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Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

18 December 2025

Reference: 250818.03FA

ADW Johnson
Suite 11.02
309 George Street
Sydney NSW
Attention: Brooke Sauer

RESPONSE TO AGENCY REQUEST FOR INFORMATION FOR THE PROPOSED HARD ROCK QUARRY AT 67 MAYTOMS LANE, BOORAL

Dear Brooke,

Reference is made to your request to provide a response to agency request for information for the proposed Hard Rock Quarry at 67 Maytoms Lane, Booral. A response to each of the items raised by TfNSW relevant to traffic and parking within the letter dated 4 July 2025 and Port Stephens Council within the letter dated 23 June 2025 and supplementary email advice is shown italicised below with a response provided thereafter by M^CLaren Traffic Engineering (MTE).

Further agency comments were provided by TfNSW in an email dated 14 November 2025 and MidCoast Council within a letter dated 6 November 2025 which are provided after the response to TfNSW letter dated 4 July 2025.

1 TfNSW RFI Dated 4 July 2025

2. *The counts provided by the applicant for the Bucketts Way / Pacific Highway intersection, namely the right turn out of Bucketts Way, appear low. TfNSW undertook counts on the intersection in 2021 which show 265 vehicles turning right out of the Bucketts Way in the PM peak, compared to 111 vehicles identified by the applicant.*
3. *TfNSW data could be shared with the applicant, alternatively, the applicant could undertake intersection counts over a minimum one-week period to ensure the base data is a reasonable representation of the site.*

MTE Response: TfNSW has shared their traffic data and a review of all the available data for the intersection of Bucketts Way / Pacific Highway has been undertaken with a summary provided below for the PM peak hour period. The relevant raw survey data is shown in **Annexure A** for reference.

The relevant concern as raised by TfNSW relates to the right turn movement out of Bucketts Way and hence the summary below limits its review to the Bucketts Way approach only.

TABLE 1: SUMMARY OF AVAILABLE SURVEY DATA

Survey Date	Source (MTE or TfNSW)	Count Type	Peak Period for Bucketts Way Approach	Right turn from Bucketts Way	Left turn from Bucketts Way	Total Volume
Wednesday 4 March 2020	MTE	Intersection	7:45am to 8:45am	187	17	204
			3pm to 4pm	118	19	137
Saturday 1 May 2021	TfNSW	Tube Count (500m north of Pacific Highway)	10am to 11	N/A	N/A	190
			3pm to 4pm			176
Sunday 2 May 2021			11am to 12pm	N/A	N/A	272
			2pm to 3pm			283
Monday 3 May 2021			8am to 9am	N/A	N/A	208
			2pm to 3pm			139
Tuesday 3 May 2021			8am to 9am	N/A	N/A	213
			4pm to 5pm			133
Wednesday 4 May 2021			8am to 9am	N/A	N/A	208
			4pm to 5pm			120
Thursday 5 May 2021			8am to 9am	N/A	N/A	224
			3pm to 4pm			129
Friday 6 May 2021			8am to 9am	N/A	N/A	179
			3pm to 4pm			153
Tuesday 15 February 2022	TfNSW	Intersection	7am to 8am	276	38	314
			3:30pm to 4:30pm	121	21	142
Monday 6 February 2024	MTE	Intersection	7:30am to 8:30am	235	16	251
			3:45pm to 4:45pm	109	13	122
Undated	TfNSW	Intersection	8am to 9am	130	18	148
			9am to 10am	86	29	115
			3pm to 4pm	265	13	278
			4pm to 5pm	261	16	277

Reviewing the available data, it can be seen that there was 265 right turn movements within the TfNSW survey data. The only issue is that this survey data from TfNSW is undated. Drawing a comparison from the other days, it is likely this day was a Sunday.

Whilst the volumes are high leaving Bucketts Way on Sunday, the subject site does not operate on Sundays and hence further investigations into this are not relevant to the application.

In relation to other days (Monday to Saturday), during the afternoon periods, the traffic volumes leaving Bucketts Way range from 120 to 176 with an average of 139 vehicle trips.

In relation to the survey days (Monday to Saturday) during the morning periods, the traffic volumes leaving Bucketts Way range from 190 to 314 with an average of 221 vehicle trips.

In view of the above, the traffic assessment within the submitted Traffic and Parking Impact Assessment dated 12 December 2024 (**MTE Report**) is still relevant. The conclusion is unchanged and would be unchanged even if the slightly higher volumes were utilised. The traffic modelling conclusions are the following:

- The proposed development results in a low increase to both volumes and average delay to the surrounding traffic network when assessed in isolation (separate from growth or other development);
- When the development is considered as part of a cumulative assessment with the Deep Creek Quarry, the intersection of Bucketts Way / Pacific Highway operates with a LoS "D" for the right turn movement onto Pacific Highway. This is an acceptable operation, although the intersection is approaching its operating capacity.
- When 10-year horizon background growth is considered without development traffic, the intersection of Pacific Highway / The Bucketts Way is expected to operate with a worst turning movement of LoS "F" and LoS "C" during the AM and PM peak hour periods. This indicates that the intersection will fail regardless of the proposed development or Deep Creek Quarry and requires an upgrade regardless of development.
- Adding the development traffic and the Deep Creek Quarry under growth scenarios, the intersection of Pacific Highway / Bucketts Way will operate at LoS "F" condition. Again indicating that the intersection is failing and an upgrade is required.

Commentary on the above was already provided within the **MTE Report** which is reproduced below:

Considering the high-speed road of Pacific Highway being a signposted speed limit of 100km/h, the next infrastructure upgrade for the Pacific Highway / The Bucketts Way would come in the form of a roundabout or signalised intersection and a likely reduction in the signposted speed limit. Although considering the major role that the Pacific Highway has to provide efficient traffic flow, any roundabout or signalised intersection may not be supported by TfNSW. Rather, the intersection of The Bucketts Way / Pacific Highway would likely be closed to right turning vehicles, with all vehicles required to travel left onto the Pacific Highway. There are U-turn facilities provided 5km to the east of The Bucketts Way available for public use to use to continue to head westbound along the Pacific Highway.

Increase in traffic flows as a result of background traffic growth make the right turn out onto the Pacific Highway from Buckets Way difficult at peak times (LoS "F"), but there is an alternative travel route in the event that right turns out of The Bucketts Way are restricted that has been proposed to ameliorate any externalised impacts of the subject development upon this intersection in the future.

The **MTE Report** did not model a theoretical option for the intersection of Bucketts Way / Pacific Highway, that is that all vehicles must turn left out of the Bucketts Way / Pacific Highway. This has been considered within the growth scenarios and is provided below, with detailed SIDRA outputs provided in **Annexure B** for reference.

It should be noted that all right turn movements out of Bucketts Way have been allocated to left turn movements.

TABLE 2: INTERSECTION PERFORMANCES 2033 (SIDRA INTERSECTION 9.0) – NO RIGHT TURN

Intersection	Peak Hour	Degree of Saturation ⁽¹⁾	Average Delay ⁽²⁾ (sec/vehicle)	Level of Service ⁽³⁾⁽⁴⁾	Control Type	Worst Movement
2033 + DEVELOPMENT TRAFFIC + DEEP CREEK QUARRY INTERSECTION PERFORMANCE – NO RIGHT TURN ONTO PACIFIC HIGHWAY						
Pacific Highway / The Bucketts Way ⁽⁵⁾	AM (9:00am to 10:00am)	0.34	N/A (Worst: 32.6)	N/A (Worst: C)	Stop	RT from Pacific Highway
	PM (2:45pm to 3:45pm)	0.31	N/A (Worst: 27.3)	NA (Worst: B)		RT from Pacific Highway

As shown above under growth scenarios (3.2% and 2.7% traffic growth per year during the AM and PM respectively), the left turn movement out of Bucketts Way will operate with low degrees of saturation and an acceptable average delay when also including the development traffic and the Deep Creek Quarry traffic.

The timing of when and if right turns out of Bucketts Way are formally banned is a matter for the road authority and can be completed outside of this development application, as the subject development will manage its traffic impacts by the implementation of a Driver Code of Conduct, which will require vehicles to turn left at the intersection of Pacific Highway / Bucketts Way during peak traffic periods and utilise Tarean Road to undertake a safe U-turn to proceed westbound along the Pacific Highway.

- 1. Traffic counts undertaken by the applicant were completed over one day, which is not considered adequate for analysis. TfNSW Guide to Traffic Impact Assessment, advises data collection should consider variations, such as demand across the week and consideration of seasonal or holiday peaks.*
- 4. It is further recommended that the applicant consider impact of operational traffic on intersection of Pacific Highway / Bucketts Way during peak seasonal / holiday peaks.*

MTE Response: Refer to **Table 1**, there is adequate data available, additional surveys are not required and the conclusions of the MTE Report are unchanged.

In relation to consideration of seasonal holidays, the traffic volumes along the Pacific Highway are likely to increase. But again, this will be resolved by vehicles from the site being required to turn left onto The Pacific Highway.

In any event, to assist on this topic, the undersigned has reviewed the TfNSW Traffic Volume Viewer (Station ID T0482), which is located roughly 800m to the west of The Bucketts Way, providing traffic data for southbound data only along the Pacific Highway.

A review of this data over the Winter School Holiday (7 July to 20 July) of 2025 provides the following peak hour traffic volumes.

TABLE 3: REVIEW OF 2025 WINTER HOLIDAY PERIOD WESTBOUND TRAFFIC VOLUMES

Date	Peak Period	Westbound Volume
Friday 4 July 2025	11am	1260
Saturday 5 July 2025	11am	1198
Sunday 6 July 2025	11am	1577
Monday 7 July 2025	12pm	1034
Tuesday 8 July 2025	11am	920
Wednesday 9 July 2025	11am	679
Thursday 10 July 2025	2pm	726
Friday 11 July 2025	11am	1377
Saturday 12 July 2025	11am	1334
Sunday 13 July 2025	12pm	1650
Monday 14 July 2025	11am	802
Tuesday 15 July 2025	11am	713
Wednesday 16 July 2025	Data unavailable	N/A
Thursday 17 July 2025	11am	766
Friday 18 July 2025	12pm	901
Saturday 19 July 2025	11am	1346
Sunday 20 July 2025	12pm	1623

Based upon the above, it is clear that the Friday, Saturday and Sunday appear to get large increases over the school holidays compared to weekday volumes (Monday to Thursday). As the above relates to the westbound carriageway only, it is likely the eastbound carriageway would see similar volumes.

In view of the above, even the **MTE Report** growth modelling scenario considered one-way directional through volumes traffic along the Pacific Highway of 1,212. The volumes in **Table 3** above are in excess of this being a maximum of 1,623 one-way directional through volumes for a Sunday and a maximum of 1,377 Monday to Saturday.

Hence, even without doing any additional modelling it would not be possible to turn right out of Bucketts Way with an acceptable delay (i.e. Level of Service "D") against these volumes and vehicles would still need to turn left.

A modelling scenario has been provided below, with SIDRA results provided in **Annexure B** which adopts 1,377 through movements (highest Saturday volume), with all vehicles turning left out of Bucketts Way.

TABLE 4: HOLIDAY INTERSECTION PERFORMANCES (SIDRA INTERSECTION 9.0)

Intersection	Peak Hour	Degree of Saturation ⁽¹⁾	Average Delay ⁽²⁾ (sec/vehicle)	Level of Service ⁽³⁾⁽⁴⁾	Control Type	Worst Movement
2033 + DEVELOPMENT TRAFFIC + DEEP CREEK QUARRY INTERSECTION PERFORMANCE						
Pacific Highway / The Bucketts Way ⁽⁵⁾	AM (9:00am to 10:00am)	0.41	N/A (Worst: 54.2)	N/A (Worst: D)	Stop	RT from Pacific Highway
	PM (2:45pm to 3:45pm)	0.55	N/A (Worst: 72.8)	NA (Worst: F)		RT from Pacific Highway

As shown above, the intersection is operating with a worst turn movement of LoS “D” during the AM peak holiday period and LoS “F” during the PM peak hour holiday period. This worst turn movement relates to right turn movements into the The Bucketts Way. The left turn movement out of The Bucketts Way is operating at LoS “A” condition which indicates satisfactory operations and hence even under high holiday traffic volumes a left turn acceleration lane from Bucketts Way onto Pacific Highway is not required.

Upon review of the degree of saturation it indicates that there is still some spare capacity for vehicles to turn right into The Bucketts Way. Hence considering that this assessment is for a holiday period, where the duration of traffic flow at these high levels along the Pacific Highway is limited, the average delay of 72.8 seconds is considered acceptable, especially as vehicle queues are fully contained within the right turn lane and no reduction for right turn vehicle movements has been modelled which are likely to occur during holiday periods.

In view of the above, there is no further actions required by the proposed development other than that already recommended within the MTE Report. That is, a driver code of conduct to require heavy vehicles to turn left out of The Bucketts Way onto the Pacific Highway and complete a U-turn via Tarean Road for those vehicles wanting to travel westbound.

The above will manage the traffic associated with the development in a safe way and provide an acceptable solution, especially for when the right turn out of The Bucketts Way fails due to increased background growth along the Pacific Highway, or during holiday periods during peak traffic periods.

It should be noted that when designing a road, a balance must be achieved between the construction cost and the level of service. Traffic demand along certain types of a road can vary, but it would be uneconomic to design a road for the maximum hourly volume that could be expected.

A lower design day volume is conventional practice and hence consideration to a design day during holiday periods is not necessary, especially for a single developer, which contributes very little volume to an arterial road.

2 Port Stephens Council RFI Dated 23 June 2025

The comments made by Port Stephens Council within a letter dated 23 June 2025 and clarification from TfNSW and Port Stephens Council within emails dated 14 October 2025 and 23 October 2025 are shown below italicised with a response provided thereafter.

Port Stephens Council Letter dated 23 June 2025

Traffic Safety

The proposed development will result in increased vehicle trips from both heavy and light vehicles. Traffic safety at the intersection between Bucketts Way and the Pacific Highway must be carefully considered and may require the provision of a road safety audit.

Port Stephens Council Commentary dated 14 October 2025

Given the Pacific Highway is a state road, Council will take TfNSW's lead regarding the level of assessment needed in order to determine whether the development is suitable / safe. Based on our understanding, TfNSW are satisfied that a road safety assessment is suitable to assess the impacts from the proposal during the development assessment.

TfNSW Further Commentary dated 23 October 2025

TfNSW is of the view that a road safety assessment of the intersection of Bucketts Way / Pacific Highway is an appropriate level of assessment to determine whether the proposed development is suitable / safe. This assessment would take into consideration whether appropriate gap acceptance & safe sight distance for the prevailing speed limit can be achieved.

A Road Safety Audit (RSA) would be requested where the behavioural levels of risk and risk severity need to be further understood. TfNSW requires an RSA to be undertaken at WAD stage (i.e. post-consent) during the detailed design process.

MTE Response: Following further consultation with Port Stephens Council and TfNSW, it was confirmed that a Road Safety Assessment was required for the intersection of Bucketts Way / Pacific Highway, taking into consideration appropriate gap acceptance and safe sight distance.

An assessment in relation to the minimum gap sight distance (MGSD), stopping sight distance (SSD) and safe intersection sight distance (SISD) has been undertaken for the intersection of Bucketts Way / Pacific Highway. The Pacific Highway at the intersection of The Bucketts Way is signposted as 100km/h and as such a design speed of 110km/h will be utilised due to no existing recorded 85th percentile speed in accordance with Austroad requirements.

The following parameters will be utilised in determining the required MGSD, SSD & SISD:

- Reaction Time – 2.5 seconds;
- Rate of deceleration – 0.36
- Design Speed – 110km/h
- Gap Acceptance – 8 Seconds will be assessed

- Gradient – 0 %;
- Safe Intersection Sight Distance setback from conflict point – 5m;
- Maximum observation angles of 110 degrees;

In addition to the above, as right and left turning vehicles are not required to give way to westbound traffic, sight distances will only be taken to the west.

Based upon the above, **Table 5** below outlines the required sight line requirements for MGSD, SSD and SISD.

TABLE 5: SIGHT LINE REQUIREMENTS – THE BUCKETTS WAY / PACIFIC HIGHWAY

Sight Distance	Design Speed	Required
Minimum Gap Sight Distance (8 seconds)	110km/h	244m
Stopping Sight Distance		209m
Safe Intersection Sight Distance		300m

Based upon the above requirements, an aerial assessment has been undertaken for MGSD (8 seconds), SSD and SISD. The detailed results are reproduced in **Annexure C** for reference and indicate:

- Safe Intersection Sight Distance exceeds 300m;
- Stopping Sight Distance exceeds 209m;
- Minimum Gap Sight Distance exceeds 244m.

