 |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 246 | 7 | 246 | 2.8 | 0.284 | 10.3 | LOS A | 1.2 | 8.4 | 0.49 | 0.78 | 0.51 | 70.0 |
| 6 | R2 | 239 | 1 | 239 | 0.4 | 1.246 | 273.9 | LOS F | 37.0 | 259.9 | 1.00 | 2.48 | 9.67 | 11.4 |
| Approach | | 485 | 8 | 485 | 1.6 | 1.246 | 140.2 | LOS F | 37.0 | 259.9 | 0.74 | 1.62 | 5.02 | 19.8 |
| North: Princes Hwy (N) | | | | | | | | | | | | | | |
| 7 | L2 | 128 | 2 | 128 | 1.6 | 0.070 | 7.9 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 73.9 |
| 8 | T1 | 384 | 23 | 384 | 6.0 | 0.205 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| Approach | | 512 | 25 | 512 | 4.9 | 0.205 | 2.0 | NA | 0.0 | 0.0 | 0.00 | 0.16 | 0.00 | 91.8 |
| All Vehicles | | 1663 | 63 | 1663 | 3.8 | 1.246 | 42.6 | NA | 37.0 | 259.9 | 0.27 | 0.60 | 1.52 | 44.4 |

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

MOVEMENT SUMMARY

▽ Site: 101 [Princes Hwy & Broulee Rd 2022 (summer holiday adjusted) PM with development (Site Folder: General)]

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

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: Princes Hwy (S) | | | | | | | | | | | | | | |
| 2 | T1 | 539 | 20 | 539 | 3.7 | 0.285 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.8 |
| 3 | R2 | 249 | 2 | 249 | 0.8 | 0.477 | 16.7 | LOS B | 2.5 | 17.7 | 0.77 | 1.00 | 1.14 | 62.7 |
| Approach | | 788 | 22 | 788 | 2.8 | 0.477 | 5.3 | NA | 2.5 | 17.7 | 0.24 | 0.31 | 0.36 | 84.1 |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 107 | 6 | 107 | 5.6 | 0.172 | 12.1 | LOS A | 0.6 | 4.4 | 0.57 | 0.85 | 0.57 | 66.9 |
| 6 | R2 | 93 | 5 | 93 | 5.4 | 1.159 | 270.1 | LOS F | 13.5 | 98.7 | 1.00 | 1.59 | 4.75 | 11.4 |
| Approach | | 200 | 11 | 200 | 5.5 | 1.159 | 132.1 | LOS F | 13.5 | 98.7 | 0.77 | 1.20 | 2.51 | 20.5 |
| North: Princes Hwy (N) | | | | | | | | | | | | | | |
| 7 | L2 | 227 | 1 | 227 | 0.4 | 0.123 | 7.9 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 74.3 |
| 8 | T1 | 603 | 27 | 603 | 4.5 | 0.318 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.8 |
| Approach | | 830 | 28 | 830 | 3.4 | 0.318 | 2.2 | NA | 0.0 | 0.0 | 0.00 | 0.18 | 0.00 | 91.2 |
| All Vehicles | | 1818 | 61 | 1818 | 3.4 | 1.159 | 17.8 | NA | 13.5 | 98.7 | 0.19 | 0.35 | 0.43 | 64.5 |

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

MOVEMENT SUMMARY

▼ Site: 101 [Princes Hwy & Broulee Rd 2022 (summer holiday adjusted) AM with development - Seagull stage 1 (Site Folder: General)]

New Site

Site Category: (None)

Give-Way (Two-Way)

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| | | | | | | v/c | sec | | | | | | | km/h |
| South: Princes Hwy (S) | | | | | | | | | | | | | | |
| 3 | R2 | 162 | 12 | 162 | 7.4 | 0.209 | 7.7 | LOS A | 0.9 | 6.3 | 0.55 | 0.79 | 0.55 | 60.5 |
| Approach | | 162 | 12 | 162 | 7.4 | 0.209 | 7.7 | NA | 0.9 | 6.3 | 0.55 | 0.79 | 0.55 | 60.5 |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 246 | 7 | 246 | 2.8 | 0.223 | 9.6 | LOS A | 1.0 | 6.8 | 0.47 | 0.73 | 0.47 | 70.7 |
| 5 | T1 | 239 | 1 | 239 | 0.4 | 0.445 | 15.1 | LOS B | 2.6 | 18.4 | 0.71 | 0.96 | 1.01 | 64.5 |
| Approach | | 485 | 8 | 485 | 1.6 | 0.445 | 12.3 | LOS A | 2.6 | 18.4 | 0.59 | 0.85 | 0.74 | 67.5 |
| North: Princes Hwy (N) | | | | | | | | | | | | | | |
| 7 | L2 | 128 | 2 | 128 | 1.6 | 0.070 | 7.9 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 73.9 |
| 8 | T1 | 384 | 23 | 384 | 6.0 | 0.205 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| Approach | | 512 | 25 | 512 | 4.9 | 0.205 | 2.0 | NA | 0.0 | 0.0 | 0.00 | 0.16 | 0.00 | 91.8 |
| All Vehicles | | 1159 | 45 | 1159 | 3.9 | 0.445 | 7.1 | NA | 2.6 | 18.4 | 0.32 | 0.54 | 0.39 | 76.2 |

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.

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MOVEMENT SUMMARY

▼ Site: 101 [Princes Hwy & Broulee Rd 2022 (summer holiday adjusted) AM with development - Seagull stage 2 (Site Folder: General)]

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

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: Princes Hwy (S) | | | | | | | | | | | | | | |
| 2 | T1 | 504 | 18 | 504 | 3.6 | 0.264 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| Approach | | 504 | 18 | 504 | 3.6 | 0.264 | 0.0 | NA | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| SouthEast: Median storage | | | | | | | | | | | | | | |
| 23a | R1 | 239 | 1 | 239 | 0.4 | 0.411 | 7.1 | LOS A | 2.3 | 16.0 | 0.66 | 0.88 | 0.90 | 53.8 |
| Approach | | 239 | 1 | 239 | 0.4 | 0.411 | 7.1 | LOS A | 2.3 | 16.0 | 0.66 | 0.88 | 0.90 | 53.8 |
| All Vehicles | | 743 | 19 | 743 | 2.6 | 0.411 | 2.3 | NA | 2.3 | 16.0 | 0.21 | 0.28 | 0.29 | 85.3 |

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.

MOVEMENT SUMMARY

▼ Site: 101 [Princes Hwy & Broulee Rd 2022 (summer holiday adjusted) PM with development - Seagull stage 1 (Site Folder: General)]

New Site

Site Category: (None)

Give-Way (Two-Way)

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: Princes Hwy (S) | | | | | | | | | | | | | | |
| 3 | R2 | 249 | 2 | 249 | 0.8 | 0.477 | 13.6 | LOS A | 2.5 | 17.7 | 0.77 | 0.99 | 1.14 | 54.3 |
| Approach | | 249 | 2 | 249 | 0.8 | 0.477 | 13.6 | NA | 2.5 | 17.7 | 0.77 | 0.99 | 1.14 | 54.3 |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 107 | 6 | 107 | 5.6 | 0.131 | 11.0 | LOS A | 0.5 | 3.6 | 0.55 | 0.81 | 0.55 | 68.3 |
| 5 | T1 | 93 | 5 | 93 | 5.4 | 0.336 | 22.9 | LOS B | 1.4 | 10.3 | 0.84 | 0.98 | 1.03 | 55.8 |
| Approach | | 200 | 11 | 200 | 5.5 | 0.336 | 16.6 | LOS B | 1.4 | 10.3 | 0.68 | 0.89 | 0.77 | 61.9 |
| North: Princes Hwy (N) | | | | | | | | | | | | | | |
| 7 | L2 | 227 | 1 | 227 | 0.4 | 0.123 | 7.9 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 74.3 |
| 8 | T1 | 603 | 27 | 603 | 4.5 | 0.318 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.8 |
| Approach | | 830 | 28 | 830 | 3.4 | 0.318 | 2.2 | NA | 0.0 | 0.0 | 0.00 | 0.18 | 0.00 | 91.2 |
| All Vehicles | | 1279 | 41 | 1279 | 3.2 | 0.477 | 6.6 | NA | 2.5 | 17.7 | 0.26 | 0.45 | 0.34 | 78.2 |

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.

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MOVEMENT SUMMARY

▼ Site: 101 [Princes Hwy & Broulee Rd 2022 (summer holiday adjusted) PM with development - Seagull stage 2 (Site Folder: General)]

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

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: Princes Hwy (S) | | | | | | | | | | | | | | |
| 2 | T1 | 539 | 20 | 539 | 3.7 | 0.283 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.8 |
| Approach | | 539 | 20 | 539 | 3.7 | 0.283 | 0.0 | NA | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.8 |
| SouthEast: Median storage | | | | | | | | | | | | | | |
| 23a | R1 | 93 | 5 | 93 | 5.4 | 0.179 | 5.9 | LOS A | 0.7 | 5.1 | 0.61 | 0.64 | 0.61 | 53.6 |
| Approach | | 93 | 5 | 93 | 5.4 | 0.179 | 5.9 | LOS A | 0.7 | 5.1 | 0.61 | 0.64 | 0.61 | 53.6 |
| All Vehicles | | 632 | 25 | 632 | 4.0 | 0.283 | 0.9 | NA | 0.7 | 5.1 | 0.09 | 0.09 | 0.09 | 93.2 |

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

MOVEMENT SUMMARY

 **Site: 101 [George Bass Dr & Broulee Rd 2022 (summer holiday adjusted) AM with development (Site Folder: General)]**

New Site

Site Category: (None)

Stop (Two-Way)

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: George Bass Dr (S) | | | | | | | | | | | | | | |
| 1 | L2 | 27 | 0 | 27 | 0.0 | 0.043 | 7.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.22 | 0.00 | 71.0 |
| 2 | T1 | 264 | 21 | 264 | 8.0 | 0.215 | 1.3 | LOS A | 1.0 | 7.4 | 0.29 | 0.22 | 0.29 | 74.1 |
| 3 | R2 | 89 | 3 | 89 | 3.4 | 0.215 | 9.7 | LOS A | 1.0 | 7.4 | 0.36 | 0.22 | 0.36 | 61.9 |
| Approach | | 380 | 24 | 380 | 6.3 | 0.215 | 3.6 | NA | 1.0 | 7.4 | 0.29 | 0.22 | 0.29 | 70.6 |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 157 | 9 | 157 | 5.7 | 0.147 | 9.6 | LOS A | 0.6 | 4.3 | 0.21 | 0.90 | 0.21 | 55.0 |
| 5 | T1 | 98 | 3 | 98 | 3.1 | 1.661 | 644.7 | LOS F | 48.7 | 351.6 | 1.00 | 3.39 | 10.52 | 5.0 |
| 6 | R2 | 71 | 3 | 71 | 4.2 | 1.661 | 671.9 | LOS F | 48.7 | 351.6 | 1.00 | 3.39 | 10.52 | 5.0 |
| Approach | | 326 | 15 | 326 | 4.6 | 1.661 | 344.7 | LOS F | 48.7 | 351.6 | 0.62 | 2.19 | 5.56 | 8.9 |
| North: George Bass Dr (N) | | | | | | | | | | | | | | |
| 7 | L2 | 42 | 5 | 42 | 11.9 | 0.072 | 7.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.20 | 0.00 | 67.0 |
| 8 | T1 | 402 | 14 | 402 | 3.5 | 0.305 | 0.9 | LOS A | 1.5 | 10.6 | 0.25 | 0.22 | 0.25 | 74.5 |
| 9 | R2 | 148 | 3 | 148 | 2.0 | 0.305 | 8.8 | LOS A | 1.5 | 10.6 | 0.33 | 0.22 | 0.33 | 62.2 |
| Approach | | 592 | 22 | 592 | 3.7 | 0.305 | 3.3 | NA | 1.5 | 10.6 | 0.25 | 0.22 | 0.25 | 70.4 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 276 | 12 | 276 | 4.3 | 0.247 | 9.1 | LOS A | 1.1 | 8.0 | 0.18 | 0.90 | 0.18 | 55.4 |
| 11 | T1 | 129 | 5 | 129 | 3.9 | 1.667 | 643.6 | LOS F | 62.3 | 444.7 | 1.00 | 3.91 | 12.51 | 5.1 |
| 12 | R2 | 91 | 0 | 91 | 0.0 | 1.667 | 657.1 | LOS F | 62.3 | 444.7 | 1.00 | 3.91 | 12.51 | 5.1 |
| Approach | | 496 | 17 | 496 | 3.4 | 1.667 | 293.0 | LOS F | 62.3 | 444.7 | 0.54 | 2.24 | 5.65 | 10.3 |
| All Vehicles | | 1794 | 78 | 1794 | 4.3 | 1.667 | 145.5 | NA | 62.3 | 444.7 | 0.41 | 1.14 | 2.72 | 18.1 |

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.

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MOVEMENT SUMMARY

 **Site: 101 [George Bass Dr & Broulee Rd 2022 (summer holiday adjusted) PM with development (Site Folder: General)]**

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

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: George Bass Dr (S) | | | | | | | | | | | | | | |
| 1 | L2 | 100 | 5 | 100 | 5.0 | 0.056 | 7.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.63 | 0.00 | 63.7 |
| 2 | T1 | 191 | 2 | 191 | 1.0 | 0.203 | 0.9 | LOS A | 0.9 | 6.7 | 0.31 | 0.24 | 0.31 | 73.7 |
| 3 | R2 | 110 | 5 | 110 | 4.5 | 0.203 | 8.4 | LOS A | 0.9 | 6.7 | 0.31 | 0.24 | 0.31 | 61.9 |
| Approach | | 401 | 12 | 401 | 3.0 | 0.203 | 4.5 | NA | 0.9 | 6.7 | 0.23 | 0.34 | 0.23 | 67.5 |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 80 | 2 | 80 | 2.5 | 0.071 | 8.8 | LOS A | 0.3 | 1.9 | 0.16 | 0.91 | 0.16 | 55.9 |
| 5 | T1 | 140 | 5 | 140 | 3.6 | 0.740 | 39.7 | LOS C | 4.9 | 34.8 | 0.92 | 1.29 | 1.98 | 35.8 |
| 6 | R2 | 35 | 0 | 35 | 0.0 | 0.740 | 48.7 | LOS D | 4.9 | 34.8 | 0.92 | 1.29 | 1.98 | 38.0 |
| Approach | | 255 | 7 | 255 | 2.7 | 0.740 | 31.2 | LOS C | 4.9 | 34.8 | 0.68 | 1.17 | 1.41 | 40.7 |
| North: George Bass Dr (N) | | | | | | | | | | | | | | |
| 7 | L2 | 45 | 2 | 45 | 4.4 | 0.058 | 7.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.28 | 0.00 | 68.6 |
| 8 | T1 | 214 | 17 | 214 | 7.9 | 0.244 | 1.0 | LOS A | 1.3 | 9.4 | 0.29 | 0.34 | 0.29 | 72.4 |
| 9 | R2 | 173 | 3 | 173 | 1.7 | 0.244 | 8.5 | LOS A | 1.3 | 9.4 | 0.40 | 0.37 | 0.40 | 60.4 |
| Approach | | 432 | 22 | 432 | 5.1 | 0.244 | 4.7 | NA | 1.3 | 9.4 | 0.30 | 0.35 | 0.30 | 66.7 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 147 | 2 | 147 | 1.4 | 0.123 | 8.5 | LOS A | 0.0 | 0.0 | 0.00 | 1.00 | 0.00 | 56.2 |
| 11 | T1 | 81 | 3 | 81 | 3.7 | 0.485 | 27.6 | LOS B | 2.3 | 16.2 | 0.86 | 1.11 | 1.24 | 40.0 |
| 12 | R2 | 31 | 0 | 31 | 0.0 | 0.485 | 38.1 | LOS C | 2.3 | 16.2 | 0.86 | 1.11 | 1.24 | 42.8 |
| Approach | | 259 | 5 | 259 | 1.9 | 0.485 | 18.0 | LOS B | 2.3 | 16.2 | 0.37 | 1.05 | 0.54 | 48.2 |
| All Vehicles | | 1347 | 46 | 1347 | 3.4 | 0.740 | 12.2 | NA | 4.9 | 34.8 | 0.37 | 0.64 | 0.54 | 56.0 |

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

MOVEMENT SUMMARY


 **Site: 101v [George Bass Dr & Broulee Rd 2022 (summer holiday adjusted) AM with development - RAB Conversion (Site Folder: General)]**

New Site
Site Category: (None)
Roundabout

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: George Bass Dr (S) | | | | | | | | | | | | | | |
| 1 | L2 | 27 | 0 | 27 | 0.0 | 0.375 | 7.6 | LOS A | 2.8 | 20.5 | 0.65 | 0.69 | 0.65 | 57.3 |
| 2 | T1 | 264 | 21 | 264 | 8.0 | 0.375 | 8.4 | LOS A | 2.8 | 20.5 | 0.65 | 0.69 | 0.65 | 62.6 |
| 3 | R2 | 89 | 3 | 89 | 3.4 | 0.375 | 13.9 | LOS A | 2.8 | 20.5 | 0.65 | 0.69 | 0.65 | 59.2 |
| Approach | | 380 | 24 | 380 | 6.3 | 0.375 | 9.6 | LOS A | 2.8 | 20.5 | 0.65 | 0.69 | 0.65 | 61.4 |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 157 | 9 | 157 | 5.7 | 0.451 | 9.4 | LOS A | 3.7 | 27.0 | 0.89 | 0.89 | 0.94 | 54.3 |
| 5 | T1 | 98 | 3 | 98 | 3.1 | 0.451 | 9.3 | LOS A | 3.7 | 27.0 | 0.89 | 0.89 | 0.94 | 52.3 |
| 6 | R2 | 71 | 3 | 71 | 4.2 | 0.451 | 14.9 | LOS B | 3.7 | 27.0 | 0.89 | 0.89 | 0.94 | 55.6 |
| Approach | | 326 | 15 | 326 | 4.6 | 0.451 | 10.6 | LOS A | 3.7 | 27.0 | 0.89 | 0.89 | 0.94 | 54.0 |
| North: George Bass Dr (N) | | | | | | | | | | | | | | |
| 7 | L2 | 42 | 5 | 42 | 11.9 | 0.563 | 8.6 | LOS A | 5.2 | 37.5 | 0.76 | 0.73 | 0.77 | 56.4 |
| 8 | T1 | 402 | 14 | 402 | 3.5 | 0.563 | 8.8 | LOS A | 5.2 | 37.5 | 0.76 | 0.73 | 0.77 | 63.0 |
| 9 | R2 | 148 | 3 | 148 | 2.0 | 0.563 | 14.4 | LOS A | 5.2 | 37.5 | 0.76 | 0.73 | 0.77 | 58.6 |
| Approach | | 592 | 22 | 592 | 3.7 | 0.563 | 10.1 | LOS A | 5.2 | 37.5 | 0.76 | 0.73 | 0.77 | 61.3 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 276 | 12 | 276 | 4.3 | 0.538 | 8.0 | LOS A | 4.9 | 35.4 | 0.82 | 0.81 | 0.89 | 55.7 |
| 11 | T1 | 129 | 5 | 129 | 3.9 | 0.538 | 8.0 | LOS A | 4.9 | 35.4 | 0.82 | 0.81 | 0.89 | 53.3 |
| 12 | R2 | 91 | 0 | 91 | 0.0 | 0.538 | 13.4 | LOS A | 4.9 | 35.4 | 0.82 | 0.81 | 0.89 | 57.8 |
| Approach | | 496 | 17 | 496 | 3.4 | 0.538 | 9.0 | LOS A | 4.9 | 35.4 | 0.82 | 0.81 | 0.89 | 55.4 |
| All Vehicles | | 1794 | 78 | 1794 | 4.3 | 0.563 | 9.8 | LOS A | 5.2 | 37.5 | 0.78 | 0.77 | 0.81 | 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.
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.