In addition to the above the following is noted:

- The left turn deceleration lane provides 155m of deceleration lane prior to the give-way line complying with Austroads for a deceleration lane to a stop condition for a 100km/h design speed;
- The right turn acceleration lane provides for a length of 550m when including taper lengths or 435m of acceleration length complying with an entry design speed of 20km/h to a road speed of 100km/h.
- The right turn lane into Bucketts Way provides a length of 110m which provides for the maximum deceleration rate to a stop condition at a design speed of 100km/h.

In view of the above, there are no existing design deficiencies present.

3 MidCoast Council Second Submission dated 6 November 2025

MidCoast Council provided a second submission dated 6 November 2025 which contained the following comments relevant to traffic and parking. A response has been provided thereafter, it should be noted that there were no traffic related comments provided within the MidCoast Council first Submission dated 11 July 2025.

Traffic

The following is Council's review of the traffic matters associated with the proposed development:

- *A Road Safety Audit to assess the suitability of proposed BAR / AUL(s) intersection treatment at the intersection of Bucketts Way / Maytoms Lane is required.*

MTE Response: Undertaking a Road Safety Audit with the intent of determining if a BAR / AUL is suitable is not the intent of a Road Safety Audit.

If a Road Safety Audit is required, this can be completed as part of the detailed design of the BAR / AUL as part of the Roads Act Approval and can be conditioned accordingly. It has been demonstrated that the BAR / AUL is capable of being constructed within the road reserve.

The left turn movement of heavy vehicles from Maytoms Lane on to the Buckets Way results in encroachment of centreline. This is considered unsafe. The intersection design should cater for safe heavy vehicle turning movements.

MTE Response: It is noted that The Bucketts Way is only permitted to have the following vehicle types on the road:

- 19m semi-trailers;
- 19m B-double (truck and dog combinations);
- Anything classified as a general access vehicle (the largest being a 20m truck and dog).

The largest vehicle proposed for the purposes of haulage to and from the site will be a 19m Truck and Dog Trailer. Notwithstanding this, the following vehicles will be tested:

- 20m length Truck and Dog;
- 19m Semi-Trailer.

The swept paths have been undertaken from the Civil Drawings and is shown in **Annexure D** for reference. The results of the swept paths demonstrate the following:

- The 20m length Truck and Dog Combination (B-Double) requires some minor flaring of the intersection to facilitate a left turn from Maytoms Lane on The Bucketts Way without encroaching over the centreline;
- The 19m length Semi Trailer requires some minor flaring of the intersection to facilitate a left turn from Maytoms Lane on The Bucketts Way without encroaching over the centreline.

The flaring of the intersection is capable of being undertaken as part of the detailed design of the intersection. This further flaring in no way impacts on the feasibility to construct the intersection.

Vehicles outside the above are not permitted to travel to and from the site unless a permit is provided. It is understood that permits may be sought for this site, to permit the transport of large plant and equipment. It is expected that these vehicles will be subject to wide load or similar, having a police escort and hence are not the design vehicle for the purposes of design of intersections. The transport of these vehicles would be assessed as part of the permit process.

The Bucketts Way between Maytoms Lane and the Pacific Highway will be the main access to the Hillview Hard Rock Quarry for the construction phase and operational stage of the mine

MTE Response: This is agreed.

The intersection should be upgraded to a channelised standard similar to the intersection treatment applied to the Deep Creek Quarry with acceleration lane to the south. Design vehicle shall be a 30m B-Double

MTE Response: An acceleration lane to the south would only be required if there were issues in relation to traffic flow efficiency and getting suitable gaps for heavy vehicles to turn right out of Maytoms Lane onto the Bucketts Way. As per the submitted Traffic & Parking Impact Assessment dated 12 December 2024, there are no efficiency issues at the proposed intersection of Maytoms Lane / The Bucketts Way that warrants an acceleration lane to the south.

A 30m length B-double is not proposed to be used, nor is The Bucketts Way permitted to carry this vehicle type. The proposed largest vehicle to travel to and from the site for the purposes of ongoing haulage use is the 19m length Truck and Dog Combination.

As the haulage route for heavy vehicles is to and from the south along The Bucketts Way, a channelised deceleration lane has been provided and a Basic Right Turn Treatment (BAR). It is not necessary to provide a channelised right turn lane as the haulage route is to the south.

Furthermore, the warrant assessment provided within the Traffic & Parking Impact Assessment Report dated 12 December 2024 only required a basic left (BAL) and right turn (BAR). But as the haulage route is to and from the south, a channelised left turn lane has been provided. This provides for an overdesign of the intersection as it relates to the left turn treatment into the site. It is not necessary to overdesign the right turn treatment into the site, when it complies with the warrant assessment undertaken and Austroads.

The Bucketts Way has some sections in poor condition with deformation and the addition of heavy vehicles on this road during the construction phase will further deteriorate the pavement. The applicant should cover the costs of pavement restoration due to any damage done during the construction phase by the heavy vehicles using this road. The determination of any restoration work will be done by before and after independent Dilapidation Reports.

MTE Response: For others to address.

The use of The Bucketts Way for access to this quarry during operations will have detrimental effect to the road and especially its pavement. The Applicant should make an ongoing contribution to the maintenance of the road each year to ensure the road's safe condition. This amount should be based on the number of vehicles

and their size that are accessing the mine site and align with the S94 GLC Haulage rate.

MTE Response: For others to address. But it is noted that usually maintenance agreements are made for Quarries with the relevant road authority to maintain the access road. So, this request appears reasonable.

4 TfNSW Additional Commentary in Response to Section 1 & Section 2

As part of the ongoing consultation with TfNSW, further email correspondence was provided by TfNSW dated 14 November 2025. A response to each item raised by TfNSW is shown italicised below with a response thereafter.

- 1. The proposal for vehicles to turn left out of The Bucketts Way in peak times and complete a U-turn at Tarean Road (Karuah) interchange, appears to mitigate the peak traffic impacts in the short term.*

Noting LoS is identified for the right turn out within the 10-year horizon and modelling has not been undertaken to understand when this LoS F is expected to occur, it is considered appropriate that all heavy vehicles turn left out from the commencement of operations. Should additional modelling be provided that identified alternative timing TfNSW would be happy to review.

MTE Response: The preference of the applicant is to restrict vehicles to left turn out of The Bucketts Way during holiday periods, which would generally be the following:

- Autumn School Holidays (including easter if different to school holidays period) – Duration, typically 2 weeks;
- Winter School Holidays – Duration typically 2 weeks;
- Spring School Holidays – Duration typically 2 weeks;
- Summer School Holidays, but limited to only the period between Christmas and just after New Year (generally the two weeks office closure, example being 22 December 2025 to 5 January 2026).

During ongoing operations of the quarry, the applicant would prefer to maintain right turn movements out of Bucketts Way onto Pacific Highway in the medium term, until such time as on a traffic flow basis becomes unacceptable. In view of this, additional traffic modelling has been undertaken having regard to the traffic generation by Deep Creek Quarry, which was previously adopted as 25 laden trucks in a peak hour (25 inbound and 25 outbound), but has been reduced as on average only 55 laden trucks per day are required to meet the annual production level and it is not reasonable to assess almost half of the truck required per day to occur within a single peak hour.

In view of the above, the assessed Deep Creek Quarry heavy vehicle movements and the proposed development heavy vehicle movements are shown below:

- Deep Creek Quarry – Average of 55 laden trucks per day, relating to some six (6) laden trucks per hour (6 in, 6 out);
- Subject Site – 27 heavy vehicle trips in the AM (14 in, 13 out) and PM (13 in, 14 out) peak hour periods.

In addition to the above, traffic growth per year has been revisited as previously the growth data was based upon traffic growth between 2015 to 2018 from Station ID:T0482 located 450m west of Twelve mile Creek (The Bucketts Way), as the data available at the time was covid impacted (i.e. up to 2021). This data has been updated to include information from between 2022 to 2025 (post covid), which indicates the following growth rates along the southbound carriageway of Pacific Highway:

- Between 2022 and 2025 a growth rate of 1.6% per year.

In view of the above, a growth rate of 1.6% will be adopted and the traffic modelling associated with interim right turns reassessed to the point prior to a Level of Service E condition, i.e. Level of Service D. This assessment determined that the right turn can operate until:

- AM peak hour period until 2031;
- PM peak hour period until 2036.

A summary of the results is provided below, with SIDRA results provided in **Annexure E**.

TABLE 6: INTERSECTION PERFORMANCES (SIDRA INTERSECTION 9.0)

Intersection	Peak Hour	Degree of Saturation ⁽¹⁾	Average Delay ⁽²⁾ (sec/vehicle)	Level of Service ⁽³⁾⁽⁴⁾	Control Type	Worst Movement
DEEP CREEK QUARRY + DEVELOPMENT TRAFFIC INTERSECTION PERFORMANCE						
Pacific Highway / The Bucketts Way ⁽⁵⁾	AM (9:00am to 10:00am)	0.79	N/A (Worst: 55.4)	N/A (Worst: D)	Stop	Right turn from The Bucketts Way
	PM (2:45pm to 3:45pm)	0.63	N/A (Worst: 55.5)	NA (Worst: D)		Right turn from The Bucketts Way

As shown above, the assessed intersection with the development impact and the Deep Creek Quarry is forecast to operate with worst turn movement of Level of Service D during the AM peak hour period and Level of Service D during the PM peak hour period. This indicates satisfactory operations until design year 2031 during the AM peak hour period and satisfactory operations until the design year or 2036 in the PM peak hour period.

In view of the above, it is recommended that in the short term the site be permitted to operate with right turn movements onto the Pacific Highway to 2031 (except during holiday periods), at which time a review of intersection performance should be undertaken to determine if all heavy vehicles need to turn left out of The Bucketts Way onto Pacific Highway or a continuation of right turns can occur. Updated traffic counts will be required at the time of the reassessment.

2. *Should alternative timing be agreed and the left turn out only in peak times is proposed then consideration should be given to the preparation of a Traffic Management Plan (TMP), and associated Drivers Code of Conduct, to safely manage development traffic accessing the Pacific Highway.*

The proposed Drivers Code of Conduct cannot be supported in its current form as it proposes vehicle movements contrary to regulatory devices, noting separate right and left turning lanes and a raised median island at the intersection.

Any TMP should identify days / times (AM / PM peaks, school holidays, etc) when heavy vehicles must turn left out.

Any Drivers Code of Conduct should describe the drivers commitment to specific behaviours which could include but not be limited to;

- a. A map of the primary haulage routes highlighting critical locations.*
- b. Safety initiatives for haulage through residential areas, school zones and along school bus routes.*
- c. An induction process for vehicles operators and regular toolbox meetings.*
- d. A complaint resolution and disciplinary procedure.*
- e. Any community consultation measures for peak haulage periods.*

MTE Response: Considering holiday traffic has the potential to have large increases in volume along the Pacific Highway. The restrictions on the haulage route are provided in the pervious response.

It is agreed that the current form of the Drivers Code of Conduct has movements contrary to regulatory devices, as a vehicle must turn right if they are located in a right turn lane and the decision to turn right or left onto the Pacific Highway has to be made prior to arriving at the intersection.

In view of the above, it is recommended that the site be conditioned to require a Drivers Code of Conduct and Traffic Management Plan for holiday periods to the satisfaction of TfNSW, whereby construction vehicles will be limited to turning left onto the Pacific Highway. This traffic management plan will need to be modified to include all heavy vehicle movements when volumes along the Pacific Highway increases such that it causes the right turn movements onto the Pacific Highway to fail. This should form part of the formal review of the right turn movements onto Pacific Highway which is also expected to form a condition of consent.

- 3. Further, there is a need to consider the impact of development traffic on the Tarean Road (Karuah) interchange. Specifically, consideration should be given to cumulative traffic impacts associated with other quarries in the area that have been approved to use Tarean Road (Karuah) interchange for U-turn movements.*

Eagleton – SSD-7332 (approved)

Stone Ridge Quarry – SSD 10432 (approved)

MTE Response: Traffic counts were completed at the intersection of Tarean Road / Swan Bay Road / Pacific Highway and Tarean Road / Pacific Highway off ramp on Friday the 28 November 2025 and Saturday the 29 November 2025 between 6am and 7pm, representing a typical operating weekday and weekend. Detailed survey results are reproduced in **Annexure F** for reference with a summary of the existing intersection performance summarised in **Table 4**.

TABLE 7: INTERSECTION PERFORMANCES (SIDRA INTERSECTION 10)

Intersection	Peak Hour	Degree of Saturation ⁽¹⁾	Average Delay ⁽²⁾ (sec/vehicle)	Level of Service ⁽³⁾⁽⁴⁾	Control Type	Worst Movement
EXISTING PERFORMANCE						
Tarean Road / Pacific Highway off ramp ⁽⁵⁾	AM	0.08	N/A (Worst: 6.3)	N/A (Worst: A)	Stop	Left Turn from off ramp
	PM	0.08	N/A (Worst: 5.7)	NA (Worst: A)		Left Turn from off ramp
	Saturday	0.08	N/A (Worst: 6.0)	NA (Worst: A)		Left Turn from off ramp
Pacific Highway / Tarean Road / Swan Bay Road ⁽⁶⁾	AM	0.08	7.1 (Worst:10.3)	A (Worst: A)	Roundabout	UT from Tarean Road
	PM	0.06	6.7 (Worst: 8.7)	NA (Worst: A)		RT from Swan Bay Road
	Saturday	0.08	7.0 (Worst: 10.3)	NA (Worst: A)		UT from Tarean Road

NOTES:

- (1) Degree of Saturation is the ratio of demand to capacity for the most disadvantaged movement.
- (2) Average delay is the delay experienced on average by all vehicles. The value in brackets represents the delay to the most disadvantaged movement.
- (3) Level of Service is a qualitative measure of performance describing operational conditions. There are six levels of service, designated from A to F, with A representing the best operational condition and level of service F the worst. The LoS of the intersection is shown in bold, and the LoS of the most disadvantaged movement is shown in brackets.
- (4) N/A – 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.
- (5) Peak periods were 9:15am to 10:15am and 3:15pm to 4:15pm on weekdays and 10:00am to 11:00am on Saturday.
- (6) Peak periods were 8:30am to 9:30am and 3:15pm to 4:15pm on weekdays and 10:00am to 11:00am on Saturday.

As shown above, the intersection of Tarean Road / Pacific Highway off ramp and Pacific Highway / Tarean Road / Swan Bay Road is operating with worst turning movements of LoS “A” indicating minor delays and spare capacity.

The peak hour traffic generation of the proposed development (when restricted to left turn out only), Eagleton (SSD7332) and Stone Ridge Quarry (SSD 10432) is summarised below:

- Subject development - 27 peak hour truck movements (14 in, 13 out);
- Eagleton – 20 peak hour truck movements (10 in, 10 out);
- Stone Ridge Quarry – 34 peak hour truck movements (17 in, 17 out).

The above outbound traffic has been added to the assessed intersections with a summary provided below and SIDRA results provided in **Annexure G** for reference.

TABLE 8: INTERSECTION PERFORMANCES (SIDRA INTERSECTION 10)

Intersection	Peak Hour	Degree of Saturation ⁽¹⁾	Average Delay ⁽²⁾ (sec/vehicle)	Level of Service ⁽³⁾⁽⁴⁾	Control Type	Worst Movement
POST DEVELOPMENT PERFORMANCE						
Tarean Road / Pacific Highway off ramp ⁽⁵⁾	AM	0.15	N/A (Worst: 13.3)	N/A (Worst: A)	Stop	Right Turn from off ramp
	PM	0.15	N/A (Worst: 12.6)	NA (Worst: A)		Right Turn from off ramp
	Saturday	0.15	N/A (Worst: 13.9)	NA (Worst: A)		Right Turn from off ramp
Pacific Highway / Tarean Road / Swan Bay Road ⁽⁶⁾	AM	0.11	7.4 (Worst:10.3)	A (Worst: A)	Roundabout	UT from Tarean Road
	PM	0.10	7.1 (Worst: 8.9)	NA (Worst: A)		RT from Swan Bay Road
	Saturday	0.11	7.3 (Worst: 10.3)	NA (Worst: A)		UT from Tarean Road

NOTES:

- (1) Degree of Saturation is the ratio of demand to capacity for the most disadvantaged movement.
- (2) Average delay is the delay experienced on average by all vehicles. The value in brackets represents the delay to the most disadvantaged movement.
- (3) Level of Service is a qualitative measure of performance describing operational conditions. There are six levels of service, designated from A to F, with A representing the best operational condition and level of service F the worst. The LoS of the intersection is shown in bold, and the LoS of the most disadvantaged movement is shown in brackets.
- (4) N/A – 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.
- (5) Peak periods were 9:15am to 10:15am and 3:15pm to 4:15pm on weekdays and 10:00am to 11:0am on Saturday.
- (6) Peak periods were 8:30am to 9:30am and 3:15pm to 4:15pm on weekdays and 10:00am to 11:0am on Saturday.