MOVEMENT SUMMARY

 **Site: 101v [George Bass Dr & Broulee Rd 2022 (summer holiday adjusted) PM with development - RAB Conversion (Site Folder: General)]**

New Site
Site Category: (None)
Roundabout

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: George Bass Dr (S) | | | | | | | | | | | | | | |
| 1 | L2 | 100 | 5 | 100 | 5.0 | 0.393 | 8.1 | LOS A | 2.9 | 20.8 | 0.66 | 0.71 | 0.66 | 57.2 |
| 2 | T1 | 191 | 2 | 191 | 1.0 | 0.393 | 8.4 | LOS A | 2.9 | 20.8 | 0.66 | 0.71 | 0.66 | 64.4 |
| 3 | R2 | 110 | 5 | 110 | 4.5 | 0.393 | 14.2 | LOS A | 2.9 | 20.8 | 0.66 | 0.71 | 0.66 | 59.1 |
| Approach | | 401 | 12 | 401 | 3.0 | 0.393 | 9.9 | LOS A | 2.9 | 20.8 | 0.66 | 0.71 | 0.66 | 61.0 |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 80 | 2 | 80 | 2.5 | 0.271 | 6.4 | LOS A | 1.9 | 13.4 | 0.67 | 0.67 | 0.67 | 57.1 |
| 5 | T1 | 140 | 5 | 140 | 3.6 | 0.271 | 6.4 | LOS A | 1.9 | 13.4 | 0.67 | 0.67 | 0.67 | 54.3 |
| 6 | R2 | 35 | 0 | 35 | 0.0 | 0.271 | 11.9 | LOS A | 1.9 | 13.4 | 0.67 | 0.67 | 0.67 | 58.9 |
| Approach | | 255 | 7 | 255 | 2.7 | 0.271 | 7.2 | LOS A | 1.9 | 13.4 | 0.67 | 0.67 | 0.67 | 55.8 |
| North: George Bass Dr (N) | | | | | | | | | | | | | | |
| 7 | L2 | 45 | 2 | 45 | 4.4 | 0.374 | 7.0 | LOS A | 2.8 | 20.4 | 0.55 | 0.65 | 0.55 | 57.3 |
| 8 | T1 | 214 | 17 | 214 | 7.9 | 0.374 | 7.6 | LOS A | 2.8 | 20.4 | 0.55 | 0.65 | 0.55 | 62.7 |
| 9 | R2 | 173 | 3 | 173 | 1.7 | 0.374 | 13.1 | LOS A | 2.8 | 20.4 | 0.55 | 0.65 | 0.55 | 59.3 |
| Approach | | 432 | 22 | 432 | 5.1 | 0.374 | 9.7 | LOS A | 2.8 | 20.4 | 0.55 | 0.65 | 0.55 | 60.7 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 147 | 2 | 147 | 1.4 | 0.254 | 5.7 | LOS A | 1.8 | 12.6 | 0.62 | 0.62 | 0.62 | 58.1 |
| 11 | T1 | 81 | 3 | 81 | 3.7 | 0.254 | 5.8 | LOS A | 1.8 | 12.6 | 0.62 | 0.62 | 0.62 | 54.9 |
| 12 | R2 | 31 | 0 | 31 | 0.0 | 0.254 | 11.2 | LOS A | 1.8 | 12.6 | 0.62 | 0.62 | 0.62 | 59.7 |
| Approach | | 259 | 5 | 259 | 1.9 | 0.254 | 6.4 | LOS A | 1.8 | 12.6 | 0.62 | 0.62 | 0.62 | 57.2 |
| All Vehicles | | 1347 | 46 | 1347 | 3.4 | 0.393 | 8.7 | LOS A | 2.9 | 20.8 | 0.62 | 0.67 | 0.62 | 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.

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.

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\Proposed network 2022 (summer holiday adjusted) with development.sip9

MOVEMENT SUMMARY

▼ Site: 101 [Broulee Rd & Proposed Main Site Access 2022
(summer holiday adjusted) AM with development (Site Folder:
General)]

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

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|--------------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 5 | T1 | 228 | 0 | 228 | 0.0 | 0.118 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| 6 | R2 | 45 | 0 | 45 | 0.0 | 0.044 | 8.9 | LOS A | 0.2 | 1.2 | 0.41 | 0.67 | 0.41 | 50.0 |
| Approach | | 273 | 0 | 273 | 0.0 | 0.118 | 1.5 | NA | 0.2 | 1.2 | 0.07 | 0.11 | 0.07 | 85.8 |
| North: Proposed Main Site Access (N) | | | | | | | | | | | | | | |
| 7 | L2 | 181 | 0 | 181 | 0.0 | 0.552 | 7.5 | LOS A | 4.0 | 28.1 | 0.63 | 0.95 | 1.03 | 46.2 |
| 9 | R2 | 181 | 0 | 181 | 0.0 | 0.552 | 13.7 | LOS A | 4.0 | 28.1 | 0.63 | 0.95 | 1.03 | 46.1 |
| Approach | | 362 | 0 | 362 | 0.0 | 0.552 | 10.6 | LOS A | 4.0 | 28.1 | 0.63 | 0.95 | 1.03 | 46.2 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 45 | 0 | 45 | 0.0 | 0.024 | 7.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 75.3 |
| 11 | T1 | 300 | 0 | 300 | 0.0 | 0.154 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| Approach | | 345 | 0 | 345 | 0.0 | 0.154 | 1.0 | NA | 0.0 | 0.0 | 0.00 | 0.09 | 0.00 | 95.8 |
| All Vehicles | | 980 | 0 | 980 | 0.0 | 0.552 | 4.7 | NA | 4.0 | 28.1 | 0.25 | 0.41 | 0.40 | 67.0 |

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.

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\Proposed network 2022 (summer holiday adjusted) with development.sip9

MOVEMENT SUMMARY

▼ Site: 101 [Broulee Rd & Proposed Main Site Access 2022
(summer holiday adjusted) PM with development (Site Folder:
General)]

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

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|--------------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 5 | T1 | 245 | 0 | 245 | 0.0 | 0.126 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| 6 | R2 | 192 | 0 | 192 | 0.0 | 0.198 | 9.4 | LOS A | 0.8 | 5.9 | 0.48 | 0.74 | 0.48 | 49.7 |
| Approach | | 437 | 0 | 437 | 0.0 | 0.198 | 4.1 | NA | 0.8 | 5.9 | 0.21 | 0.33 | 0.21 | 69.2 |
| North: Proposed Main Site Access (N) | | | | | | | | | | | | | | |
| 7 | L2 | 48 | 0 | 48 | 0.0 | 0.162 | 4.3 | LOS A | 0.6 | 4.2 | 0.46 | 0.63 | 0.46 | 47.9 |
| 9 | R2 | 48 | 0 | 48 | 0.0 | 0.162 | 11.4 | LOS A | 0.6 | 4.2 | 0.46 | 0.63 | 0.46 | 47.8 |
| Approach | | 96 | 0 | 96 | 0.0 | 0.162 | 7.8 | LOS A | 0.6 | 4.2 | 0.46 | 0.63 | 0.46 | 47.8 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 192 | 0 | 192 | 0.0 | 0.103 | 7.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 75.3 |
| 11 | T1 | 205 | 0 | 205 | 0.0 | 0.105 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 100.0 |
| Approach | | 397 | 0 | 397 | 0.0 | 0.105 | 3.8 | NA | 0.0 | 0.0 | 0.00 | 0.32 | 0.00 | 86.2 |
| All Vehicles | | 930 | 0 | 930 | 0.0 | 0.198 | 4.4 | NA | 0.8 | 5.9 | 0.15 | 0.35 | 0.15 | 71.9 |

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

MOVEMENT SUMMARY

▼ Site: 101 [Broulee Rd & Proposed Secondary Site Access
2022 (summer holiday adjusted) AM with development (Site
Folder: General)]

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

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|--------------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| | | | | | | v/c | sec | | | | | | | km/h |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 5 | T1 | 386 | 0 | 386 | 0.0 | 0.198 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| 6 | R2 | 23 | 0 | 23 | 0.0 | 0.021 | 8.5 | LOS A | 0.1 | 0.6 | 0.36 | 0.64 | 0.36 | 50.2 |
| Approach | | 409 | 0 | 409 | 0.0 | 0.198 | 0.5 | NA | 0.1 | 0.6 | 0.02 | 0.04 | 0.02 | 94.6 |
| North: Proposed Main Site Access (N) | | | | | | | | | | | | | | |
| 7 | L2 | 91 | 0 | 91 | 0.0 | 0.300 | 5.0 | LOS A | 1.3 | 9.3 | 0.53 | 0.71 | 0.59 | 47.5 |
| 9 | R2 | 91 | 0 | 91 | 0.0 | 0.300 | 11.9 | LOS A | 1.3 | 9.3 | 0.53 | 0.71 | 0.59 | 47.4 |
| Approach | | 182 | 0 | 182 | 0.0 | 0.300 | 8.4 | LOS A | 1.3 | 9.3 | 0.53 | 0.71 | 0.59 | 47.5 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 23 | 0 | 23 | 0.0 | 0.012 | 7.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 75.3 |
| 11 | T1 | 254 | 0 | 254 | 0.0 | 0.130 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| Approach | | 277 | 0 | 277 | 0.0 | 0.130 | 0.7 | NA | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 97.3 |
| All Vehicles | | 868 | 0 | 868 | 0.0 | 0.300 | 2.2 | NA | 1.3 | 9.3 | 0.12 | 0.18 | 0.13 | 78.8 |

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.

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\Proposed network 2022 (summer holiday adjusted) with development.sip9

MOVEMENT SUMMARY

▼ Site: 101 [Broulee Rd & Proposed Secondary Site Access
2022 (summer holiday adjusted) PM with development (Site
Folder: General)]

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

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|--------------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 5 | T1 | 197 | 0 | 197 | 0.0 | 0.102 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 100.0 |
| 6 | R2 | 96 | 0 | 96 | 0.0 | 0.109 | 9.7 | LOS A | 0.4 | 3.0 | 0.49 | 0.75 | 0.49 | 49.4 |
| Approach | | 293 | 0 | 293 | 0.0 | 0.109 | 3.2 | NA | 0.4 | 3.0 | 0.16 | 0.25 | 0.16 | 74.9 |
| North: Proposed Main Site Access (N) | | | | | | | | | | | | | | |
| 7 | L2 | 24 | 0 | 24 | 0.0 | 0.086 | 5.1 | LOS A | 0.3 | 2.1 | 0.54 | 0.69 | 0.54 | 47.8 |
| 9 | R2 | 24 | 0 | 24 | 0.0 | 0.086 | 10.9 | LOS A | 0.3 | 2.1 | 0.54 | 0.69 | 0.54 | 47.7 |
| Approach | | 48 | 0 | 48 | 0.0 | 0.086 | 8.0 | LOS A | 0.3 | 2.1 | 0.54 | 0.69 | 0.54 | 47.7 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 96 | 0 | 96 | 0.0 | 0.052 | 7.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 75.3 |
| 11 | T1 | 373 | 0 | 373 | 0.0 | 0.191 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| Approach | | 469 | 0 | 469 | 0.0 | 0.191 | 1.6 | NA | 0.0 | 0.0 | 0.00 | 0.13 | 0.00 | 93.6 |
| All Vehicles | | 810 | 0 | 810 | 0.0 | 0.191 | 2.6 | NA | 0.4 | 3.0 | 0.09 | 0.21 | 0.09 | 81.6 |

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.

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\Proposed network 2022 (summer holiday adjusted) with development.sip9

MOVEMENT SUMMARY

▼ Site: 101 [Princes Hwy & Broulee Rd 2032 (summer holiday adjusted) AM with development - Seagull stage 1 (Site Folder: General)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Design Life Analysis (Final Year): Results for 10 years

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: Princes Hwy (S) | | | | | | | | | | | | | | |
| 3 | R2 | 162 | 12 | 179 | 7.4 | 0.248 | 8.4 | LOS A | 1.0 | 7.7 | 0.59 | 0.84 | 0.61 | 59.5 |
| Approach | | 162 | 12 | 179 | 7.4 | 0.248 | 8.4 | NA | 1.0 | 7.7 | 0.59 | 0.84 | 0.61 | 59.5 |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 246 | 7 | 272 | 2.8 | 0.258 | 9.9 | LOS A | 1.1 | 8.0 | 0.50 | 0.76 | 0.50 | 70.5 |
| 5 | T1 | 239 | 1 | 264 | 0.4 | 0.545 | 18.0 | LOS B | 3.5 | 24.8 | 0.77 | 1.02 | 1.28 | 61.4 |
| Approach | | 485 | 8 | 536 | 1.6 | 0.545 | 13.9 | LOS A | 3.5 | 24.8 | 0.64 | 0.89 | 0.88 | 65.7 |
| North: Princes Hwy (N) | | | | | | | | | | | | | | |
| 7 | L2 | 128 | 2 | 141 | 1.6 | 0.077 | 7.9 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 73.9 |
| 8 | T1 | 384 | 23 | 424 | 6.0 | 0.226 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| Approach | | 512 | 25 | 566 | 4.9 | 0.226 | 2.0 | NA | 0.0 | 0.0 | 0.00 | 0.16 | 0.00 | 91.8 |
| All Vehicles | | 1159 | 45 | 1280 | 3.9 | 0.545 | 7.9 | NA | 3.5 | 24.8 | 0.35 | 0.56 | 0.45 | 75.0 |

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.

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\Proposed network 2032 (summer holiday adjusted) with development.sip9

MOVEMENT SUMMARY

▼ Site: 101 [Princes Hwy & Broulee Rd 2032 (summer holiday adjusted) AM with development - Seagull stage 2 (Site Folder: General)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Design Life Analysis (Final Year): Results for 10 years

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|-------|--------------|------|-----------|-------------|------------------|-------------------|--------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total | HV] | [Total | HV] | | | | [Veh. | Dist] | | | | |
| | | veh/h | veh/h | veh/h | % | | | | v/c | sec | | | | veh |
| South: Princes Hwy (S) | | | | | | | | | | | | | | |
| 2 | T1 | 504 | 18 | 557 | 3.6 | 0.292 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.8 |
| Approach | | 504 | 18 | 557 | 3.6 | 0.292 | 0.0 | NA | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.8 |
| SouthEast: Median storage | | | | | | | | | | | | | | |
| 23a | R1 | 239 | 1 | 264 | 0.4 | 0.501 | 9.3 | LOS A | 3.0 | 21.2 | 0.72 | 1.05 | 1.11 | 50.6 |
| Approach | | 239 | 1 | 264 | 0.4 | 0.501 | 9.3 | LOS A | 3.0 | 21.2 | 0.72 | 1.05 | 1.11 | 50.6 |
| All Vehicles | | 743 | 19 | 821 | 2.6 | 0.501 | 3.0 | NA | 3.0 | 21.2 | 0.23 | 0.34 | 0.36 | 83.6 |

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.

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Project: C:\Users\ChrisPalmer\OneDrive - CJP Consulting Engineers\Projects\2022\22206 - 207 Broulee Rd, BROULEE\SIDRA\230120
\Proposed network 2032 (summer holiday adjusted) with development.sip9

MOVEMENT SUMMARY

▼ Site: 101 [Princes Hwy & Broulee Rd 2032 (summer holiday adjusted) PM with development - Seagull stage 1 (Site Folder: General)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Design Life Analysis (Final Year): Results for 10 years

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: Princes Hwy (S) | | | | | | | | | | | | | | |
| 3 | R2 | 249 | 2 | 275 | 0.8 | 0.609 | 17.5 | LOS B | 3.5 | 24.9 | 0.85 | 1.06 | 1.48 | 49.6 |
| Approach | | 249 | 2 | 275 | 0.8 | 0.609 | 17.5 | NA | 3.5 | 24.9 | 0.85 | 1.06 | 1.48 | 49.6 |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 107 | 6 | 118 | 5.6 | 0.159 | 11.6 | LOS A | 0.6 | 4.3 | 0.58 | 0.86 | 0.58 | 67.6 |
| 5 | T1 | 93 | 5 | 103 | 5.4 | 0.455 | 29.8 | LOS C | 2.0 | 14.5 | 0.89 | 1.02 | 1.22 | 50.5 |
| Approach | | 200 | 11 | 221 | 5.5 | 0.455 | 20.1 | LOS B | 2.0 | 14.5 | 0.73 | 0.93 | 0.88 | 58.4 |
| North: Princes Hwy (N) | | | | | | | | | | | | | | |
| 7 | L2 | 227 | 1 | 251 | 0.4 | 0.135 | 7.9 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 74.3 |
| 8 | T1 | 603 | 27 | 666 | 4.5 | 0.352 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.8 |
| Approach | | 830 | 28 | 917 | 3.4 | 0.352 | 2.2 | NA | 0.0 | 0.0 | 0.00 | 0.18 | 0.00 | 91.2 |
| All Vehicles | | 1279 | 41 | 1413 | 3.2 | 0.609 | 7.9 | NA | 3.5 | 24.9 | 0.28 | 0.47 | 0.43 | 75.9 |

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.

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Project: C:\Users\ChrisPalmer\OneDrive - CJP Consulting Engineers\Projects\2022\22206 - 207 Broulee Rd, BROULEE\SIDRA\230120

\Proposed network 2032 (summer holiday adjusted) with development.sip9

MOVEMENT SUMMARY

▼ Site: 101 [Princes Hwy & Broulee Rd 2032 (summer holiday adjusted) PM with development - Seagull stage 2 (Site Folder: General)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Design Life Analysis (Final Year): Results for 10 years

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|-------|--------------|------|-----------|-------------|------------------|-------------------|--------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total | HV] | [Total | HV] | | | | [Veh. | Dist] | | | | |
| | | veh/h | veh/h | veh/h | % | | | | v/c | sec | | | | veh |
| South: Princes Hwy (S) | | | | | | | | | | | | | | |
| 2 | T1 | 539 | 20 | 595 | 3.7 | 0.313 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.8 |
| Approach | | 539 | 20 | 595 | 3.7 | 0.313 | 0.0 | NA | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.8 |
| SouthEast: Median storage | | | | | | | | | | | | | | |
| 23a | R1 | 93 | 5 | 103 | 5.4 | 0.221 | 7.2 | LOS A | 0.9 | 6.4 | 0.66 | 0.71 | 0.69 | 51.7 |
| Approach | | 93 | 5 | 103 | 5.4 | 0.221 | 7.2 | LOS A | 0.9 | 6.4 | 0.66 | 0.71 | 0.69 | 51.7 |
| All Vehicles | | 632 | 25 | 698 | 4.0 | 0.313 | 1.1 | NA | 0.9 | 6.4 | 0.10 | 0.10 | 0.10 | 92.6 |

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.