As shown above, under post development conditions the assessed intersections retain a Level of Service A condition. LoS “A” indicates minor delays and spare capacity.

The capacity of the on-ramp to the Pacific Highway has been assessed using the methodology provided in Section 5.4.2 of Austroads Guide to Traffic Management Part 3: Transport Study and Analysis Method which is given below:

$$D_r = 3.402 + 0.00456V_r + 0.0048V_{12} - 0.01278L_A$$

Where:

D_R = Density of merge influence area (pc/km/ln)

V_R = on-ramp peak 15-minute flow rate (pc/h)

V_{12} = Flow rate entering ramp influence area (pc/h)

L_A = Length of Acceleration lane (m)

An assessment has been carried out only for the worst case, being the weekday AM peak hour period and adopting the heavy vehicles adopted as 3 passenger vehicle equivalents.

The level of service criteria is provided by Table 5.9 of section 5.4.2 of Austroads Guide to Traffic Management Part 3: Transport Study and Analysis Method which is given below.

TABLE 9: LOS CRITERIA FOR FREEWAY MERGE

LOS	Density (pc/km/ln)
A	≤ 6
B	$> 6-12$
C	$> 12-17$
D	$> 17-22$
E	> 22
F	Demand exceeds capacity

The density is therefore the following:

$$D_r = 3.402 + 0.00456 * 273 + 0.0048 * 1080 - 0.01278 * 160 = 7.78$$

Based upon the above, the on-ramp has been assessed to operate at a Level of Service “B” condition. The Level of Service “B” condition represents merging manoeuvres become noticeable to through drivers, and minimal turbulence occurs. Merging drivers must adjust speeds to accomplish smooth transitions from the acceleration lane to the freeway. It should be noted that without the development, the Level of Service condition is also “B”, this indicates no change as a result of the development in relation to the operation of the on-ramp to the Pacific Highway.

5 Summary of Findings

This letter providing responses to agency comments that have occurred between TfNSW, Port Stephens Council and MidCoast Council. A summary of the discussions as it relates to traffic and parking is outlined below:

- The data utilised for the intersection of Bucketts Way / Pacific Highway within the preparation of the Traffic & Parking Impact Assessment Report dated 12 December 2024 is still relevant to rely upon. The data supplied by TfNSW is undated and is likely a Sunday when comparing other survey day results. The quarry does not operate on a Sunday.
- If all vehicles approaching Pacific Highway from Bucketts Way were required to turn left out, there is ample capacity to do so without the need for an acceleration lane;
- A review of holiday volumes along the Pacific Highway indicates that vehicle would not be able to turn right out of Bucketts Way onto the Pacific Highway and it has been recommended that a Driver Code of Conduct and Operational Management Plan be implemented to ensure during holiday periods all trucks turn left out onto the Pacific Highway and use the Karuah interchange to turn around to travel south.
- A road safety review has been undertaken for the intersection of Pacific Highway / Bucketts Way in relation to sight lines and geometry and it has been found that there are no existing deficiencies with the intersection.
- A review of the design of the intersection with Maytoms Lane has been undertaken, with flaring of the intersection required for the operating vehicles. This can be included within the

detailed design of the intersection as part of the conditions of consent. In addition, the Road Safety Audit requested by MidCoast Council can also be undertaken on the detailed design plan of Maytoms Lane / The Bucketts Way as part of the conditions of consent, which is normal practice.

- An acceleration lane for right turns out of Maytoms Lane is not necessary, as traffic modelling does not indicate this facility is required and there are adequate gaps for heavy vehicles to enter the traffic stream on The Bucketts Way from Maytoms Lane.
- The applicant would prefer to retain right turns out of The Bucketts Way onto the Pacific Highway until such time it is required to be removed on a traffic flow basis. A reassessment of the operation of The Bucketts Way / Pacific Highway has been undertaken which indicates right turns onto Pacific Highway are permitted until 2031 during the AM peak hour period and 2036 during the PM peak hour period.
 - It is recommended that right turns onto Pacific Highway / Bucketts Way be reviewed (condition of consent to be imposed requiring this review) prior to 2031 to determine if right turns onto the Pacific Highway are to continue or all heavy vehicles need to turn left out onto The Bucketts Way.
 - The alternative travel route has been assessed (Karuah interchange) to be acceptable in the event that heavy vehicles are required to turn left out of Bucketts Way in conjunction with other approved quarries.

Please contact the undersigned on 9521 7199 should you require further information or assistance.

Yours faithfully,

McLaren Traffic Engineering



Matthew McCarthy
Associate

BE Civil Engineering

Masters of Engineering Science

RMS Accredited Level 3 Road Safety Auditor

RMS Accredited Work Zone Traffic Management Plan Designer and Inspector



**ANNEXURE A: SURVEY DATA
(21 SHEETS)**

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Pacific Hwy and The Bucketts Way, Booral

GPS -32.652635, 151.866157

Date: Wed 04/03/20

Weather: Overcast

Suburban: Booral

Customer: McLaren

North: The Bucketts Way

East: Pacific Hwy

South: N/A

West: Pacific Hwy

Survey AM: 6:00 AM-10:00 AM

Period PM: 2:30 PM-7:00 PM

Traffic AM: 8:45 AM-9:45 AM

Peak PM: 4:15 PM-5:15 PM

All Vehicles

Time		North Approach The Bucketts Way			East Approach Pacific Hwy			West Approach Pacific Hwy			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
6:00	6:15	0	20	4	0	5	81	0	70	17	912	
6:15	6:30	0	36	1	0	9	98	0	76	19	984	
6:30	6:45	0	39	3	0	5	70	0	84	24	1049	
6:45	7:00	0	38	1	0	4	95	0	82	31	1121	
7:00	7:15	0	42	6	0	2	100	0	98	21	1228	
7:15	7:30	0	41	2	0	1	123	0	117	20	1298	
7:30	7:45	0	48	6	0	3	118	0	100	22	1326	
7:45	8:00	0	52	6	0	1	183	0	91	25	1397	
8:00	8:15	0	41	4	0	2	148	0	118	26	1391	
8:15	8:30	0	43	3	0	3	146	0	116	21	1412	
8:30	8:45	0	51	4	0	4	162	0	127	20	1456	
8:45	9:00	0	41	8	0	4	151	0	137	11	1459	Peak
9:00	9:15	0	40	4	0	2	156	0	139	19	1454	
9:15	9:30	0	39	4	0	2	172	0	140	19		
9:30	9:45	0	33	3	0	1	177	0	140	17		
9:45	10:00	0	29	2	0	5	160	0	125	26		
14:30	14:45	0	18	2	0	2	146	0	170	32	1498	
14:45	15:00	0	21	4	0	3	156	0	163	29	1504	
15:00	15:15	0	26	3	0	3	147	0	171	26	1517	
15:15	15:30	0	33	6	0	8	153	0	142	34	1527	
15:30	15:45	0	31	5	1	3	126	0	166	44	1521	
15:45	16:00	0	28	5	0	4	129	0	169	54	1541	
16:00	16:15	0	22	3	0	9	142	0	181	29	1546	
16:15	16:30	0	26	4	0	5	111	0	178	46	1547	Peak
16:30	16:45	0	41	4	0	1	132	0	177	41	1511	
16:45	17:00	0	25	9	0	5	115	0	190	50	1451	
17:00	17:15	0	24	1	0	3	133	0	191	35	1373	
17:15	17:30	0	23	2	0	3	103	0	154	49	1266	
17:30	17:45	0	27	4	0	7	104	0	153	41	1217	
17:45	18:00	0	19	7	0	5	111	0	138	36	1150	
18:00	18:15	0	18	3	0	2	105	0	109	43	1030	
18:15	18:30	0	18	0	0	3	87	0	132	45		
18:30	18:45	0	9	0	0	2	109	0	118	31		
18:45	19:00	0	11	1	0	1	53	0	105	25		

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Pacific Hwy and The Bucketts Way, Twelve Mil

GPS -32.652610, 151.866162

Date:	Mon 06/02/23	North:	The Bucketts Way
Weather:	Fine	East:	Pacific Hwy
Suburban:	Twelve Mile Creek	South:	N/A
Customer:	McLaren	West:	Pacific Hwy

Survey	AM:	6:00 AM-10:00 AM
Period	PM:	2:30 PM-7:00 PM
Traffic	AM:	9:00 AM-10:00 AM
Peak	PM:	2:45 PM-3:45 PM

All Vehicles

Time		North Approach The Bucketts Way			East Approach Pacific Hwy			West Approach Pacific Hwy			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
6:00	6:15	0	36	3	0	3	86	0	111	14	1222	
6:15	6:30	0	45	3	0	4	103	0	104	26	1295	
6:30	6:45	0	48	3	1	5	123	0	156	18	1396	
6:45	7:00	0	35	3	0	2	107	0	162	21	1455	
7:00	7:15	0	44	3	0	4	134	0	115	26	1540	
7:15	7:30	0	37	3	0	7	144	0	167	28	1578	
7:30	7:45	0	60	0	0	1	161	0	165	26	1603	
7:45	8:00	0	61	4	0	7	154	0	153	36	1596	
8:00	8:15	0	63	5	0	2	146	0	126	22	1603	
8:15	8:30	0	51	7	0	2	166	0	155	30	1668	
8:30	8:45	0	34	8	0	4	169	0	164	27	1743	
8:45	9:00	0	33	2	0	2	130	0	223	32	1819	
9:00	9:15	0	31	3	0	6	153	0	202	34	1906	Peak
9:15	9:30	0	30	7	0	11	181	0	226	31		
9:30	9:45	0	30	8	1	5	199	0	213	26		
9:45	10:00	0	33	4	0	4	204	0	231	33		
14:30	14:45	0	31	6	0	5	184	0	193	35	1845	
14:45	15:00	0	22	2	0	7	195	0	209	29	1887	Peak
15:00	15:15	0	18	7	0	11	188	0	188	34	1855	
15:15	15:30	0	25	2	0	5	196	0	201	52	1867	
15:30	15:45	0	26	4	0	8	201	0	215	42	1825	
15:45	16:00	0	30	1	0	3	161	0	177	60	1794	
16:00	16:15	0	23	4	0	9	173	0	203	46	1796	
16:15	16:30	0	18	4	0	2	158	0	191	66	1717	
16:30	16:45	0	38	4	0	4	163	0	195	61	1656	
16:45	17:00	0	24	0	0	6	151	0	191	62	1539	
17:00	17:15	0	31	2	0	7	138	0	146	55	1396	
17:15	17:30	0	16	5	0	1	134	0	177	45	1298	
17:30	17:45	0	23	4	0	3	135	0	136	47	1144	
17:45	18:00	0	12	1	0	2	134	0	105	37	997	
18:00	18:15	0	11	3	0	2	104	0	124	37	923	
18:15	18:30	0	13	2	0	3	85	0	91	30		
18:30	18:45	0	10	2	0	2	89	0	75	23		
18:45	19:00	0	7	1	0	1	94	0	91	23		

Weekly Vehicle Counts (Virtual)

Location: The Bucketts Way , 500m Nth of Pacific Hwy
Start Date: Saturday, 01 May 2021 12:00 AM
End Date: Saturday, 08 May 2021 12:00 AM
Collection Name: The Bucketts Way , 500m Nth of Pacific Hwy
Project Site Number: #####

Northbound

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	5	7	4	5	8	10	16	5.8	7.9	
0100-0200	2	5	1	9	4	3	7	4.2	4.4	
0200-0300	4	11	6	6	3	2	2	6	4.9	
0300-0400	9	4	7	6	13	9	5	7.8	7.6	
0400-0500	19	18	11	21	17	6	2	17.2	13.4	
0500-0600	51	45	38	42	36	31	10	42.4	36.1	
0600-0700	74	69	71	57	65	74	27	67.2	62.4	
0700-0800	107	103	100	92	98	75	69	100	92	
0800-0900	97	103	96	105	107	158	91	101.6	108.1	
0900-1000	116	108	104	94	126	267	148	109.6	137.6	
1000-1100	108	109	113	116	157	236	188	120.6	146.7	
1100-1200	108	109	108	119	184	222	176	125.6	146.6	
1200-1300	116	108	110	115	182	192	133	126.2	136.6	
1300-1400	147	126	131	135	171	203	140	142	150.4	
1400-1500	130	145	141	168	220	173	142	160.8	159.9	
1500-1600	205	185	213	213	255	150	157	214.2	196.9	
1600-1700	219	232	239	235	238	133	157	232.6	207.6	
1700-1800	179	198	180	188	234	127	98	195.8	172	
1800-1900	100	114	120	111	143	78	68	117.6	104.9	
1900-2000	55	66	57	68	83	40	48	65.8	59.6	
2000-2100	44	43	38	39	63	37	37	45.4	43	
2100-2200	25	31	30	37	44	34	20	33.4	31.6	
2200-2300	14	17	17	21	34	22	15	20.6	20	
2300-2400	9	12	13	12	14	16	7	12	11.9	

Southbound

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	8	5	8	3	5	8	11	5.8	6.9	
0100-0200	1	7	5	6	9	5	2	5.6	5	
0200-0300	4	5	2	6	10	2	3	5.4	4.6	
0300-0400	21	14	19	16	16	7	4	17.2	13.9	
0400-0500	34	38	34	37	31	8	8	34.8	27.1	
0500-0600	118	104	116	99	93	31	27	106	84	
0600-0700	173	174	156	150	145	41	34	159.6	124.7	
0700-0800	182	193	184	186	170	85	58	183	151.1	
0800-0900	208	213	208	224	179	130	107	206.4	181.3	
0900-1000	162	173	154	159	157	163	167	161	162.1	
1000-1100	119	109	134	131	151	190	246	128.8	154.3	
1100-1200	131	93	114	132	112	153	272	116.4	143.9	
1200-1300	110	110	88	122	151	152	245	116.2	139.7	
1300-1400	117	94	86	116	112	138	263	105	132.3	
1400-1500	139	102	94	109	145	143	283	117.8	145	
1500-1600	128	131	107	129	153	176	261	129.6	155	
1600-1700	112	133	120	111	147	151	191	124.6	137.9	
1700-1800	87	86	107	99	138	155	134	103.4	115.1	
1800-1900	46	56	46	46	55	69	83	49.8	57.3	
1900-2000	13	31	31	25	39	44	41	27.8	32	
2000-2100	21	18	17	19	32	22	35	21.4	23.4	
2100-2200	14	9	6	4	13	31	19	9.2	13.7	
2200-2300	7	2	4	4	11	9	4	5.6	5.9	
2300-2400	8	3	9	2	8	19	8	6	8.1	

date	cardinal_dir	classification	se	hour_06	hour_07	hour_08	hour_09	hour_10	hour_11	hour_12	hour_13	hour_14	hour_15	hour_16	hour_17	hour_18	
4/07/2025	Southbound	All Vehicles	456	554	713	985	1102	1260	1199	1060	1028	897	770	519			
5/07/2025	Southbound	All Vehicles	199	429	735	913	1112	1093	954	901	902	804	593	359			
6/07/2025	Southbound	All Vehicles	123	290	533	958	1280	1451	1272	1262	1202	1033	788	529			
7/07/2025	Southbound	All Vehicles	549	613	651	806	879	1034	957	975	991	836	650	376			
8/07/2025	Southbound	All Vehicles	374	436	602	779	885	857	589	650	619	554	436	275			
9/07/2025	Southbound	All Vehicles	352	412	468	593	657	637	643	633	661	532	409	266			
10/07/2025	Southbound	All Vehicles	324	440	492	614	716	676	693	726	714	575	496	367			
11/07/2025	Southbound	All Vehicles	436	543	694	1000	1153	1351	1323	1236	1238	1017	811	607			
12/07/2025	Southbound	All Vehicles	210	428	647	1015	1298	1267	1157	1033	930	868	734	433			
13/07/2025	Southbound	All Vehicles	150	253	499	919	1320	1650	1563	1541	1550	1292	981	555			
14/07/2025	Southbound	All Vehicles	403	466	537	651	721	787	757	802	760	663	536	362			
15/07/2025	Southbound	All Vehicles	388	430	486	601	684	697	661	663	633	552	448	304			
17/07/2025	Southbound	All Vehicles	348	408	524	615	675	714	709	760	724	645	489	332			
18/07/2025	Southbound	All Vehicles	315	407	552	674	811	901	864	819	834	724	563	430			
19/07/2025	Southbound	All Vehicles	212	422	677	1035	1231	1183	1145	1078	930	857	614	451			
20/07/2025	Southbound	All Vehicles	149	304	547	934	1302	1580	1538	1482	1343	1154	887	611			