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Project: C:\Users\ChrisPalmer\OneDrive - CJP Consulting Engineers\Projects\2022\22206 - 207 Broulee Rd, BROULEE\SIDRA\230120
\Proposed network 2032 (summer holiday adjusted) with development.sip9

MOVEMENT SUMMARY


 **Site: 101v [George Bass Dr & Broulee Rd 2032 (summer holiday adjusted) AM with development - RAB Conversion (Site Folder: General)]**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: George Bass Dr (S) | | | | | | | | | | | | | | |
| 1 | L2 | 27 | 0 | 30 | 0.0 | 0.429 | 8.0 | LOS A | 3.3 | 24.4 | 0.70 | 0.72 | 0.70 | 57.0 |
| 2 | T1 | 264 | 21 | 292 | 8.0 | 0.429 | 8.8 | LOS A | 3.3 | 24.4 | 0.70 | 0.72 | 0.70 | 62.3 |
| 3 | R2 | 89 | 3 | 98 | 3.4 | 0.429 | 14.3 | LOS A | 3.3 | 24.4 | 0.70 | 0.72 | 0.70 | 58.8 |
| Approach | | 380 | 24 | 420 | 6.3 | 0.429 | 10.0 | LOS A | 3.3 | 24.4 | 0.70 | 0.72 | 0.70 | 61.0 |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 157 | 9 | 173 | 5.7 | 0.549 | 12.4 | LOS A | 5.4 | 39.3 | 0.97 | 1.02 | 1.17 | 52.0 |
| 5 | T1 | 98 | 3 | 108 | 3.1 | 0.549 | 12.3 | LOS A | 5.4 | 39.3 | 0.97 | 1.02 | 1.17 | 50.2 |
| 6 | R2 | 71 | 3 | 78 | 4.2 | 0.549 | 18.0 | LOS B | 5.4 | 39.3 | 0.97 | 1.02 | 1.17 | 53.2 |
| Approach | | 326 | 15 | 360 | 4.6 | 0.549 | 13.6 | LOS A | 5.4 | 39.3 | 0.97 | 1.02 | 1.17 | 51.7 |
| North: George Bass Dr (N) | | | | | | | | | | | | | | |
| 7 | L2 | 42 | 5 | 46 | 11.9 | 0.644 | 10.4 | LOS A | 7.4 | 53.2 | 0.85 | 0.81 | 0.96 | 55.6 |
| 8 | T1 | 402 | 14 | 444 | 3.5 | 0.644 | 10.5 | LOS A | 7.4 | 53.2 | 0.85 | 0.81 | 0.96 | 62.1 |
| 9 | R2 | 148 | 3 | 163 | 2.0 | 0.644 | 16.1 | LOS B | 7.4 | 53.2 | 0.85 | 0.81 | 0.96 | 57.8 |
| Approach | | 592 | 22 | 654 | 3.7 | 0.644 | 11.9 | LOS A | 7.4 | 53.2 | 0.85 | 0.81 | 0.96 | 60.4 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 276 | 12 | 305 | 4.3 | 0.625 | 10.2 | LOS A | 6.9 | 49.7 | 0.90 | 0.93 | 1.09 | 54.0 |
| 11 | T1 | 129 | 5 | 142 | 3.9 | 0.625 | 10.2 | LOS A | 6.9 | 49.7 | 0.90 | 0.93 | 1.09 | 51.8 |
| 12 | R2 | 91 | 0 | 101 | 0.0 | 0.625 | 15.6 | LOS B | 6.9 | 49.7 | 0.90 | 0.93 | 1.09 | 56.0 |
| Approach | | 496 | 17 | 548 | 3.4 | 0.625 | 11.2 | LOS A | 6.9 | 49.7 | 0.90 | 0.93 | 1.09 | 53.8 |
| All Vehicles | | 1794 | 78 | 1982 | 4.3 | 0.644 | 11.6 | LOS A | 7.4 | 53.2 | 0.86 | 0.86 | 0.98 | 56.9 |

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.
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.

MOVEMENT SUMMARY

 **Site: 101v [George Bass Dr & Broulee Rd 2032 (summer holiday adjusted) PM with development - RAB Conversion (Site Folder: General)]**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| South: George Bass Dr (S) | | | | | | | | | | | | | | |
| 1 | L2 | 100 | 5 | 110 | 5.0 | 0.449 | 8.5 | LOS A | 3.5 | 24.8 | 0.72 | 0.74 | 0.72 | 56.9 |
| 2 | T1 | 191 | 2 | 211 | 1.0 | 0.449 | 8.9 | LOS A | 3.5 | 24.8 | 0.72 | 0.74 | 0.72 | 64.0 |
| 3 | R2 | 110 | 5 | 122 | 4.5 | 0.449 | 14.7 | LOS B | 3.5 | 24.8 | 0.72 | 0.74 | 0.72 | 58.8 |
| Approach | | 401 | 12 | 443 | 3.0 | 0.449 | 10.4 | LOS A | 3.5 | 24.8 | 0.72 | 0.74 | 0.72 | 60.6 |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 80 | 2 | 88 | 2.5 | 0.313 | 6.8 | LOS A | 2.3 | 16.2 | 0.73 | 0.72 | 0.73 | 56.8 |
| 5 | T1 | 140 | 5 | 155 | 3.6 | 0.313 | 6.9 | LOS A | 2.3 | 16.2 | 0.73 | 0.72 | 0.73 | 54.1 |
| 6 | R2 | 35 | 0 | 39 | 0.0 | 0.313 | 12.3 | LOS A | 2.3 | 16.2 | 0.73 | 0.72 | 0.73 | 58.6 |
| Approach | | 255 | 7 | 282 | 2.7 | 0.313 | 7.6 | LOS A | 2.3 | 16.2 | 0.73 | 0.72 | 0.73 | 55.5 |
| North: George Bass Dr (N) | | | | | | | | | | | | | | |
| 7 | L2 | 45 | 2 | 50 | 4.4 | 0.423 | 7.3 | LOS A | 3.3 | 24.1 | 0.60 | 0.67 | 0.60 | 57.0 |
| 8 | T1 | 214 | 17 | 236 | 7.9 | 0.423 | 7.9 | LOS A | 3.3 | 24.1 | 0.60 | 0.67 | 0.60 | 62.4 |
| 9 | R2 | 173 | 3 | 191 | 1.7 | 0.423 | 13.4 | LOS A | 3.3 | 24.1 | 0.60 | 0.67 | 0.60 | 59.0 |
| Approach | | 432 | 22 | 477 | 5.1 | 0.423 | 10.0 | LOS A | 3.3 | 24.1 | 0.60 | 0.67 | 0.60 | 60.4 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 147 | 2 | 162 | 1.4 | 0.291 | 6.0 | LOS A | 2.1 | 15.0 | 0.66 | 0.66 | 0.66 | 57.8 |
| 11 | T1 | 81 | 3 | 89 | 3.7 | 0.291 | 6.1 | LOS A | 2.1 | 15.0 | 0.66 | 0.66 | 0.66 | 54.7 |
| 12 | R2 | 31 | 0 | 34 | 0.0 | 0.291 | 11.5 | LOS A | 2.1 | 15.0 | 0.66 | 0.66 | 0.66 | 59.4 |
| Approach | | 259 | 5 | 286 | 1.9 | 0.291 | 6.7 | LOS A | 2.1 | 15.0 | 0.66 | 0.66 | 0.66 | 57.0 |
| All Vehicles | | 1347 | 46 | 1488 | 3.4 | 0.449 | 9.0 | LOS A | 3.5 | 24.8 | 0.67 | 0.70 | 0.67 | 58.8 |

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

MOVEMENT SUMMARY

▼ Site: 101 [Broulee Rd & Proposed Main Site Access 2032
(summer holiday adjusted) AM with development (Site Folder:
General)]

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|--------------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 5 | T1 | 228 | 0 | 252 | 0.0 | 0.130 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| 6 | R2 | 45 | 0 | 50 | 0.0 | 0.051 | 9.1 | LOS A | 0.2 | 1.4 | 0.43 | 0.69 | 0.43 | 49.9 |
| Approach | | 273 | 0 | 302 | 0.0 | 0.130 | 1.5 | NA | 0.2 | 1.4 | 0.07 | 0.11 | 0.07 | 85.8 |
| North: Proposed Main Site Access (N) | | | | | | | | | | | | | | |
| 7 | L2 | 181 | 0 | 200 | 0.0 | 0.659 | 9.5 | LOS A | 5.6 | 39.5 | 0.70 | 1.14 | 1.38 | 44.6 |
| 9 | R2 | 181 | 0 | 200 | 0.0 | 0.659 | 17.2 | LOS B | 5.6 | 39.5 | 0.70 | 1.14 | 1.38 | 44.5 |
| Approach | | 362 | 0 | 400 | 0.0 | 0.659 | 13.4 | LOS A | 5.6 | 39.5 | 0.70 | 1.14 | 1.38 | 44.6 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 45 | 0 | 50 | 0.0 | 0.027 | 7.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 75.3 |
| 11 | T1 | 300 | 0 | 331 | 0.0 | 0.170 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| Approach | | 345 | 0 | 381 | 0.0 | 0.170 | 1.0 | NA | 0.0 | 0.0 | 0.00 | 0.09 | 0.00 | 95.8 |
| All Vehicles | | 980 | 0 | 1083 | 0.0 | 0.659 | 5.7 | NA | 5.6 | 39.5 | 0.28 | 0.48 | 0.53 | 65.7 |

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

MOVEMENT SUMMARY

▼ Site: 101 [Broulee Rd & Proposed Main Site Access 2032
(summer holiday adjusted) PM with development (Site Folder:
General)]

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|--------------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 5 | T1 | 245 | 0 | 271 | 0.0 | 0.140 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| 6 | R2 | 192 | 0 | 212 | 0.0 | 0.229 | 9.7 | LOS A | 1.0 | 6.9 | 0.51 | 0.77 | 0.51 | 49.5 |
| Approach | | 437 | 0 | 483 | 0.0 | 0.229 | 4.3 | NA | 1.0 | 6.9 | 0.22 | 0.34 | 0.22 | 69.0 |
| North: Proposed Main Site Access (N) | | | | | | | | | | | | | | |
| 7 | L2 | 48 | 0 | 53 | 0.0 | 0.197 | 4.4 | LOS A | 0.7 | 5.1 | 0.50 | 0.65 | 0.50 | 47.3 |
| 9 | R2 | 48 | 0 | 53 | 0.0 | 0.197 | 13.0 | LOS A | 0.7 | 5.1 | 0.50 | 0.65 | 0.50 | 47.3 |
| Approach | | 96 | 0 | 106 | 0.0 | 0.197 | 8.7 | LOS A | 0.7 | 5.1 | 0.50 | 0.65 | 0.50 | 47.3 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 192 | 0 | 212 | 0.0 | 0.114 | 7.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 75.3 |
| 11 | T1 | 205 | 0 | 226 | 0.0 | 0.116 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| Approach | | 397 | 0 | 439 | 0.0 | 0.116 | 3.8 | NA | 0.0 | 0.0 | 0.00 | 0.32 | 0.00 | 86.2 |
| All Vehicles | | 930 | 0 | 1027 | 0.0 | 0.229 | 4.5 | NA | 1.0 | 6.9 | 0.16 | 0.36 | 0.16 | 71.7 |

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

MOVEMENT SUMMARY

▼ Site: 101 [Broulee Rd & Proposed Secondary Site Access
2032 (summer holiday adjusted) AM with development (Site
Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|--------------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 5 | T1 | 386 | 0 | 426 | 0.0 | 0.219 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| 6 | R2 | 23 | 0 | 23 | 0.0 | 0.022 | 8.6 | LOS A | 0.1 | 0.6 | 0.37 | 0.65 | 0.37 | 50.1 |
| Approach | | 409 | 0 | 449 | 0.0 | 0.219 | 0.5 | NA | 0.1 | 0.6 | 0.02 | 0.03 | 0.02 | 95.1 |
| North: Proposed Main Site Access (N) | | | | | | | | | | | | | | |
| 7 | L2 | 91 | 0 | 91 | 0.0 | 0.328 | 5.5 | LOS A | 1.5 | 10.5 | 0.56 | 0.76 | 0.68 | 46.8 |
| 9 | R2 | 91 | 0 | 91 | 0.0 | 0.328 | 13.7 | LOS A | 1.5 | 10.5 | 0.56 | 0.76 | 0.68 | 46.7 |
| Approach | | 182 | 0 | 182 | 0.0 | 0.328 | 9.6 | LOS A | 1.5 | 10.5 | 0.56 | 0.76 | 0.68 | 46.8 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 23 | 0 | 23 | 0.0 | 0.012 | 7.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 75.3 |
| 11 | T1 | 254 | 0 | 281 | 0.0 | 0.144 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| Approach | | 277 | 0 | 304 | 0.0 | 0.144 | 0.6 | NA | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 97.5 |
| All Vehicles | | 868 | 0 | 935 | 0.0 | 0.328 | 2.3 | NA | 1.5 | 10.5 | 0.12 | 0.18 | 0.14 | 79.6 |

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 [Broulee Rd & Proposed Secondary Site Access
2032 (summer holiday adjusted) PM with development (Site
Folder: General)]

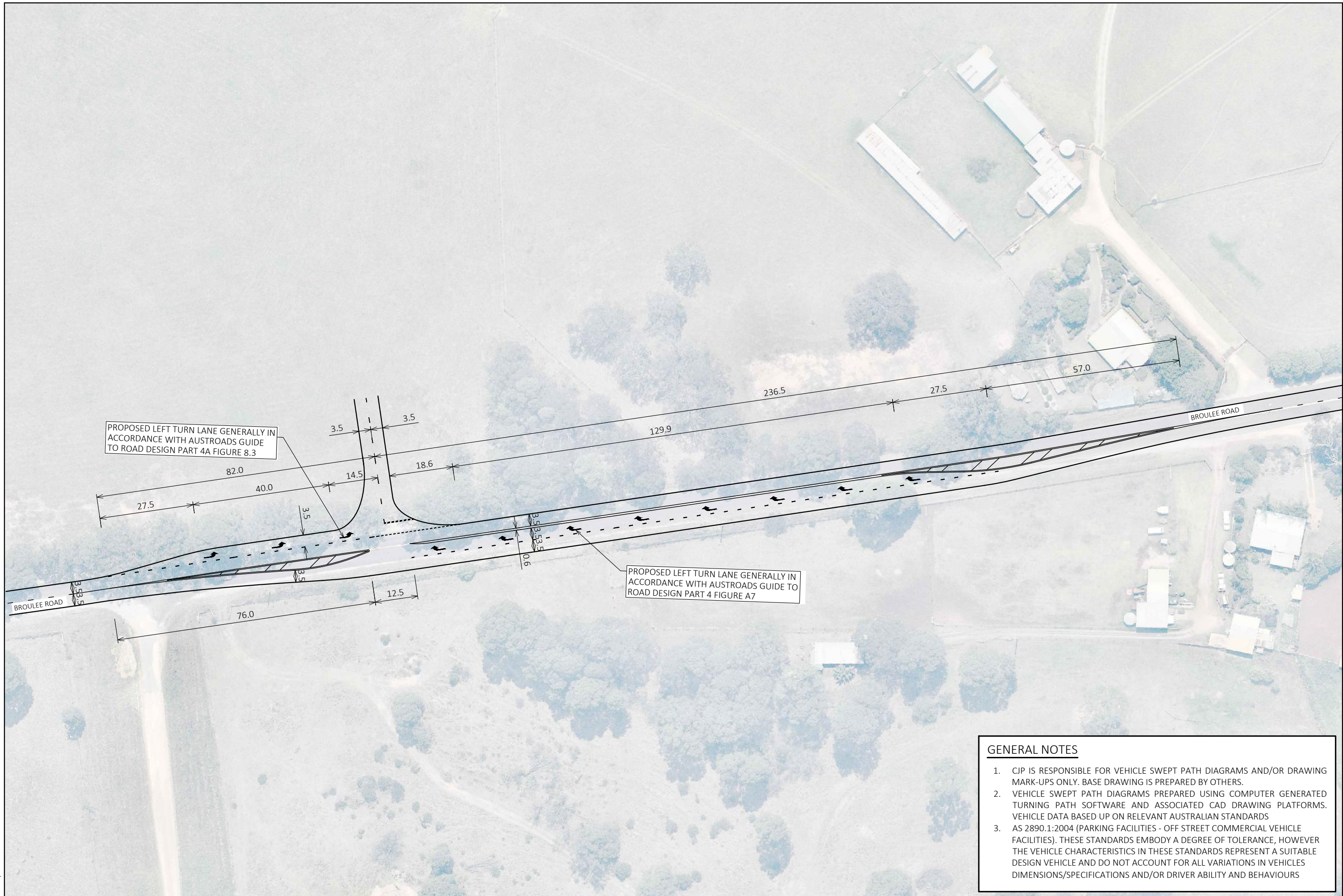
New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|--------------------------------------|------|---------------|------------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV] veh/h | [Total veh/h | HV] % | | | | [Veh. veh | Dist] m | | | | |
| East: Broulee Rd (E) | | | | | | | | | | | | | | |
| 5 | T1 | 197 | 0 | 218 | 0.0 | 0.112 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 100.0 |
| 6 | R2 | 96 | 0 | 96 | 0.0 | 0.115 | 10.0 | LOS A | 0.4 | 3.1 | 0.51 | 0.77 | 0.51 | 49.2 |
| Approach | | 293 | 0 | 314 | 0.0 | 0.115 | 3.1 | NA | 0.4 | 3.1 | 0.16 | 0.24 | 0.16 | 76.0 |
| North: Proposed Main Site Access (N) | | | | | | | | | | | | | | |
| 7 | L2 | 24 | 0 | 24 | 0.0 | 0.093 | 5.4 | LOS A | 0.3 | 2.3 | 0.56 | 0.71 | 0.56 | 47.3 |
| 9 | R2 | 24 | 0 | 24 | 0.0 | 0.093 | 12.0 | LOS A | 0.3 | 2.3 | 0.56 | 0.71 | 0.56 | 47.2 |
| Approach | | 48 | 0 | 48 | 0.0 | 0.093 | 8.7 | LOS A | 0.3 | 2.3 | 0.56 | 0.71 | 0.56 | 47.3 |
| West: Broulee Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 96 | 0 | 96 | 0.0 | 0.052 | 7.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 75.3 |
| 11 | T1 | 373 | 0 | 412 | 0.0 | 0.211 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 99.9 |
| Approach | | 469 | 0 | 508 | 0.0 | 0.211 | 1.5 | NA | 0.0 | 0.0 | 0.00 | 0.12 | 0.00 | 94.1 |
| All Vehicles | | 810 | 0 | 870 | 0.0 | 0.211 | 2.5 | NA | 0.4 | 3.1 | 0.09 | 0.20 | 0.09 | 82.5 |

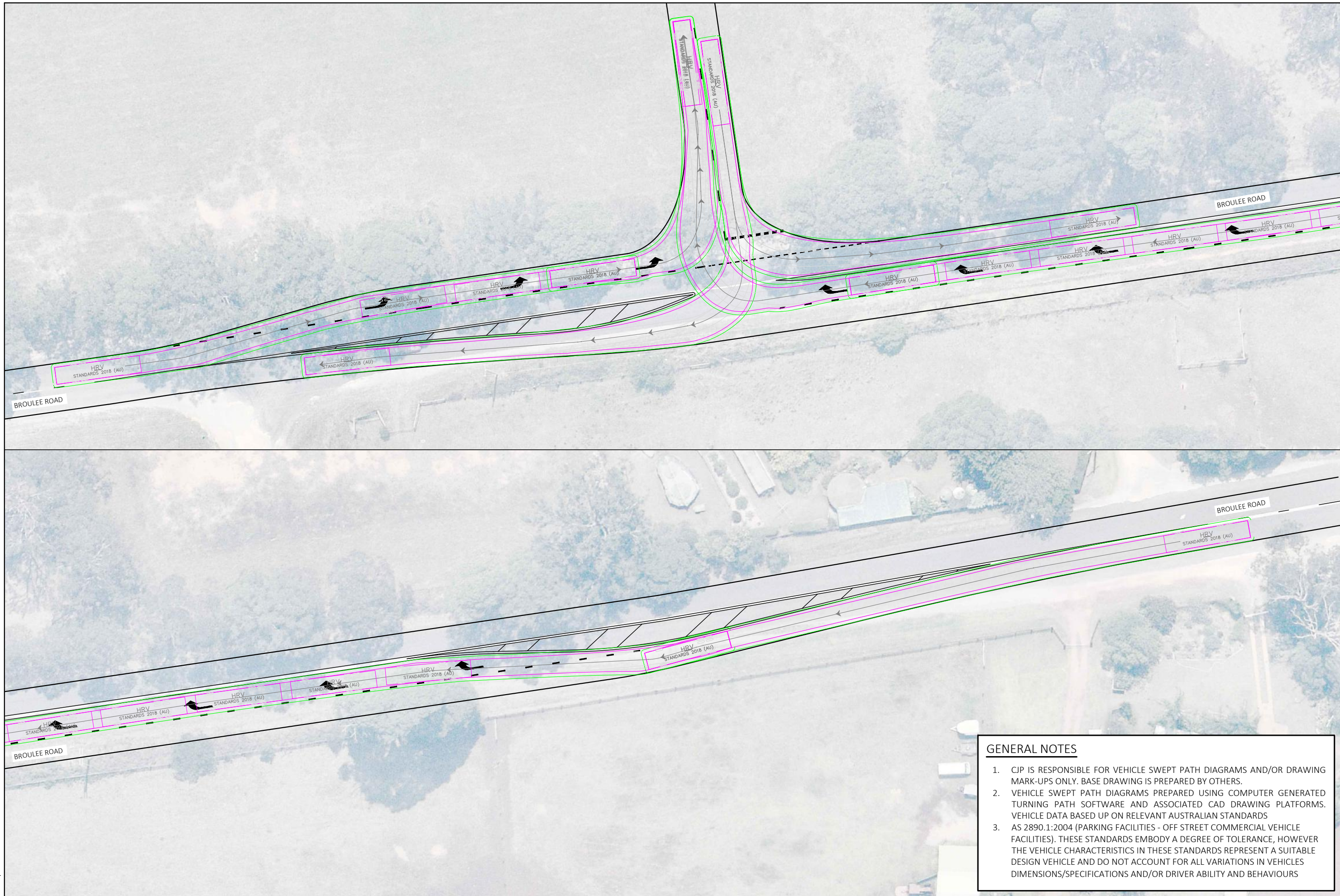
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS 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.