P6779 Port Stephens Six Mile Lane Traffic Modelling

Light Vehicles
AM Peak 0800-0900
Base Model

GEH Turn Summary		
>10	0	0.00%
>5, <=10	0	0.00%
<=5	130	100.00%

Intersection	From	To	Turn	Observed	Modelled	Abs. Diff (Mod - Obs)	% Diff (Mod - Obs)	GEH
Newline Road William Bailey Street Port Stephens Street	Newline Road (N)	William Bailey Street (W)	R	34	35	1	2.9%	✔ 0.2
		Port Stephens Street (S)	T	85	102	17	20.0%	✔ 1.8
		William Bailey Street (E)	L	28	37	9	32.1%	✔ 1.6
	William Bailey Street (E)	Newline Road (N)	R	25	33	8	32.0%	✔ 1.5
		William Bailey Street (W)	T	404	380	-24	-5.9%	✔ 1.2
		Port Stephens Street (S)	L	230	229	-1	-0.4%	✔ 0.1
	Port Stephens Street (S)	William Bailey Street (E)	R	74	117	43	58.1%	✔ 4.4
		Newline Road (N)	T	28	27	-1	-3.6%	✔ 0.2
		William Bailey Street (W)	L	95	149	54	56.8%	✔ 4.9
	William Bailey Street (W)	Port Stephens Street (S)	R	316	305	-11	-3.5%	✔ 0.6
		William Bailey Street (E)	T	478	404	-74	-15.5%	✔ 3.5
		Newline Road (N)	L	23	23	0	0.0%	✔ 0.0
Adelaide Street William Bailey Street	Adelaide Street (N)	William Bailey Street (W)	R	487	486	-1	-0.2%	✔ 0.0
		Adelaide Street (S)	T	285	269	-16	-5.6%	✔ 1.0
		Adelaide Street (N)	T	142	129	-13	-9.2%	✔ 1.1
	Adelaide Street (S)	William Bailey Street (W)	L	164	157	-7	-4.3%	✔ 0.6
		Adelaide Street (S)	R	249	260	11	4.4%	✔ 0.7
		Adelaide Street (N)	L	345	298	-47	-13.6%	✔ 2.6
Adelaide Street Richardson Road	Adelaide Street (N)	Adelaide Street (S)	T	53	39	-14	-26.4%	✔ 2.1
		Richardson Road (E)	L	179	180	1	0.6%	✔ 0.1
		Adelaide Street (N)	R	76	64	-12	-15.8%	✔ 1.4
	Richardson Road (E)	Adelaide Street (S)	L	651	676	25	3.8%	✔ 1.0
		Richardson Road (E)	R	363	432	69	19.0%	✔ 3.5
		Adelaide Street (N)	T	98	75	-23	-23.5%	✔ 2.5
Adelaide Street Speedy Lock Lane	Adelaide Street (N)	Speedy Lock Lane (W)	R	2	0	-2	-100.0%	✔ 2.0
		Adelaide Street (S)	T	130	130	0	0.0%	✔ 0.0
		Adelaide Street (E)	L	418	418	0	0.0%	✔ 0.0
	Adelaide Street (E)	Adelaide Street (N)	R	517	536	19	3.7%	✔ 0.8
		Speedy Lock Lane (W)	T	7	24	17	242.9%	✔ 4.3
		Adelaide Street (S)	L	92	77	-15	-16.3%	✔ 1.6
	Adelaide Street (S)	Adelaide Street (E)	R	71	62	-9	-12.7%	✔ 1.1
		Adelaide Street (N)	T	79	78	-1	-1.3%	✔ 0.1
		Speedy Lock Lane (W)	L	0	0	0	0.0%	✔ 0.0
	Speedy Lock Lane (W)	Adelaide Street (S)	R	0	0	0	0.0%	✔ 0.0
		Adelaide Street (E)	T	21	20	-1	-4.8%	✔ 0.2
		Adelaide Street (N)	L	11	16	5	45.5%	✔ 1.4
Pacific Highway Masonite Road Adelaide Street	Pacific Highway (N)	Adelaide Street (W)	R	48	49	1	2.1%	✔ 0.1
		Pacific Highway (S)	T	717	747	30	4.2%	✔ 1.1
		Masonite Road (E)	L	74	76	2	2.7%	✔ 0.2
	Masonite Road (E)	Pacific Highway (N)	R	45	46	1	2.2%	✔ 0.1
		Adelaide Street (W)	T	98	100	2	2.0%	✔ 0.2
		Pacific Highway (S)	L	86	84	-2	-2.3%	✔ 0.2
	Pacific Highway (S)	Masonite Road (E)	R	131	131	0	0.0%	✔ 0.0
		Pacific Highway (N)	T	732	733	1	0.1%	✔ 0.0
		Adelaide Street (W)	L	465	488	23	4.9%	✔ 1.1
	Adelaide Street (W)	Pacific Highway (S)	R	361	364	3	0.8%	✔ 0.2
		Masonite Road (E)	T	102	105	3	2.9%	✔ 0.3
		Pacific Highway (N)	L	29	27	-2	-6.9%	✔ 0.4
Camfield Drive Masonite Road Clayton Road	Camfield Drive (N)	Masonite Road (W)	R	25	26	1	4.0%	✔ 0.2
		Clayton Road (S)	T	9	9	0	0.0%	✔ 0.0
		Masonite Road (E)	L	4	0	-4	-100.0%	✔ 2.8
	Masonite Road (E)	Camfield Drive (N)	R	6	0	-6	-100.0%	✔ 3.5
		Masonite Road (W)	T	135	136	1	0.7%	✔ 0.1
		Clayton Road (S)	L	14	15	1	7.1%	✔ 0.3
	Clayton Road (S)	Masonite Road (E)	R	17	17	0	0.0%	✔ 0.0
		Camfield Drive (N)	T	8	8	0	0.0%	✔ 0.0
		Masonite Road (W)	L	65	69	4	6.2%	✔ 0.5
	Masonite Road (W)	Clayton Road (S)	R	130	123	-7	-5.4%	✔ 0.6
		Masonite Road (E)	T	115	115	0	0.0%	✔ 0.0
		Camfield Drive (N)	L	79	75	-4	-5.1%	✔ 0.5

P6779 Port Stephens Six Mile Lane Traffic Modelling

Light Vehicles
AM Peak 0800-0900
Base Model

GEH Turn Summary		
>10	0	0.00%
>5, <=10	0	0.00%
<=5	130	100.00%

Intersection	From	To	Turn	Observed	Modelled	Abs. Diff (Mod - Obs)	% Diff (Mod - Obs)	GEH
Pacific Highway Ramps Richardson Road	Pacific Highway Ramps (N)	Richardson Road (W)	R	156	143	-13	-8.3%	✓ 1.1
		Pacific Highway Ramps (S)	T	1	0	-1	-100.0%	✓ 1.4
		Richardson Road (E)	L	15	11	-4	-26.7%	✓ 1.1
	Richardson Road (E)	Pacific Highway Ramps (N)	R	27	25	-2	-7.4%	✓ 0.4
		Richardson Road (W)	T	508	504	-4	-0.8%	✓ 0.2
		Pacific Highway Ramps (S)	L	272	257	-15	-5.5%	✓ 0.9
	Pacific Highway Ramps (S)	Richardson Road (E)	R	166	169	3	1.8%	✓ 0.2
		Pacific Highway Ramps (N)	T	2	0	-2	-100.0%	✓ 2.0
		Richardson Road (W)	L	69	61	-8	-11.6%	✓ 1.0
	Richardson Road (W)	Pacific Highway Ramps (S)	R	145	138	-7	-4.8%	✓ 0.6
		Richardson Road (E)	T	412	416	4	1.0%	✓ 0.2
		Pacific Highway Ramps (N)	L	26	25	-1	-3.8%	✓ 0.2
Pacific Highway Rangers Road	Pacific Highway (N)	Pacific Highway (S)	T	634	634	0	0.0%	✓ 0.0
		Rangers Road (E)	L	0	0	0	0.0%	✓ 0.0
	Rangers Road (E)	Pacific Highway (N)	R	0	0	0	0.0%	✓ 0.0
		Pacific Highway (S)	L	3	0	-3	-100.0%	✓ 2.4
	Pacific Highway (S)	Rangers Road (E)	R	0	1	1	0.0%	✓ 1.4
		Pacific Highway (N)	T	623	672	49	7.9%	✓ 1.9
Bellvue Street Pacific Highway On-Ramp Adelaide Street	Bellvue Street (W)	Adelaide Street (S)	T	184	220	36	19.6%	✓ 2.5
		Pacific Highway On-Ramp (N)	L	10	0	-10	-100.0%	✓ 4.5
	Adelaide Street (S)	Pacific Highway On-Ramp (N)	T	68	60	-8	-11.8%	✓ 1.0
		Bellvue Street (W)	L	78	79	1	1.3%	✓ 0.1
Pacific Highway Six Mile Lane	Pacific Highway (N)	Six Mile Lane (W)	R	2	2	0	0.0%	✓ 0.0
		Pacific Highway (S)	T	631	614	-17	-2.7%	✓ 0.7
	Pacific Highway (S)	Pacific Highway (N)	T	600	662	62	10.3%	✓ 2.5
		Six Mile Lane (W)	L	11	8	-3	-27.3%	✓ 1.0
	Six Mile Lane (W)	Pacific Highway (S)	R	23	20	-3	-13.0%	✓ 0.6
		Pacific Highway (N)	L	4	0	-4	-100.0%	✓ 2.8
Pacific Highway Italia Road	Pacific Highway (N)	Italia Road (W)	R	34	50	16	47.1%	✓ 2.5
		Pacific Highway (S)	T	581	599	18	3.1%	✓ 0.7
	Pacific Highway (S)	Pacific Highway (N)	T	646	650	4	0.6%	✓ 0.2
		Italia Road (W)	L	9	7	-2	-22.2%	✓ 0.7
	Italia Road (W)	Pacific Highway (S)	R	21	18	-3	-14.3%	✓ 0.7
		Pacific Highway (N)	L	31	34	3	9.7%	✓ 0.5
Pacific Highway Meadowie Road	Pacific Highway (N)	Pacific Highway (S)	T	593	610	17	2.9%	✓ 0.7
		Meadowie Road (E)	L	115	91	-24	-20.9%	✓ 2.4
	Meadowie Road (E)	Pacific Highway (N)	R	92	79	-13	-14.1%	✓ 1.4
		Pacific Highway (S)	L	55	40	-15	-27.3%	✓ 2.2
	Pacific Highway (S)	Meadowie Road (E)	R	45	34	-11	-24.4%	✓ 1.8
		Pacific Highway (N)	T	578	650	72	12.5%	✓ 2.9
Pacific Highway The Bucketts Way	Pacific Highway (N)	The Bucketts Way (W)	R	21	30	9	42.9%	✓ 1.8
		Pacific Highway (S)	T	565	612	47	8.3%	✓ 1.9
	Pacific Highway (S)	Pacific Highway (N)	T	592	655	63	10.6%	✓ 2.5
		The Bucketts Way (W)	L	82	79	-3	-3.7%	✓ 0.3
	The Bucketts Way (W)	Pacific Highway (S)	R	121	90	-31	-25.6%	✓ 3.0
		Pacific Highway (N)	L	15	27	12	80.0%	✓ 2.6
Tarean Road Swan Bay Road Pacific Highway Ramp	Tarean Road (N)	Pacific Highway Ramp (W)	R	110	68	-42	-38.2%	✓ 4.5
		Swan Bay Road (E)	L	17	17	0	0.0%	✓ 0.0
	Swan Bay Road (E)	Tarean Road (N)	R	6	0	-6	-100.0%	✓ 3.5
		Pacific Highway Ramp (W)	T	21	19	-2	-9.5%	✓ 0.4
	Pacific Highway Ramp (W)	Swan Bay Road (E)	T	0	10	10	0.0%	✓ 4.5
		Tarean Road (N)	L	1	0	-1	-100.0%	✓ 1.4
Adelaide Street Tregenna Street	Adelaide Street (N)	Tregenna Street (W)	R	16	14	-2	-12.5%	✓ 0.5
		Adelaide Street (S)	T	718	701	-17	-2.4%	✓ 0.6
	Adelaide Street (S)	Adelaide Street (N)	T	439	494	55	12.5%	✓ 2.5
		Tregenna Street (W)	L	20	16	-4	-20.0%	✓ 0.9
	Tregenna Street (W)	Adelaide Street (S)	R	58	58	0	0.0%	✓ 0.0
		Adelaide Street (N)	L	22	15	-7	-31.8%	✓ 1.6
Newline Road Beaton Avenue	Newline Road (N)	Newline Road (S)	T	35	32	-3	-8.9%	✓ 0.5
		Beaton Avenue (E)	L	13	9	-4	-32.3%	✓ 1.3
	Beaton Avenue (E)	Newline Road (N)	R	7	5	-2	-24.7%	✓ 0.7
		Newline Road (S)	L	143	144	1	0.5%	✓ 0.1
	Newline Road (S)	Beaton Avenue (E)	R	47	69	22	45.4%	✓ 2.8
		Newline Road (N)	T	17	14	-3	-18.0%	✓ 0.8
Newline Road Six Mile Lane	Newline Road (N)	Newline Road (S)	T	28	30	2	5.4%	✓ 0.3
		Six Mile Lane (E)	L	1	0	-1	-100.0%	✓ 1.4
	Six Mile Lane (E)	Newline Road (N)	R	2	0	-2	-100.0%	✓ 1.9
		Newline Road (S)	L	11	10	-1	-12.2%	✓ 0.4
	Newline Road (S)	Six Mile Lane (E)	R	2	0	-2	-100.0%	✓ 1.9
		Newline Road (N)	T	9	13	4	52.2%	✓ 1.4