Appendix E

Concept Roundabout & Site Access Driveway Designs

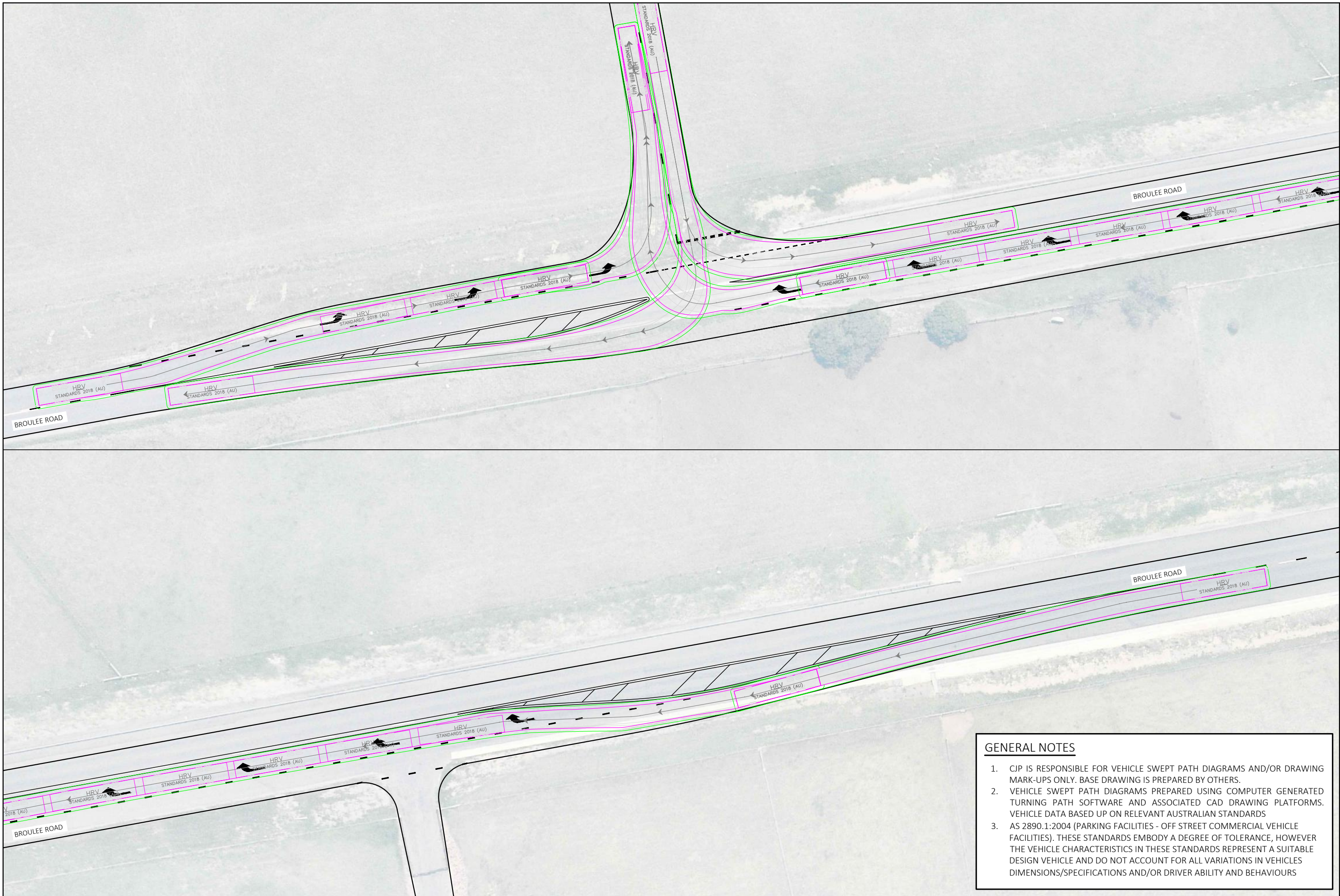


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Plotted by SY

LEGEND:

- EXISTING FEATURES
- PROPOSED FEATURES

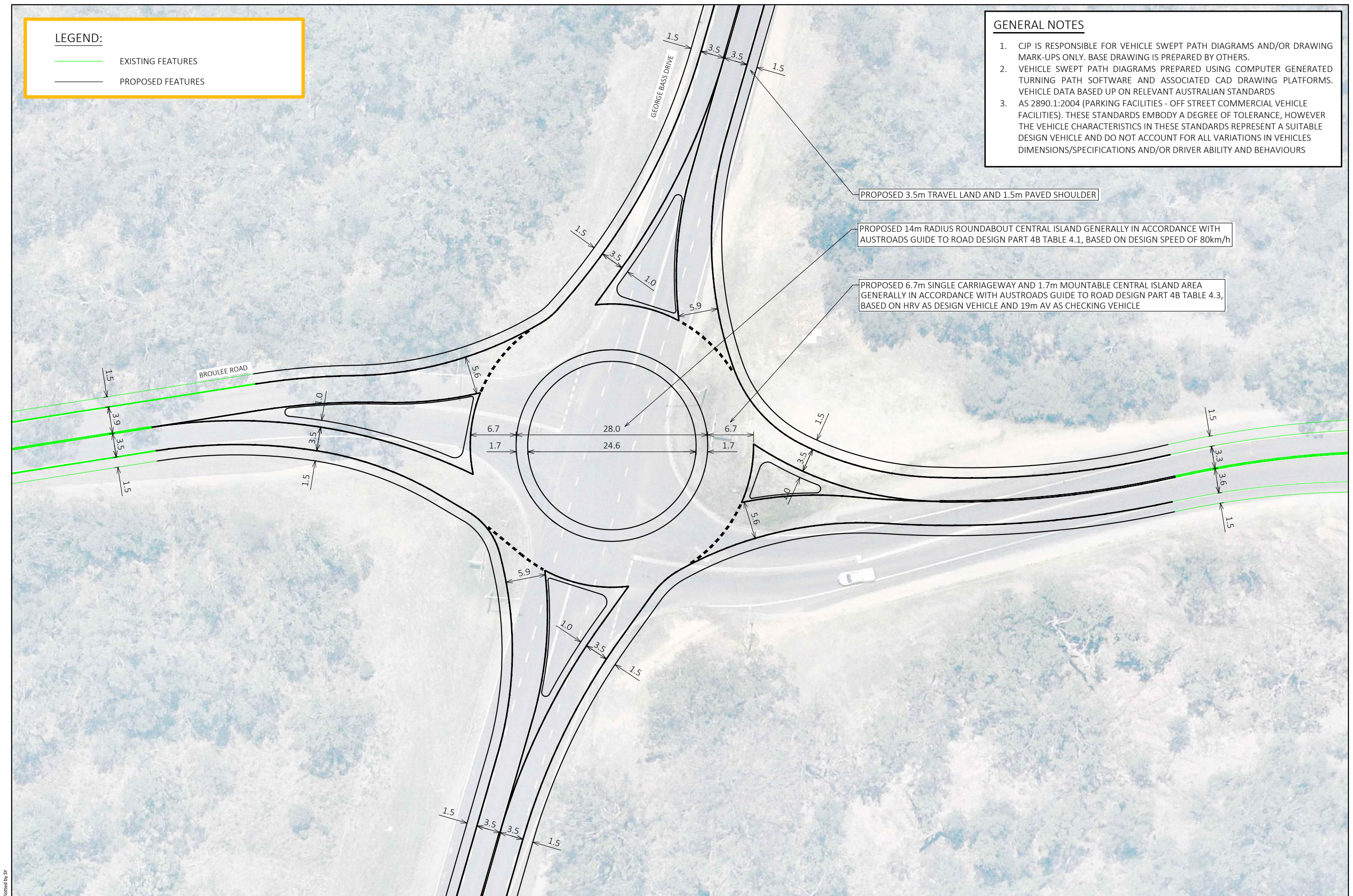
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PROPOSED 3.5m TRAVEL LAND AND 1.5m PAVED SHOULDER

PROPOSED 14m RADIUS ROUNDABOUT CENTRAL ISLAND GENERALLY IN ACCORDANCE WITH AUSTRROADS GUIDE TO ROAD DESIGN PART 4B TABLE 4.1, BASED ON DESIGN SPEED OF 80km/h