P6779 Port Stephens Six Mile Lane Traffic Modelling

Heavy Vehicles
AM Peak 0800-0900
Base Model

GEH Turn Summary		
>10	0	0.00%
>5, <=10	0	0.00%
<=5	130	100.00%

Intersection	From	To	Turn	Observed	Modelled	Abs. Diff (Mod - Obs)	% Diff (Mod - Obs)	GEH
Newline Road William Bailey Street Port Stephens Street	Newline Road (N)	William Bailey Street (W)	R	1	2	1	100.0%	✔ 0.8
		Port Stephens Street (S)	T	2	3	1	50.0%	✔ 0.6
		William Bailey Street (E)	L	8	9	1	12.5%	✔ 0.3
	William Bailey Street (E)	Newline Road (N)	R	7	7	0	0.0%	✔ 0.0
		William Bailey Street (W)	T	30	36	6	20.0%	✔ 1.0
		Port Stephens Street (S)	L	10	4	-6	-60.0%	✔ 2.3
	Port Stephens Street (S)	William Bailey Street (E)	R	6	6	0	0.0%	✔ 0.0
		Newline Road (N)	T	3	5	2	66.7%	✔ 1.0
		William Bailey Street (W)	L	7	6	-1	-14.3%	✔ 0.4
	William Bailey Street (W)	Port Stephens Street (S)	R	8	7	-1	-12.5%	✔ 0.4
		William Bailey Street (E)	T	28	30	2	7.1%	✔ 0.4
		Newline Road (N)	L	3	3	0	0.0%	✔ 0.0
Adelaide Street William Bailey Street	Adelaide Street (N)	William Bailey Street (W)	R	29	22	-7	-24.1%	✔ 1.4
		Adelaide Street (S)	T	6	5	-1	-16.7%	✔ 0.4
		Adelaide Street (N)	T	6	6	0	0.0%	✔ 0.0
	Adelaide Street (S)	William Bailey Street (W)	L	17	26	9	52.9%	✔ 1.9
		Adelaide Street (S)	R	17	15	-2	-11.8%	✔ 0.5
		Adelaide Street (N)	L	25	30	5	20.0%	✔ 1.0
Adelaide Street Richardson Road	Adelaide Street (N)	Adelaide Street (S)	T	4	1	-3	-75.0%	✔ 1.9
		Richardson Road (E)	L	3	9	6	200.0%	✔ 2.4
		Adelaide Street (N)	R	3	6	3	100.0%	✔ 1.4
	Richardson Road (E)	Adelaide Street (S)	L	31	25	-6	-19.4%	✔ 1.1
		Richardson Road (E)	R	18	35	17	94.4%	✔ 3.3
		Adelaide Street (N)	T	12	7	-5	-41.7%	✔ 1.6
Adelaide Street Speedy Lock Lane	Adelaide Street (N)	Speedy Lock Lane (W)	R	0	0	0	0.0%	✔ 0.0
		Adelaide Street (S)	T	11	3	-8	-72.7%	✔ 3.0
		Adelaide Street (E)	L	26	27	1	3.8%	✔ 0.2
	Adelaide Street (E)	Adelaide Street (N)	R	28	40	12	42.9%	✔ 2.1
		Speedy Lock Lane (W)	T	1	1	0	0.0%	✔ 0.0
		Adelaide Street (S)	L	7	1	-6	-85.7%	✔ 3.0
	Adelaide Street (S)	Adelaide Street (E)	R	8	3	-5	-62.5%	✔ 2.1
		Adelaide Street (N)	T	10	0	-10	-100.0%	✔ 4.5
		Speedy Lock Lane (W)	L	0	0	0	0.0%	✔ 0.0
	Speedy Lock Lane (W)	Adelaide Street (S)	R	0	0	0	0.0%	✔ 0.0
		Adelaide Street (E)	T	0	1	1	0.0%	✔ 1.4
		Adelaide Street (N)	L	0	2	2	0.0%	✔ 2.0
Pacific Highway Masonite Road Adelaide Street	Pacific Highway (N)	Adelaide Street (W)	R	0	1	1	0.0%	✔ 1.4
		Pacific Highway (S)	T	113	114	1	0.9%	✔ 0.1
		Masonite Road (E)	L	4	6	2	50.0%	✔ 0.9
	Masonite Road (E)	Pacific Highway (N)	R	8	3	-5	-62.5%	✔ 2.1
		Adelaide Street (W)	T	11	6	-5	-45.5%	✔ 1.7
		Pacific Highway (S)	L	12	11	-1	-8.3%	✔ 0.3
	Pacific Highway (S)	Masonite Road (E)	R	12	15	3	25.0%	✔ 0.8
		Pacific Highway (N)	T	130	114	-16	-12.3%	✔ 1.4
		Adelaide Street (W)	L	25	35	10	40.0%	✔ 1.8
	Adelaide Street (W)	Pacific Highway (S)	R	15	24	9	60.0%	✔ 2.0
		Masonite Road (E)	T	13	7	-6	-46.2%	✔ 1.9
		Pacific Highway (N)	L	1	0	-1	-100.0%	✔ 1.4
Camfield Drive Masonite Road Clayton Road	Camfield Drive (N)	Masonite Road (W)	R	7	10	3	42.9%	✔ 1.0
		Clayton Road (S)	T	2	0	-2	-100.0%	✔ 2.0
		Masonite Road (E)	L	0	0	0	0.0%	✔ 0.0
	Masonite Road (E)	Camfield Drive (N)	R	1	0	-1	-100.0%	✔ 1.4
		Masonite Road (W)	T	20	7	-13	-65.0%	✔ 3.5
		Clayton Road (S)	L	3	2	-1	-33.3%	✔ 0.6
	Clayton Road (S)	Masonite Road (E)	R	1	1	0	0.0%	✔ 0.0
		Camfield Drive (N)	T	0	0	0	0.0%	✔ 0.0
		Masonite Road (W)	L	4	3	-1	-25.0%	✔ 0.5
	Masonite Road (W)	Clayton Road (S)	R	4	13	9	225.0%	✔ 3.1
		Masonite Road (E)	T	17	12	-5	-29.4%	✔ 1.3
		Camfield Drive (N)	L	6	3	-3	-50.0%	✔ 1.4

P6779 Port Stephens Six Mile Lane Traffic Modelling

Heavy Vehicles
AM Peak 0800-0900
Base Model

GEH Turn Summary		
>10	0	0.00%
>5, <=10	0	0.00%
<=5	130	100.00%

Intersection	From	To	Turn	Observed	Modelled	Abs. Diff (Mod - Obs)	% Diff (Mod - Obs)	GEH
Pacific Highway Ramps Richardson Road	Pacific Highway Ramps (N)	Richardson Road (W)	R	9	7	-2	-22.2%	✔ 0.7
		Pacific Highway Ramps (S)	T	0	0	0	0.0%	✔ 0.0
		Richardson Road (E)	L	3	1	-2	-66.7%	✔ 1.4
	Richardson Road (E)	Pacific Highway Ramps (N)	R	0	1	1	0.0%	✔ 1.4
		Richardson Road (W)	T	17	12	-5	-29.4%	✔ 1.3
		Pacific Highway Ramps (S)	L	15	10	-5	-33.3%	✔ 1.4
	Pacific Highway Ramps (S)	Richardson Road (E)	R	12	26	14	116.7%	✔ 3.2
		Pacific Highway Ramps (N)	T	0	0	0	0.0%	✔ 0.0
		Richardson Road (W)	L	11	7	-4	-36.4%	✔ 1.3
	Richardson Road (W)	Pacific Highway Ramps (S)	R	4	4	0	0.0%	✔ 0.0
		Richardson Road (E)	T	18	31	13	72.2%	✔ 2.6
		Pacific Highway Ramps (N)	L	1	4	3	300.0%	✔ 1.9
Pacific Highway Rangers Road	Pacific Highway (N)	Pacific Highway (S)	T	125	115	-10	-8.0%	✔ 0.9
		Rangers Road (E)	L	0	0	0	0.0%	✔ 0.0
	Rangers Road (E)	Pacific Highway (N)	R	0	0	0	0.0%	✔ 0.0
		Pacific Highway (S)	L	0	0	0	0.0%	✔ 0.0
	Pacific Highway (S)	Rangers Road (E)	R	0	0	0	0.0%	✔ 0.0
		Pacific Highway (N)	T	118	91	-27	-22.9%	✔ 2.6
Bellvue Street Pacific Highway On-Ramp Adelaide Street	Bellvue Street (W)	Adelaide Street (S)	T	6	9	3	50.0%	✔ 1.1
		Pacific Highway On-Ramp (N)	L	1	0	-1	-100.0%	✔ 1.4
	Adelaide Street (S)	Pacific Highway On-Ramp (N)	T	7	6	-1	-14.3%	✔ 0.4
		Bellvue Street (W)	L	2	7	5	250.0%	✔ 2.4
Pacific Highway Six Mile Lane	Pacific Highway (N)	Six Mile Lane (W)	R	0	1	1	0.0%	✔ 1.4
		Pacific Highway (S)	T	110	112	2	1.8%	✔ 0.2
	Pacific Highway (S)	Pacific Highway (N)	T	111	90	-21	-18.9%	✔ 2.1
		Six Mile Lane (W)	L	0	1	1	0.0%	✔ 1.4
	Six Mile Lane (W)	Pacific Highway (S)	R	0	3	3	0.0%	✔ 2.4
		Pacific Highway (N)	L	1	0	-1	-100.0%	✔ 1.4
Pacific Highway Italia Road	Pacific Highway (N)	Italia Road (W)	R	4	2	-2	-50.0%	✔ 1.2
		Pacific Highway (S)	T	85	105	20	23.5%	✔ 2.1
	Pacific Highway (S)	Pacific Highway (N)	T	58	87	29	50.0%	✔ 3.4
		Italia Road (W)	L	15	3	-12	-80.0%	✔ 4.0
	Italia Road (W)	Pacific Highway (S)	R	10	9	-1	-10.0%	✔ 0.3
		Pacific Highway (N)	L	2	1	-1	-50.0%	✔ 0.8
Pacific Highway Medowie Road	Pacific Highway (N)	Pacific Highway (S)	T	96	104	8	8.3%	✔ 0.8
		Medowie Road (E)	L	15	8	-7	-46.7%	✔ 2.1
	Medowie Road (E)	Pacific Highway (N)	R	7	15	8	114.3%	✔ 2.4
		Pacific Highway (S)	L	5	2	-3	-60.0%	✔ 1.6
	Pacific Highway (S)	Medowie Road (E)	R	4	4	0	0.0%	✔ 0.0
		Pacific Highway (N)	T	102	85	-17	-16.7%	✔ 1.8
Pacific Highway The Bucketts Way	Pacific Highway (N)	The Bucketts Way (W)	R	6	13	7	116.7%	✔ 2.3
		Pacific Highway (S)	T	90	103	13	14.4%	✔ 1.3
	Pacific Highway (S)	Pacific Highway (N)	T	80	89	9	11.3%	✔ 1.0
		The Bucketts Way (W)	L	10	12	2	20.0%	✔ 0.6
	The Bucketts Way (W)	Pacific Highway (S)	R	9	10	1	11.1%	✔ 0.3
		Pacific Highway (N)	L	3	11	8	266.7%	✔ 3.0
Tarean Road Swan Bay Road Pacific Highway Ramp	Tarean Road (N)	Pacific Highway Ramp (W)	R	11	11	0	0.0%	✔ 0.0
		Swan Bay Road (E)	L	1	2	1	100.0%	✔ 0.8
	Swan Bay Road (E)	Tarean Road (N)	R	1	0	-1	-100.0%	✔ 1.4
		Pacific Highway Ramp (W)	T	0	2	2	0.0%	✔ 2.0
	Pacific Highway Ramp (W)	Swan Bay Road (E)	T	0	1	1	0.0%	✔ 1.4
		Tarean Road (N)	L	0	0	0	0.0%	✔ 0.0
Adelaide Street Tregenna Street	Adelaide Street (N)	Tregenna Street (W)	R	1	1	0	0.0%	✔ 0.0
		Adelaide Street (S)	T	34	25	-9	-26.5%	✔ 1.7
	Adelaide Street (S)	Adelaide Street (N)	T	29	41	12	41.4%	✔ 2.0
		Tregenna Street (W)	L	5	2	-3	-60.0%	✔ 1.6
	Tregenna Street (W)	Adelaide Street (S)	R	2	1	-1	-50.0%	✔ 0.8
		Adelaide Street (N)	L	2	1	-1	-50.0%	✔ 0.8
Newline Road Beaton Avenue	Newline Road (N)	Newline Road (S)	T	12	12	0	-2.7%	✔ 0.1
		Beaton Avenue (E)	L	0	0	0	0.0%	✔ 0.0
	Beaton Avenue (E)	Newline Road (N)	R	0	0	0	0.0%	✔ 0.0
		Newline Road (S)	L	2	2	0	5.4%	✔ 0.1
	Newline Road (S)	Beaton Avenue (E)	R	3	3	0	5.4%	✔ 0.1
		Newline Road (N)	T	15	12	-3	-21.0%	✔ 0.9
Newline Road Six Mile Lane	Newline Road (N)	Newline Road (S)	T	3	3	0	5.4%	✔ 0.1
		Six Mile Lane (E)	L	2	0	-2	-100.0%	✔ 1.9
	Six Mile Lane (E)	Newline Road (N)	R	1	0	-1	-100.0%	✔ 1.4
		Newline Road (S)	L	1	0	-1	-100.0%	✔ 1.4
	Newline Road (S)	Six Mile Lane (E)	R	1	0	-1	-100.0%	✔ 1.4
		Newline Road (N)	T	2	2	0	5.4%	✔ 0.1

P6779 Port Stephens Six Mile Lane Traffic Modelling

Light Vehicles
AM Peak 0900-1000
Base Model

GEH Turn Summary		
>10	0	0.00%
>5, <=10	0	0.00%
<=5	130	100.00%

Intersection	From	To	Turn	Observed	Modelled	Abs. Diff (Mod - Obs)	% Diff (Mod - Obs)	GEH
Newline Road William Bailey Street Port Stephens Street	Newline Road (N)	William Bailey Street (W)	R	19	44	25	131.6%	✔ 4.5
		Port Stephens Street (S)	T	72	96	24	33.3%	✔ 2.6
		William Bailey Street (E)	L	26	37	11	42.3%	✔ 2.0
	William Bailey Street (E)	Newline Road (N)	R	20	24	4	20.0%	✔ 0.9
		William Bailey Street (W)	T	304	322	18	5.9%	✔ 1.0
		Port Stephens Street (S)	L	243	237	-6	-2.5%	✔ 0.4
	Port Stephens Street (S)	William Bailey Street (E)	R	167	139	-28	-16.8%	✔ 2.3
		Newline Road (N)	T	45	31	-14	-31.1%	✔ 2.3
		William Bailey Street (W)	L	150	150	0	0.0%	✔ 0.0
	William Bailey Street (W)	Port Stephens Street (S)	R	250	250	0	0.0%	✔ 0.0
		William Bailey Street (E)	T	332	334	2	0.6%	✔ 0.1
		Newline Road (N)	L	22	23	1	4.5%	✔ 0.2
Adelaide Street William Bailey Street	Adelaide Street (N)	William Bailey Street (W)	R	465	437	-28	-6.0%	✔ 1.3
		Adelaide Street (S)	T	235	217	-18	-7.7%	✔ 1.2
	Adelaide Street (S)	Adelaide Street (N)	T	168	132	-36	-21.4%	✔ 2.9
		William Bailey Street (W)	L	147	147	0	0.0%	✔ 0.0
	William Bailey Street (W)	Adelaide Street (S)	R	183	171	-12	-6.6%	✔ 0.9
		Adelaide Street (N)	L	350	337	-13	-3.7%	✔ 0.7
Adelaide Street Richardson Road	Adelaide Street (N)	Adelaide Street (S)	T	54	27	-27	-50.0%	✔ 4.2
		Richardson Road (E)	L	97	104	7	7.2%	✔ 0.7
	Richardson Road (E)	Adelaide Street (N)	R	65	43	-22	-33.8%	✔ 3.0
		Adelaide Street (S)	L	576	619	43	7.5%	✔ 1.8
	Adelaide Street (S)	Richardson Road (E)	R	355	444	89	25.1%	✔ 4.5
		Adelaide Street (N)	T	115	94	-21	-18.3%	✔ 2.1
Adelaide Street Speedy Lock Lane	Adelaide Street (N)	Speedy Lock Lane (W)	R	1	0	-1	-100.0%	✔ 1.4
		Adelaide Street (S)	T	45	45	0	0.0%	✔ 0.0
		Adelaide Street (E)	L	388	418	30	7.7%	✔ 1.5
	Adelaide Street (E)	Adelaide Street (N)	R	429	505	76	17.7%	✔ 3.5
		Speedy Lock Lane (W)	T	10	15	5	50.0%	✔ 1.4
		Adelaide Street (S)	L	37	37	0	0.0%	✔ 0.0
	Adelaide Street (S)	Adelaide Street (E)	R	28	29	1	3.6%	✔ 0.2
		Adelaide Street (N)	T	31	32	1	3.2%	✔ 0.2
		Speedy Lock Lane (W)	L	1	0	-1	-100.0%	✔ 1.4
	Speedy Lock Lane (W)	Adelaide Street (S)	R	0	0	0	0.0%	✔ 0.0
		Adelaide Street (E)	T	24	20	-4	-16.7%	✔ 0.9
		Adelaide Street (N)	L	19	16	-3	-15.8%	✔ 0.7
Pacific Highway Masonite Road Adelaide Street	Pacific Highway (N)	Adelaide Street (W)	R	14	30	16	114.3%	✔ 3.4
		Pacific Highway (S)	T	696	731	35	5.0%	✔ 1.3
		Masonite Road (E)	L	66	82	16	24.2%	✔ 1.9
	Masonite Road (E)	Pacific Highway (N)	R	61	31	-30	-49.2%	✔ 4.4
		Adelaide Street (W)	T	99	100	1	1.0%	✔ 0.1
		Pacific Highway (S)	L	103	84	-19	-18.4%	✔ 2.0
	Pacific Highway (S)	Masonite Road (E)	R	114	132	18	15.8%	✔ 1.6
		Pacific Highway (N)	T	728	716	-12	-1.6%	✔ 0.4
		Adelaide Street (W)	L	368	427	59	16.0%	✔ 3.0
	Adelaide Street (W)	Pacific Highway (S)	R	311	334	23	7.4%	✔ 1.3
		Masonite Road (E)	T	105	109	4	3.8%	✔ 0.4
		Pacific Highway (N)	L	22	27	5	22.7%	✔ 1.0
Camfield Drive Masonite Road Clayton Road	Camfield Drive (N)	Masonite Road (W)	R	36	26	-10	-27.8%	✔ 1.8
		Clayton Road (S)	T	10	0	-10	-100.0%	✔ 4.5
		Masonite Road (E)	L	10	0	-10	-100.0%	✔ 4.5
	Masonite Road (E)	Camfield Drive (N)	R	7	0	-7	-100.0%	✔ 3.7
		Masonite Road (W)	T	135	125	-10	-7.4%	✔ 0.9
		Clayton Road (S)	L	22	15	-7	-31.8%	✔ 1.6
	Clayton Road (S)	Masonite Road (E)	R	14	17	3	21.4%	✔ 0.8
		Camfield Drive (N)	T	9	0	-9	-100.0%	✔ 4.2
		Masonite Road (W)	L	94	64	-30	-31.9%	✔ 3.4
	Masonite Road (W)	Clayton Road (S)	R	120	127	7	5.8%	✔ 0.6
		Masonite Road (E)	T	97	117	20	20.6%	✔ 1.9
		Camfield Drive (N)	L	60	79	19	31.7%	✔ 2.3

P6779 Port Stephens Six Mile Lane Traffic Modelling

Light Vehicles
AM Peak 0900-1000
Base Model

GEH Turn Summary		
>10	0	0.00%
>5, <=10	0	0.00%
<=5	130	100.00%

Intersection	From	To	Turn	Observed	Modelled	Abs. Diff (Mod - Obs)	% Diff (Mod - Obs)	GEH
Pacific Highway Ramps Richardson Road	Pacific Highway Ramps (N)	Richardson Road (W)	R	147	150	3	2.0%	✔ 0.2
		Pacific Highway Ramps (S)	T	1	0	-1	-100.0%	✔ 1.4
		Richardson Road (E)	L	21	13	-8	-38.1%	✔ 1.9
	Richardson Road (E)	Pacific Highway Ramps (N)	R	13	25	12	92.3%	✔ 2.8
		Richardson Road (W)	T	466	451	-15	-3.2%	✔ 0.7
		Pacific Highway Ramps (S)	L	188	255	67	35.6%	✔ 4.5
	Pacific Highway Ramps (S)	Richardson Road (E)	R	150	171	21	14.0%	✔ 1.7
		Pacific Highway Ramps (N)	T	0	0	0	0.0%	✔ 0.0
		Richardson Road (W)	L	58	45	-13	-22.4%	✔ 1.8
	Richardson Road (W)	Pacific Highway Ramps (S)	R	99	97	-2	-2.0%	✔ 0.2
		Richardson Road (E)	T	367	353	-14	-3.8%	✔ 0.7
		Pacific Highway Ramps (N)	L	25	25	0	0.0%	✔ 0.0
Pacific Highway Rangers Road	Pacific Highway (N)	Pacific Highway (S)	T	735	648	-87	-11.8%	✔ 3.3
		Rangers Road (E)	L	1	0	-1	-100.0%	✔ 1.4
	Rangers Road (E)	Pacific Highway (N)	R	0	0	0	0.0%	✔ 0.0
		Pacific Highway (S)	L	1	0	-1	-100.0%	✔ 1.4
	Pacific Highway (S)	Rangers Road (E)	R	2	1	-1	-50.0%	✔ 0.8
		Pacific Highway (N)	T	698	687	-11	-1.6%	✔ 0.4
Bellvue Street Pacific Highway On-Ramp Adelaide Street	Bellvue Street (W)	Adelaide Street (S)	T	83	130	47	56.6%	✔ 4.6
		Pacific Highway On-Ramp (N)	L	7	0	-7	-100.0%	✔ 3.7
	Adelaide Street (S)	Pacific Highway On-Ramp (N)	T	73	80	7	9.6%	✔ 0.8
		Bellvue Street (W)	L	52	59	7	13.5%	✔ 0.9
Pacific Highway Six Mile Lane	Pacific Highway (N)	Six Mile Lane (W)	R	1	2	1	100.0%	✔ 0.8
		Pacific Highway (S)	T	741	631	-110	-14.8%	✔ 4.2
	Pacific Highway (S)	Pacific Highway (N)	T	674	675	1	0.1%	✔ 0.0
		Six Mile Lane (W)	L	8	11	3	37.5%	✔ 1.0
	Six Mile Lane (W)	Pacific Highway (S)	R	14	20	6	42.9%	✔ 1.5
		Pacific Highway (N)	L	1	0	-1	-100.0%	✔ 1.4
Pacific Highway Italia Road	Pacific Highway (N)	Italia Road (W)	R	25	47	22	88.0%	✔ 3.7
		Pacific Highway (S)	T	691	617	-74	-10.7%	✔ 2.9
	Pacific Highway (S)	Pacific Highway (N)	T	788	670	-118	-15.0%	✔ 4.4
		Italia Road (W)	L	10	7	-3	-30.0%	✔ 1.0
	Italia Road (W)	Pacific Highway (S)	R	17	18	1	5.9%	✔ 0.2
		Pacific Highway (N)	L	31	34	3	9.7%	✔ 0.5
Pacific Highway Meadowie Road	Pacific Highway (N)	Pacific Highway (S)	T	703	624	-79	-11.2%	✔ 3.1
		Meadowie Road (E)	L	91	82	-9	-9.9%	✔ 1.0
	Meadowie Road (E)	Pacific Highway (N)	R	83	80	-3	-3.6%	✔ 0.3
		Pacific Highway (S)	L	37	42	5	13.5%	✔ 0.8
	Pacific Highway (S)	Meadowie Road (E)	R	32	39	7	21.9%	✔ 1.2
		Pacific Highway (N)	T	641	665	24	3.7%	✔ 0.9
Pacific Highway The Bucketts Way	Pacific Highway (N)	The Bucketts Way (W)	R	14	30	16	114.3%	✔ 3.4
		Pacific Highway (S)	T	536	622	86	16.0%	✔ 3.6
	Pacific Highway (S)	Pacific Highway (N)	T	569	664	95	16.7%	✔ 3.8
		The Bucketts Way (W)	L	72	80	8	11.1%	✔ 0.9
	The Bucketts Way (W)	Pacific Highway (S)	R	81	89	8	9.9%	✔ 0.9
		Pacific Highway (N)	L	23	27	4	17.4%	✔ 0.8
Tarean Road Swan Bay Road Pacific Highway Ramp	Tarean Road (N)	Pacific Highway Ramp (W)	R	96	68	-28	-29.2%	✔ 3.1
		Swan Bay Road (E)	L	16	17	1	6.3%	✔ 0.2
	Swan Bay Road (E)	Tarean Road (N)	R	7	0	-7	-100.0%	✔ 3.7
		Pacific Highway Ramp (W)	T	15	19	4	26.7%	✔ 1.0
	Pacific Highway Ramp (W)	Swan Bay Road (E)	T	1	10	9	900.0%	✔ 3.8
		Tarean Road (N)	L	0	0	0	0.0%	✔ 0.0
Adelaide Street Tregenna Street	Adelaide Street (N)	Tregenna Street (W)	R	11	17	6	54.5%	✔ 1.6
		Adelaide Street (S)	T	621	627	6	1.0%	✔ 0.2
	Adelaide Street (S)	Adelaide Street (N)	T	453	520	67	14.8%	✔ 3.0
		Tregenna Street (W)	L	10	16	6	60.0%	✔ 1.7
	Tregenna Street (W)	Adelaide Street (S)	R	25	17	-8	-32.0%	✔ 1.7
		Adelaide Street (N)	L	15	15	0	0.0%	✔ 0.0
Newline Road Beaton Avenue	Newline Road (N)	Newline Road (S)	T	32	31	-1	-3.5%	✔ 0.2
		Beaton Avenue (E)	L	12	1	-11	-91.8%	✔ 4.3
	Beaton Avenue (E)	Newline Road (N)	R	6	0	-6	-100.0%	✔ 3.5
		Newline Road (S)	L	131	146	15	11.4%	✔ 1.3
	Newline Road (S)	Beaton Avenue (E)	R	43	63	20	45.2%	✔ 2.7
		Newline Road (N)	T	16	15	-1	-4.0%	✔ 0.2
Newline Road Six Mile Lane	Newline Road (N)	Newline Road (S)	T	26	30	4	15.2%	✔ 0.7
		Six Mile Lane (E)	L	1	0	-1	-100.0%	✔ 1.3
	Six Mile Lane (E)	Newline Road (N)	R	2	0	-2	-100.0%	✔ 1.9
		Newline Road (S)	L	10	1	-9	-90.4%	✔ 3.9
	Newline Road (S)	Six Mile Lane (E)	R	2	0	-2	-100.0%	✔ 1.9
		Newline Road (N)	T	8	15	7	92.0%	✔ 2.1

P6779 Port Stephens Six Mile Lane Traffic Modelling

Heavy Vehicles
AM Peak 0900-1000
Base Model

GEH Turn Summary		
>10	0	0.00%
>5, <=10	0	0.00%
<=5	130	100.00%

Intersection	From	To	Turn	Observed	Modelled	Abs. Diff (Mod - Obs)	% Diff (Mod - Obs)	GEH
Newline Road William Bailey Street Port Stephens Street	Newline Road (N)	William Bailey Street (W)	R	0	2	2	0.0%	✔ 2.0
		Port Stephens Street (S)	T	3	3	0	0.0%	✔ 0.0
		William Bailey Street (E)	L	12	8	-4	-33.3%	✔ 1.3
	William Bailey Street (E)	Newline Road (N)	R	13	7	-6	-46.2%	✔ 1.9
		William Bailey Street (W)	T	34	37	3	8.8%	✔ 0.5
		Port Stephens Street (S)	L	16	4	-12	-75.0%	✔ 3.8
	Port Stephens Street (S)	William Bailey Street (E)	R	9	6	-3	-33.3%	✔ 1.1
		Newline Road (N)	T	0	5	5	0.0%	✔ 3.2
		William Bailey Street (W)	L	8	6	-2	-25.0%	✔ 0.8
	William Bailey Street (W)	Port Stephens Street (S)	R	5	7	2	40.0%	✔ 0.8
		William Bailey Street (E)	T	35	32	-3	-8.6%	✔ 0.5
		Newline Road (N)	L	2	3	1	50.0%	✔ 0.6
Adelaide Street William Bailey Street	Adelaide Street (N)	William Bailey Street (W)	R	38	22	-16	-42.1%	✔ 2.9
		Adelaide Street (S)	T	8	5	-3	-37.5%	✔ 1.2
	Adelaide Street (S)	Adelaide Street (N)	T	5	6	1	20.0%	✔ 0.4
		William Bailey Street (W)	L	24	26	2	8.3%	✔ 0.4
	William Bailey Street (W)	Adelaide Street (S)	R	14	14	0	0.0%	✔ 0.0
		Adelaide Street (N)	L	41	32	-9	-22.0%	✔ 1.5
Adelaide Street Richardson Road	Adelaide Street (N)	Adelaide Street (S)	T	0	1	1	0.0%	✔ 1.4
		Richardson Road (E)	L	7	8	1	14.3%	✔ 0.4
	Richardson Road (E)	Adelaide Street (N)	R	3	7	4	133.3%	✔ 1.8
		Adelaide Street (S)	L	41	26	-15	-36.6%	✔ 2.6
	Adelaide Street (S)	Richardson Road (E)	R	32	38	6	18.8%	✔ 1.0
		Adelaide Street (N)	T	10	5	-5	-50.0%	✔ 1.8
Adelaide Street Speedy Lock Lane	Adelaide Street (N)	Speedy Lock Lane (W)	R	0	0	0	0.0%	✔ 0.0
		Adelaide Street (S)	T	2	3	1	50.0%	✔ 0.6
		Adelaide Street (E)	L	23	27	4	17.4%	✔ 0.8
	Adelaide Street (E)	Adelaide Street (N)	R	35	39	4	11.4%	✔ 0.7
		Speedy Lock Lane (W)	T	0	1	1	0.0%	✔ 1.4
		Adelaide Street (S)	L	0	1	1	0.0%	✔ 1.4
	Adelaide Street (S)	Adelaide Street (E)	R	3	3	0	0.0%	✔ 0.0
		Adelaide Street (N)	T	0	0	0	0.0%	✔ 0.0
		Speedy Lock Lane (W)	L	0	0	0	0.0%	✔ 0.0
	Speedy Lock Lane (W)	Adelaide Street (S)	R	0	0	0	0.0%	✔ 0.0
		Adelaide Street (E)	T	0	1	1	0.0%	✔ 1.4
		Adelaide Street (N)	L	0	2	2	0.0%	✔ 2.0
Pacific Highway Masonite Road Adelaide Street	Pacific Highway (N)	Adelaide Street (W)	R	0	1	1	0.0%	✔ 1.4
		Pacific Highway (S)	T	109	113	4	3.7%	✔ 0.4
		Masonite Road (E)	L	8	8	0	0.0%	✔ 0.0
	Masonite Road (E)	Pacific Highway (N)	R	13	3	-10	-76.9%	✔ 3.5
		Adelaide Street (W)	T	6	6	0	0.0%	✔ 0.0
		Pacific Highway (S)	L	18	11	-7	-38.9%	✔ 1.8
	Pacific Highway (S)	Masonite Road (E)	R	21	15	-6	-28.6%	✔ 1.4
		Pacific Highway (N)	T	132	127	-5	-3.8%	✔ 0.4
		Adelaide Street (W)	L	27	35	8	29.6%	✔ 1.4
	Adelaide Street (W)	Pacific Highway (S)	R	25	24	-1	-4.0%	✔ 0.2
		Masonite Road (E)	T	5	7	2	40.0%	✔ 0.8
		Pacific Highway (N)	L	0	0	0	0.0%	✔ 0.0
Camfield Drive Masonite Road Clayton Road	Camfield Drive (N)	Masonite Road (W)	R	9	10	1	11.1%	✔ 0.3
		Clayton Road (S)	T	2	0	-2	-100.0%	✔ 2.0
		Masonite Road (E)	L	3	0	-3	-100.0%	✔ 2.4
	Masonite Road (E)	Camfield Drive (N)	R	3	0	-3	-100.0%	✔ 2.4
		Masonite Road (W)	T	18	7	-11	-61.1%	✔ 3.1
		Clayton Road (S)	L	3	2	-1	-33.3%	✔ 0.6
	Clayton Road (S)	Masonite Road (E)	R	1	1	0	0.0%	✔ 0.0
		Camfield Drive (N)	T	0	0	0	0.0%	✔ 0.0
		Masonite Road (W)	L	9	3	-6	-66.7%	✔ 2.4
	Masonite Road (W)	Clayton Road (S)	R	11	13	2	18.2%	✔ 0.6
		Masonite Road (E)	T	12	13	1	8.3%	✔ 0.3
		Camfield Drive (N)	L	13	3	-10	-76.9%	✔ 3.5