PROPOSED 6.7m SINGLE CARRIAGEWAY AND 1.7m MOUNTABLE CENTRAL ISLAND AREA GENERALLY IN ACCORDANCE WITH AUSTRROADS GUIDE TO ROAD DESIGN PART 4B TABLE 4.3, BASED ON HRV AS DESIGN VEHICLE AND 19m AV AS CHECKING VEHICLE



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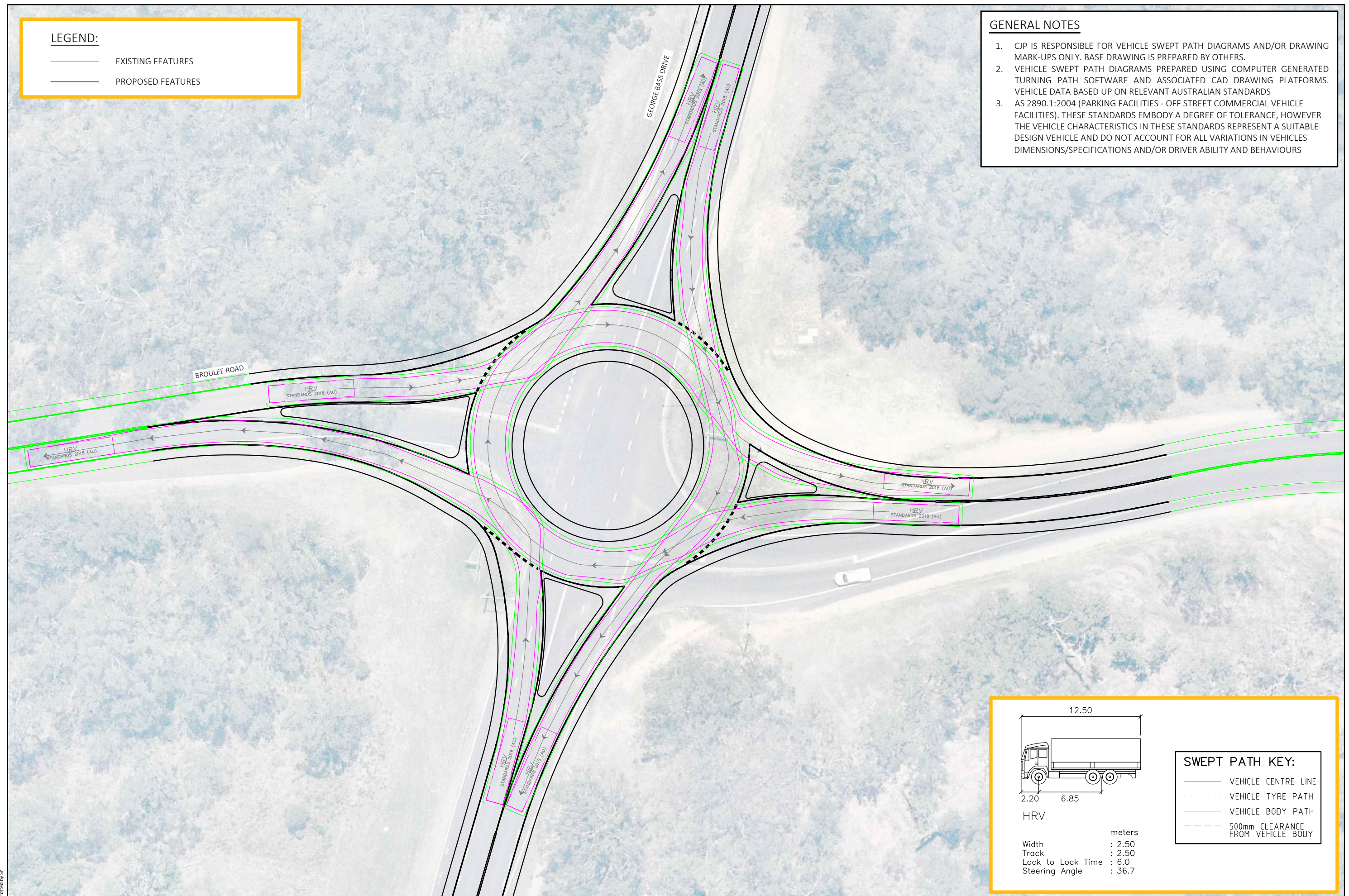
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SWEPT PATH KEY:

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

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A side-view diagram of a truck. The total length is indicated as 12.50. The distance from the front of the truck to the center of the first axle is 2.20. The distance between the centers of the two axles is 6.85.

HRV

HRV

HRV

HRV

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HRV

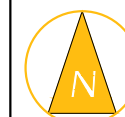
PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
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207 BROULEE ROAD, BROULEE
BROULEE ROAD AND GEORGE BASS DRIVE ROUNDABOUT
SWEEP PATH ASSESSMENT



SCALE 0 5.0 10.0 1:500 @ A3

DRAWING NO. 22206-D01-V1

SHEET NO. 06 OF 07

| | |
|------------|------------------|
| ISSUE DATE | 17 December 2022 |
|------------|------------------|

DRAWN BY Y.HUANG



CJP CONSULTING ENGINEERS

CJP Consulting Engineers
PO Box 1184
Hunters Hill NSW 2110
M: 0415 256 233
E: info@cjpconsultingengineers.com.au

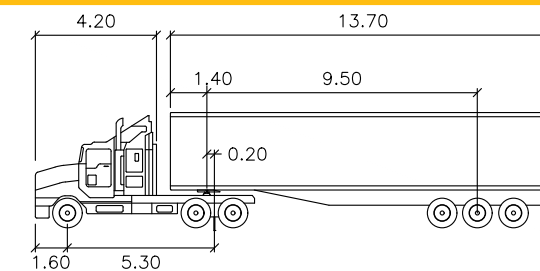
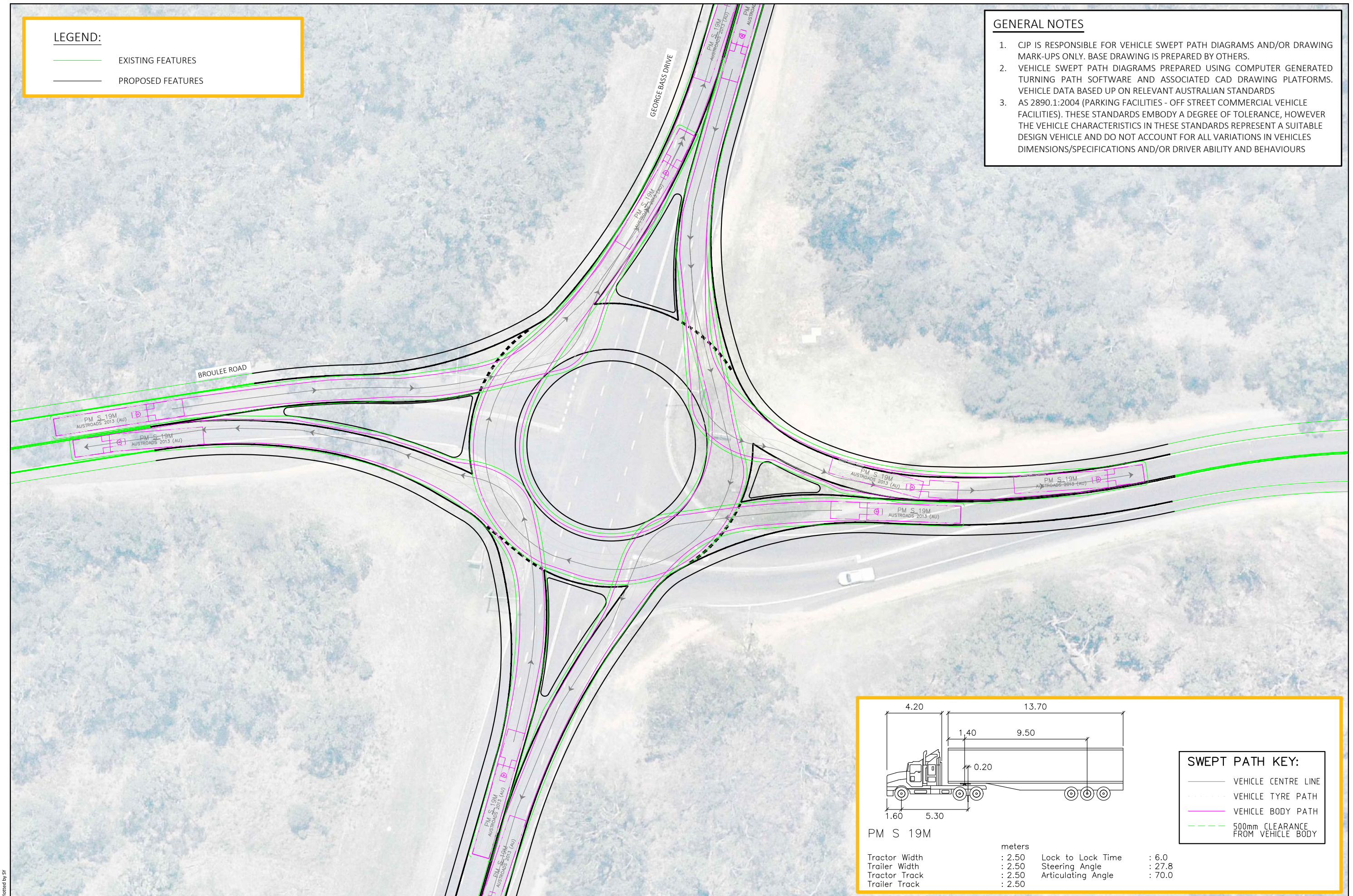
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PM S 19M

| | | | |
|---------------|--------|--------------------|--------|
| Tractor Width | : 2.50 | Lock to Lock Time | : 6.0 |
| Trailer Width | : 2.50 | Steering Angle | : 27.8 |
| Tractor Track | : 2.50 | Articulating Angle | : 70.0 |
| Trailer Track | : 2.50 | | |

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