P6779 Port Stephens Six Mile Lane Traffic Modelling

Heavy Vehicles
AM Peak 0900-1000
Base Model

GEH Turn Summary		
>10	0	0.00%
>5, <=10	0	0.00%
<=5	130	100.00%

Intersection	From	To	Turn	Observed	Modelled	Abs. Diff (Mod - Obs)	% Diff (Mod - Obs)	GEH
Pacific Highway Ramps Richardson Road	Pacific Highway Ramps (N)	Richardson Road (W)	R	11	6	-5	-45.5%	✔ 1.7
		Pacific Highway Ramps (S)	T	0	0	0	0.0%	✔ 0.0
		Richardson Road (E)	L	0	1	1	0.0%	✔ 1.4
	Richardson Road (E)	Pacific Highway Ramps (N)	R	0	1	1	0.0%	✔ 1.4
		Richardson Road (W)	T	23	12	-11	-47.8%	✔ 2.6
		Pacific Highway Ramps (S)	L	10	10	0	0.0%	✔ 0.0
	Pacific Highway Ramps (S)	Richardson Road (E)	R	12	29	17	141.7%	✔ 3.8
		Pacific Highway Ramps (N)	T	0	0	0	0.0%	✔ 0.0
		Richardson Road (W)	L	9	7	-2	-22.2%	✔ 0.7
	Richardson Road (W)	Pacific Highway Ramps (S)	R	8	5	-3	-37.5%	✔ 1.2
		Richardson Road (E)	T	32	31	-1	-3.1%	✔ 0.2
		Pacific Highway Ramps (N)	L	3	6	3	100.0%	✔ 1.4
Pacific Highway Rangers Road	Pacific Highway (N)	Pacific Highway (S)	T	130	113	-17	-13.1%	✔ 1.5
		Rangers Road (E)	L	0	0	0	0.0%	✔ 0.0
	Rangers Road (E)	Pacific Highway (N)	R	0	0	0	0.0%	✔ 0.0
		Pacific Highway (S)	L	0	0	0	0.0%	✔ 0.0
	Pacific Highway (S)	Rangers Road (E)	R	2	0	-2	-100.0%	✔ 2.0
		Pacific Highway (N)	T	118	106	-12	-10.2%	✔ 1.1
Bellvue Street Pacific Highway On-Ramp Adelaide Street	Bellvue Street (W)	Adelaide Street (S)	T	2	9	7	350.0%	✔ 3.0
		Pacific Highway On-Ramp (N)	L	0	0	0	0.0%	✔ 0.0
	Adelaide Street (S)	Pacific Highway On-Ramp (N)	T	7	4	-3	-42.9%	✔ 1.3
		Bellvue Street (W)	L	2	8	6	300.0%	✔ 2.7
Pacific Highway Six Mile Lane	Pacific Highway (N)	Six Mile Lane (W)	R	1	1	0	0.0%	✔ 0.0
		Pacific Highway (S)	T	114	110	-4	-3.5%	✔ 0.4
	Pacific Highway (S)	Pacific Highway (N)	T	108	104	-4	-3.7%	✔ 0.4
		Six Mile Lane (W)	L	0	1	1	0.0%	✔ 1.4
	Six Mile Lane (W)	Pacific Highway (S)	R	2	3	1	50.0%	✔ 0.6
		Pacific Highway (N)	L	0	0	0	0.0%	✔ 0.0
Pacific Highway Italia Road	Pacific Highway (N)	Italia Road (W)	R	4	2	-2	-50.0%	✔ 1.2
		Pacific Highway (S)	T	88	104	16	18.2%	✔ 1.6
	Pacific Highway (S)	Pacific Highway (N)	T	75	99	24	32.0%	✔ 2.6
		Italia Road (W)	L	5	4	-1	-20.0%	✔ 0.5
	Italia Road (W)	Pacific Highway (S)	R	10	9	-1	-10.0%	✔ 0.3
		Pacific Highway (N)	L	2	1	-1	-50.0%	✔ 0.8
Pacific Highway Meadowie Road	Pacific Highway (N)	Pacific Highway (S)	T	116	104	-12	-10.3%	✔ 1.1
		Meadowie Road (E)	L	5	7	2	40.0%	✔ 0.8
	Meadowie Road (E)	Pacific Highway (N)	R	3	15	12	400.0%	✔ 4.0
		Pacific Highway (S)	L	9	2	-7	-77.8%	✔ 3.0
	Pacific Highway (S)	Meadowie Road (E)	R	32	15	-17	-53.1%	✔ 3.5
		Pacific Highway (N)	T	118	84	-34	-28.8%	✔ 3.4
Pacific Highway The Bucketts Way	Pacific Highway (N)	The Bucketts Way (W)	R	5	13	8	160.0%	✔ 2.7
		Pacific Highway (S)	T	77	101	24	31.2%	✔ 2.5
	Pacific Highway (S)	Pacific Highway (N)	T	81	86	5	6.2%	✔ 0.5
		The Bucketts Way (W)	L	7	13	6	85.7%	✔ 1.9
	The Bucketts Way (W)	Pacific Highway (S)	R	5	10	5	100.0%	✔ 1.8
		Pacific Highway (N)	L	6	11	5	83.3%	✔ 1.7
Tarean Road Swan Bay Road Pacific Highway Ramp	Tarean Road (N)	Pacific Highway Ramp (W)	R	2	11	9	450.0%	✔ 3.5
		Swan Bay Road (E)	L	3	2	-1	-33.3%	✔ 0.6
	Swan Bay Road (E)	Tarean Road (N)	R	0	0	0	0.0%	✔ 0.0
		Pacific Highway Ramp (W)	T	2	2	0	0.0%	✔ 0.0
	Pacific Highway Ramp (W)	Swan Bay Road (E)	T	0	1	1	0.0%	✔ 1.4
		Tarean Road (N)	L	0	0	0	0.0%	✔ 0.0
Adelaide Street Tregenna Street	Adelaide Street (N)	Tregenna Street (W)	R	0	1	1	0.0%	✔ 1.4
		Adelaide Street (S)	T	41	26	-15	-36.6%	✔ 2.6
	Adelaide Street (S)	Adelaide Street (N)	T	43	42	-1	-2.3%	✔ 0.2
		Tregenna Street (W)	L	1	2	1	100.0%	✔ 0.8
	Tregenna Street (W)	Adelaide Street (S)	R	1	1	0	0.0%	✔ 0.0
		Adelaide Street (N)	L	0	1	1	0.0%	✔ 1.4
Newline Road Beaton Avenue	Newline Road (N)	Newline Road (S)	T	15	11	-4	-28.7%	✔ 1.2
		Beaton Avenue (E)	L	0	0	0	0.0%	✔ 0.0
	Beaton Avenue (E)	Newline Road (N)	R	0	0	0	0.0%	✔ 0.0
		Newline Road (S)	L	2	2	0	-15.7%	✔ 0.3
	Newline Road (S)	Beaton Avenue (E)	R	4	3	-1	-15.7%	✔ 0.3
		Newline Road (N)	T	19	11	-8	-42.0%	✔ 2.1
Newline Road Six Mile Lane	Newline Road (N)	Newline Road (S)	T	4	3	-1	-15.7%	✔ 0.3
		Six Mile Lane (E)	L	2	0	-2	-100.0%	✔ 2.2
	Six Mile Lane (E)	Newline Road (N)	R	1	0	-1	-100.0%	✔ 1.5
		Newline Road (S)	L	1	0	-1	-100.0%	✔ 1.5
	Newline Road (S)	Six Mile Lane (E)	R	1	0	-1	-100.0%	✔ 1.5
		Newline Road (N)	T	2	1	-1	-57.8%	✔ 1.1

P6779 Port Stephens Six Mile Lane Traffic Modelling

Light Vehicles
PM Peak 1500-1600
Base Model

GEH Turn Summary		
>10	0	0.00%
>5, <=10	0	0.00%
<=5	130	100.00%

Intersection	From	To	Turn	Observed	Modelled	Abs. Diff (Mod - Obs)	% Diff (Mod - Obs)	GEH
Newline Road William Bailey Street Port Stephens Street	Newline Road (N)	William Bailey Street (W)	R	48	51	3	6.3%	✔ 0.4
		Port Stephens Street (S)	T	74	86	12	16.2%	✔ 1.3
		William Bailey Street (E)	L	23	29	6	26.1%	✔ 1.2
	William Bailey Street (E)	Newline Road (N)	R	54	65	11	20.4%	✔ 1.4
		William Bailey Street (W)	T	609	619	10	1.6%	✔ 0.4
		Port Stephens Street (S)	L	190	187	-3	-1.6%	✔ 0.2
	Port Stephens Street (S)	William Bailey Street (E)	R	263	270	7	2.7%	✔ 0.4
		Newline Road (N)	T	95	103	8	8.4%	✔ 0.8
		William Bailey Street (W)	L	297	299	2	0.7%	✔ 0.1
	William Bailey Street (W)	Port Stephens Street (S)	R	202	214	12	5.9%	✔ 0.8
		William Bailey Street (E)	T	457	459	2	0.4%	✔ 0.1
		Newline Road (N)	L	44	49	5	11.4%	✔ 0.7
Adelaide Street William Bailey Street	Adelaide Street (N)	William Bailey Street (W)	R	530	510	-20	-3.8%	✔ 0.9
		Adelaide Street (S)	T	165	136	-29	-17.6%	✔ 2.4
	Adelaide Street (S)	Adelaide Street (N)	T	309	316	7	2.3%	✔ 0.4
		William Bailey Street (W)	L	345	362	17	4.9%	✔ 0.9
	William Bailey Street (W)	Adelaide Street (S)	R	171	188	17	9.9%	✔ 1.3
		Adelaide Street (N)	L	582	570	-12	-2.1%	✔ 0.5
Adelaide Street Richardson Road	Adelaide Street (N)	Adelaide Street (S)	T	46	60	14	30.4%	✔ 1.9
		Richardson Road (E)	L	109	88	-21	-19.3%	✔ 2.1
	Richardson Road (E)	Adelaide Street (N)	R	144	115	-29	-20.1%	✔ 2.5
		Adelaide Street (S)	L	601	598	-3	-0.5%	✔ 0.1
	Adelaide Street (S)	Richardson Road (E)	R	571	592	21	3.7%	✔ 0.9
		Adelaide Street (N)	T	222	190	-32	-14.4%	✔ 2.2
Adelaide Street Speedy Lock Lane	Adelaide Street (N)	Speedy Lock Lane (W)	R	9	9	0	0.0%	✔ 0.0
		Adelaide Street (S)	T	71	70	-1	-1.4%	✔ 0.1
		Adelaide Street (E)	L	351	350	-1	-0.3%	✔ 0.1
	Adelaide Street (E)	Adelaide Street (N)	R	762	746	-16	-2.1%	✔ 0.6
		Speedy Lock Lane (W)	T	9	9	0	0.0%	✔ 0.0
		Adelaide Street (S)	L	92	87	-5	-5.4%	✔ 0.5
	Adelaide Street (S)	Adelaide Street (E)	R	70	69	-1	-1.4%	✔ 0.1
		Adelaide Street (N)	T	117	116	-1	-0.9%	✔ 0.1
		Speedy Lock Lane (W)	L	0	0	0	0.0%	✔ 0.0
	Speedy Lock Lane (W)	Adelaide Street (S)	R	0	0	0	0.0%	✔ 0.0
		Adelaide Street (E)	T	14	16	2	14.3%	✔ 0.5
		Adelaide Street (N)	L	45	45	0	0.0%	✔ 0.0
Pacific Highway Masonite Road Adelaide Street	Pacific Highway (N)	Adelaide Street (W)	R	34	35	1	2.9%	✔ 0.2
		Pacific Highway (S)	T	700	716	16	2.3%	✔ 0.6
		Masonite Road (E)	L	100	89	-11	-11.0%	✔ 1.1
	Masonite Road (E)	Pacific Highway (N)	R	143	160	17	11.9%	✔ 1.4
		Adelaide Street (W)	T	226	213	-13	-5.8%	✔ 0.9
		Pacific Highway (S)	L	151	155	4	2.6%	✔ 0.3
	Pacific Highway (S)	Masonite Road (E)	R	98	98	0	0.0%	✔ 0.0
		Pacific Highway (N)	T	1016	1014	-2	-0.2%	✔ 0.1
		Adelaide Street (W)	L	590	595	5	0.8%	✔ 0.2
	Adelaide Street (W)	Pacific Highway (S)	R	270	290	20	7.4%	✔ 1.2
		Masonite Road (E)	T	115	114	-1	-0.9%	✔ 0.1
		Pacific Highway (N)	L	40	29	-11	-27.5%	✔ 1.9
Camfield Drive Masonite Road Clayton Road	Camfield Drive (N)	Masonite Road (W)	R	88	86	-2	-2.3%	✔ 0.2
		Clayton Road (S)	T	5	5	0	0.0%	✔ 0.0
		Masonite Road (E)	L	5	5	0	0.0%	✔ 0.0
	Masonite Road (E)	Camfield Drive (N)	R	2	2	0	0.0%	✔ 0.0
		Masonite Road (W)	T	294	295	1	0.3%	✔ 0.1
		Clayton Road (S)	L	26	27	1	3.8%	✔ 0.2
	Clayton Road (S)	Masonite Road (E)	R	21	21	0	0.0%	✔ 0.0
		Camfield Drive (N)	T	3	3	0	0.0%	✔ 0.0
		Masonite Road (W)	L	152	152	0	0.0%	✔ 0.0
	Masonite Road (W)	Clayton Road (S)	R	165	158	-7	-4.2%	✔ 0.6
		Masonite Road (E)	T	126	125	-1	-0.8%	✔ 0.1
		Camfield Drive (N)	L	27	18	-9	-33.3%	✔ 1.9

P6779 Port Stephens Six Mile Lane Traffic Modelling

Light Vehicles
PM Peak 1500-1600
Base Model

GEH Turn Summary		
>10	0	0.00%
>5, <=10	0	0.00%
<=5	130	100.00%

Intersection	From	To	Turn	Observed	Modelled	Abs. Diff (Mod - Obs)	% Diff (Mod - Obs)	GEH
Pacific Highway Ramps Richardson Road	Pacific Highway Ramps (N)	Richardson Road (W)	R	160	127	-33	-20.6%	✔ 2.8
		Pacific Highway Ramps (S)	T	1	0	-1	-100.0%	✔ 1.4
		Richardson Road (E)	L	25	23	-2	-8.0%	✔ 0.4
	Richardson Road (E)	Pacific Highway Ramps (N)	R	29	26	-3	-10.3%	✔ 0.6
		Richardson Road (W)	T	519	527	8	1.5%	✔ 0.3
		Pacific Highway Ramps (S)	L	183	183	0	0.0%	✔ 0.0
	Pacific Highway Ramps (S)	Richardson Road (E)	R	348	341	-7	-2.0%	✔ 0.4
		Pacific Highway Ramps (N)	T	1	0	-1	-100.0%	✔ 1.4
		Richardson Road (W)	L	143	154	11	7.7%	✔ 0.9
	Richardson Road (W)	Pacific Highway Ramps (S)	R	113	97	-16	-14.2%	✔ 1.6
		Richardson Road (E)	T	577	597	20	3.5%	✔ 0.8
		Pacific Highway Ramps (N)	L	37	46	9	24.3%	✔ 1.4
Pacific Highway Rangers Road	Pacific Highway (N)	Pacific Highway (S)	T	740	722	-18	-2.4%	✔ 0.7
		Rangers Road (E)	L	0	0	0	0.0%	✔ 0.0
	Rangers Road (E)	Pacific Highway (N)	R	0	0	0	0.0%	✔ 0.0
		Pacific Highway (S)	L	0	0	0	0.0%	✔ 0.0
	Pacific Highway (S)	Rangers Road (E)	R	1	1	0	0.0%	✔ 0.0
		Pacific Highway (N)	T	952	936	-16	-1.7%	✔ 0.5
		Pacific Highway (S)	L	0	0	0	0.0%	✔ 0.0
Bellvue Street Pacific Highway On-Ramp Adelaide Street	Bellvue Street (W)	Adelaide Street (S)	T	104	150	46	44.2%	✔ 4.1
		Pacific Highway On-Ramp (N)	L	7	0	-7	-100.0%	✔ 3.7
	Adelaide Street (S)	Pacific Highway On-Ramp (N)	T	171	168	-3	-1.8%	✔ 0.2
		Bellvue Street (W)	L	104	133	29	27.9%	✔ 2.7
Pacific Highway Six Mile Lane	Pacific Highway (N)	Six Mile Lane (W)	R	2	2	0	0.0%	✔ 0.0
		Pacific Highway (S)	T	760	724	-36	-4.7%	✔ 1.3
	Pacific Highway (S)	Pacific Highway (N)	T	931	907	-24	-2.6%	✔ 0.8
		Six Mile Lane (W)	L	13	16	3	23.1%	✔ 0.8
	Six Mile Lane (W)	Pacific Highway (S)	R	14	6	-8	-57.1%	✔ 2.5
		Pacific Highway (N)	L	6	0	-6	-100.0%	✔ 3.5
Pacific Highway Italia Road	Pacific Highway (N)	Italia Road (W)	R	47	42	-5	-10.6%	✔ 0.7
		Pacific Highway (S)	T	744	725	-19	-2.6%	✔ 0.7
	Pacific Highway (S)	Pacific Highway (N)	T	908	890	-18	-2.0%	✔ 0.6
		Italia Road (W)	L	12	13	1	8.3%	✔ 0.3
	Italia Road (W)	Pacific Highway (S)	R	9	8	-1	-11.1%	✔ 0.3
		Pacific Highway (N)	L	57	53	-4	-7.0%	✔ 0.5
Pacific Highway Meadowie Road	Pacific Highway (N)	Pacific Highway (S)	T	677	695	18	2.7%	✔ 0.7
		Meadowie Road (E)	L	116	117	1	0.9%	✔ 0.1
	Meadowie Road (E)	Pacific Highway (N)	R	107	107	0	0.0%	✔ 0.0
		Pacific Highway (S)	L	71	73	2	2.8%	✔ 0.2
	Pacific Highway (S)	Meadowie Road (E)	R	61	68	7	11.5%	✔ 0.9
		Pacific Highway (N)	T	842	875	33	3.9%	✔ 1.1
Pacific Highway The Bucketts Way	Pacific Highway (N)	The Bucketts Way (W)	R	8	9	1	12.5%	✔ 0.3
		Pacific Highway (S)	T	573	588	15	2.6%	✔ 0.6
	Pacific Highway (S)	Pacific Highway (N)	T	731	747	16	2.2%	✔ 0.6
		The Bucketts Way (W)	L	230	228	-2	-0.9%	✔ 0.1
	The Bucketts Way (W)	Pacific Highway (S)	R	260	234	-26	-10.0%	✔ 1.7
		Pacific Highway (N)	L	12	12	0	0.0%	✔ 0.0
Tarean Road Swan Bay Road Pacific Highway Ramp	Tarean Road (N)	Pacific Highway Ramp (W)	R	72	75	3	4.2%	✔ 0.3
		Swan Bay Road (E)	L	31	31	0	0.0%	✔ 0.0
	Swan Bay Road (E)	Tarean Road (N)	R	5	5	0	0.0%	✔ 0.0
		Pacific Highway Ramp (W)	T	10	11	1	10.0%	✔ 0.3
	Pacific Highway Ramp (W)	Swan Bay Road (E)	T	2	2	0	0.0%	✔ 0.0
		Tarean Road (N)	L	1	1	0	0.0%	✔ 0.0
Adelaide Street Tregenna Street	Adelaide Street (N)	Tregenna Street (W)	R	24	22	-2	-8.3%	✔ 0.4
		Adelaide Street (S)	T	634	636	2	0.3%	✔ 0.1
	Adelaide Street (S)	Adelaide Street (N)	T	780	770	-10	-1.3%	✔ 0.4
		Tregenna Street (W)	L	35	41	6	17.1%	✔ 1.0
	Tregenna Street (W)	Adelaide Street (S)	R	22	15	-7	-31.8%	✔ 1.6
		Adelaide Street (N)	L	18	18	0	0.0%	✔ 0.0
Newline Road Beaton Avenue	Newline Road (N)	Newline Road (S)	T	41	36	-5	-13.2%	✔ 0.9
		Beaton Avenue (E)	L	18	14	-4	-21.2%	✔ 0.9
	Beaton Avenue (E)	Newline Road (N)	R	20	22	2	9.2%	✔ 0.4
		Newline Road (S)	L	141	129	-12	-8.5%	✔ 1.0
	Newline Road (S)	Beaton Avenue (E)	R	186	173	-13	-7.0%	✔ 1.0
		Newline Road (N)	T	62	45	-17	-27.0%	✔ 2.3
Newline Road Six Mile Lane	Newline Road (N)	Newline Road (S)	T	21	40	19	87.6%	✔ 3.4
		Six Mile Lane (E)	L	1	1	0	-15.6%	✔ 0.2
	Six Mile Lane (E)	Newline Road (N)	R	6	6	0	1.3%	✔ 0.0
		Newline Road (S)	L	7	6	-1	-15.6%	✔ 0.4
	Newline Road (S)	Six Mile Lane (E)	R	4	3	-1	-15.6%	✔ 0.3
		Newline Road (N)	T	56	50	-6	-10.2%	✔ 0.8

P6779 Port Stephens Six Mile Lane Traffic Modelling

Heavy Vehicles
PM Peak 1500-1600
Base Model

GEH Turn Summary		
>10	0	0.00%
>5, <=10	0	0.00%
<=5	130	100.00%

Intersection	From	To	Turn	Observed	Modelled	Abs. Diff (Mod - Obs)	% Diff (Mod - Obs)	GEH
Newline Road William Bailey Street Port Stephens Street	Newline Road (N)	William Bailey Street (W)	R	6	8	2	33.3%	✔ 0.8
		Port Stephens Street (S)	T	2	2	0	0.0%	✔ 0.0
		William Bailey Street (E)	L	4	7	3	75.0%	✔ 1.3
	William Bailey Street (E)	Newline Road (N)	R	7	9	2	28.6%	✔ 0.7
		William Bailey Street (W)	T	37	33	-4	-10.8%	✔ 0.7
		Port Stephens Street (S)	L	8	9	1	12.5%	✔ 0.3
	Port Stephens Street (S)	William Bailey Street (E)	R	4	4	0	0.0%	✔ 0.0
		Newline Road (N)	T	3	5	2	66.7%	✔ 1.0
		William Bailey Street (W)	L	11	11	0	0.0%	✔ 0.0
	William Bailey Street (W)	Port Stephens Street (S)	R	6	6	0	0.0%	✔ 0.0
		William Bailey Street (E)	T	25	26	1	4.0%	✔ 0.2
		Newline Road (N)	L	4	5	1	25.0%	✔ 0.5
Adelaide Street William Bailey Street	Adelaide Street (N)	William Bailey Street (W)	R	29	29	0	0.0%	✔ 0.0
		Adelaide Street (S)	T	6	2	-4	-66.7%	✔ 2.0
		Adelaide Street (N)	T	16	7	-9	-56.3%	✔ 2.7
	Adelaide Street (S)	William Bailey Street (W)	L	23	22	-1	-4.3%	✔ 0.2
		Adelaide Street (S)	R	16	17	1	6.3%	✔ 0.2
		Adelaide Street (N)	L	20	19	-1	-5.0%	✔ 0.2
Adelaide Street Richardson Road	Adelaide Street (N)	Adelaide Street (S)	T	4	1	-3	-75.0%	✔ 1.9
		Richardson Road (E)	L	8	6	-2	-25.0%	✔ 0.8
		Adelaide Street (N)	R	2	2	0	0.0%	✔ 0.0
	Richardson Road (E)	Adelaide Street (S)	L	29	30	1	3.4%	✔ 0.2
		Richardson Road (E)	R	23	27	4	17.4%	✔ 0.8
		Adelaide Street (N)	T	12	4	-8	-66.7%	✔ 2.8
Adelaide Street Speedy Lock Lane	Adelaide Street (N)	Speedy Lock Lane (W)	R	1	1	0	0.0%	✔ 0.0
		Adelaide Street (S)	T	10	10	0	0.0%	✔ 0.0
		Adelaide Street (E)	L	20	18	-2	-10.0%	✔ 0.5
	Adelaide Street (E)	Adelaide Street (N)	R	33	32	-1	-3.0%	✔ 0.2
		Speedy Lock Lane (W)	T	1	1	0	0.0%	✔ 0.0
		Adelaide Street (S)	L	9	4	-5	-55.6%	✔ 2.0
	Adelaide Street (S)	Adelaide Street (E)	R	6	6	0	0.0%	✔ 0.0
		Adelaide Street (N)	T	10	10	0	0.0%	✔ 0.0
		Speedy Lock Lane (W)	L	0	0	0	0.0%	✔ 0.0
	Speedy Lock Lane (W)	Adelaide Street (S)	R	0	0	0	0.0%	✔ 0.0
		Adelaide Street (E)	T	2	2	0	0.0%	✔ 0.0
		Adelaide Street (N)	L	1	1	0	0.0%	✔ 0.0
Pacific Highway Masonite Road Adelaide Street	Pacific Highway (N)	Adelaide Street (W)	R	3	3	0	0.0%	✔ 0.0
		Pacific Highway (S)	T	111	101	-10	-9.0%	✔ 1.0
		Masonite Road (E)	L	9	8	-1	-11.1%	✔ 0.3
	Masonite Road (E)	Pacific Highway (N)	R	6	4	-2	-33.3%	✔ 0.9
		Adelaide Street (W)	T	7	6	-1	-14.3%	✔ 0.4
		Pacific Highway (S)	L	11	9	-2	-18.2%	✔ 0.6
	Pacific Highway (S)	Masonite Road (E)	R	12	12	0	0.0%	✔ 0.0
		Pacific Highway (N)	T	121	112	-9	-7.4%	✔ 0.8
		Adelaide Street (W)	L	30	30	0	0.0%	✔ 0.0
	Adelaide Street (W)	Pacific Highway (S)	R	18	18	0	0.0%	✔ 0.0
		Masonite Road (E)	T	10	6	-4	-40.0%	✔ 1.4
		Pacific Highway (N)	L	1	1	0	0.0%	✔ 0.0
Camfield Drive Masonite Road Clayton Road	Camfield Drive (N)	Masonite Road (W)	R	4	4	0	0.0%	✔ 0.0
		Clayton Road (S)	T	0	0	0	0.0%	✔ 0.0
		Masonite Road (E)	L	0	0	0	0.0%	✔ 0.0
	Masonite Road (E)	Camfield Drive (N)	R	2	2	0	0.0%	✔ 0.0
		Masonite Road (W)	T	17	13	-4	-23.5%	✔ 1.0
		Clayton Road (S)	L	0	0	0	0.0%	✔ 0.0
	Clayton Road (S)	Masonite Road (E)	R	0	0	0	0.0%	✔ 0.0
		Camfield Drive (N)	T	0	0	0	0.0%	✔ 0.0
		Masonite Road (W)	L	1	2	1	100.0%	✔ 0.8
	Masonite Road (W)	Clayton Road (S)	R	8	9	1	12.5%	✔ 0.3
		Masonite Road (E)	T	13	11	-2	-15.4%	✔ 0.6
		Camfield Drive (N)	L	7	7	0	0.0%	✔ 0.0

P6779 Port Stephens Six Mile Lane Traffic Modelling

Heavy Vehicles
PM Peak 1500-1600
Base Model

GEH Turn Summary		
>10	0	0.00%
>5, <=10	0	0.00%
<=5	130	100.00%

Intersection	From	To	Turn	Observed	Modelled	Abs. Diff (Mod - Obs)	% Diff (Mod - Obs)	GEH
Pacific Highway Ramps Richardson Road	Pacific Highway Ramps (N)	Richardson Road (W)	R	15	4	-11	-73.3%	✔ 3.6
		Pacific Highway Ramps (S)	T	1	0	-1	-100.0%	✔ 1.4
		Richardson Road (E)	L	2	2	0	0.0%	✔ 0.0
	Richardson Road (E)	Pacific Highway Ramps (N)	R	1	1	0	0.0%	✔ 0.0
		Richardson Road (W)	T	18	15	-3	-16.7%	✔ 0.7
		Pacific Highway Ramps (S)	L	17	17	0	0.0%	✔ 0.0
	Pacific Highway Ramps (S)	Richardson Road (E)	R	8	8	0	0.0%	✔ 0.0
		Pacific Highway Ramps (N)	T	0	0	0	0.0%	✔ 0.0
		Richardson Road (W)	L	5	11	6	120.0%	✔ 2.1
	Richardson Road (W)	Pacific Highway Ramps (S)	R	7	8	1	14.3%	✔ 0.4
		Richardson Road (E)	T	22	21	-1	-4.5%	✔ 0.2
		Pacific Highway Ramps (N)	L	2	3	1	50.0%	✔ 0.6
Pacific Highway Rangers Road	Pacific Highway (N)	Pacific Highway (S)	T	118	97	-21	-17.8%	✔ 2.0
		Rangers Road (E)	L	0	0	0	0.0%	✔ 0.0
	Rangers Road (E)	Pacific Highway (N)	R	0	0	0	0.0%	✔ 0.0
		Pacific Highway (S)	L	0	1	1	0.0%	✔ 1.4
	Pacific Highway (S)	Rangers Road (E)	R	0	0	0	0.0%	✔ 0.0
		Pacific Highway (N)	T	116	101	-15	-12.9%	✔ 1.4
Bellvue Street Pacific Highway On-Ramp Adelaide Street	Bellvue Street (W)	Adelaide Street (S)	T	7	7	0	0.0%	✔ 0.0
		Pacific Highway On-Ramp (N)	L	0	0	0	0.0%	✔ 0.0
	Adelaide Street (S)	Pacific Highway On-Ramp (N)	T	7	3	-4	-57.1%	✔ 1.8
		Bellvue Street (W)	L	3	3	0	0.0%	✔ 0.0
Pacific Highway Six Mile Lane	Pacific Highway (N)	Six Mile Lane (W)	R	0	1	1	0.0%	✔ 1.4
		Pacific Highway (S)	T	94	98	4	4.3%	✔ 0.4
	Pacific Highway (S)	Pacific Highway (N)	T	112	101	-11	-9.8%	✔ 1.1
		Six Mile Lane (W)	L	0	1	1	0.0%	✔ 1.4
	Six Mile Lane (W)	Pacific Highway (S)	R	0	1	1	0.0%	✔ 1.4
		Pacific Highway (N)	L	0	0	0	0.0%	✔ 0.0
Pacific Highway Italia Road	Pacific Highway (N)	Italia Road (W)	R	2	2	0	0.0%	✔ 0.0
		Pacific Highway (S)	T	80	92	12	15.0%	✔ 1.3
	Pacific Highway (S)	Pacific Highway (N)	T	77	94	17	22.1%	✔ 1.8
		Italia Road (W)	L	8	7	-1	-12.5%	✔ 0.4
	Italia Road (W)	Pacific Highway (S)	R	7	7	0	0.0%	✔ 0.0
		Pacific Highway (N)	L	3	3	0	0.0%	✔ 0.0
Pacific Highway Meadowie Road	Pacific Highway (N)	Pacific Highway (S)	T	91	92	1	1.1%	✔ 0.1
		Meadowie Road (E)	L	10	11	1	10.0%	✔ 0.3
	Meadowie Road (E)	Pacific Highway (N)	R	4	4	0	0.0%	✔ 0.0
		Pacific Highway (S)	L	2	2	0	0.0%	✔ 0.0
	Pacific Highway (S)	Meadowie Road (E)	R	0	1	1	0.0%	✔ 1.4
		Pacific Highway (N)	T	124	94	-30	-24.2%	✔ 2.9
Pacific Highway The Bucketts Way	Pacific Highway (N)	The Bucketts Way (W)	R	3	3	0	0.0%	✔ 0.0
		Pacific Highway (S)	T	56	99	43	76.8%	✔ 4.9
	Pacific Highway (S)	Pacific Highway (N)	T	123	87	-36	-29.3%	✔ 3.5
		The Bucketts Way (W)	L	11	11	0	0.0%	✔ 0.0
	The Bucketts Way (W)	Pacific Highway (S)	R	5	5	0	0.0%	✔ 0.0
		Pacific Highway (N)	L	1	1	0	0.0%	✔ 0.0
Tarean Road Swan Bay Road Pacific Highway Ramp	Tarean Road (N)	Pacific Highway Ramp (W)	R	10	10	0	0.0%	✔ 0.0
		Swan Bay Road (E)	L	1	1	0	0.0%	✔ 0.0
	Swan Bay Road (E)	Tarean Road (N)	R	0	0	0	0.0%	✔ 0.0
		Pacific Highway Ramp (W)	T	3	3	0	0.0%	✔ 0.0
	Pacific Highway Ramp (W)	Swan Bay Road (E)	T	0	1	1	0.0%	✔ 1.4
		Tarean Road (N)	L	0	0	0	0.0%	✔ 0.0
Adelaide Street Tregenna Street	Adelaide Street (N)	Tregenna Street (W)	R	3	1	-2	-66.7%	✔ 1.4
		Adelaide Street (S)	T	30	30	0	0.0%	✔ 0.0
	Adelaide Street (S)	Adelaide Street (N)	T	34	30	-4	-11.8%	✔ 0.7
		Tregenna Street (W)	L	3	1	-2	-66.7%	✔ 1.4
	Tregenna Street (W)	Adelaide Street (S)	R	1	1	0	0.0%	✔ 0.0
		Adelaide Street (N)	L	1	1	0	0.0%	✔ 0.0
Newline Road Beaton Avenue	Newline Road (N)	Newline Road (S)	T	14	11	-3	-22.6%	✔ 0.9
		Beaton Avenue (E)	L	2	2	0	-15.6%	✔ 0.3
	Beaton Avenue (E)	Newline Road (N)	R	1	1	0	-15.6%	✔ 0.2
		Newline Road (S)	L	5	5	0	5.5%	✔ 0.1
	Newline Road (S)	Beaton Avenue (E)	R	4	4	0	12.5%	✔ 0.2
		Newline Road (N)	T	17	15	-2	-9.6%	✔ 0.4
Newline Road Six Mile Lane	Newline Road (N)	Newline Road (S)	T	4	3	-1	-15.6%	✔ 0.3
		Six Mile Lane (E)	L	1	1	0	-15.6%	✔ 0.2
	Six Mile Lane (E)	Newline Road (N)	R	1	1	0	-15.6%	✔ 0.2
		Newline Road (S)	L	2	2	0	-15.6%	✔ 0.3
	Newline Road (S)	Six Mile Lane (E)	R	1	0	-1	-100.0%	✔ 1.5
		Newline Road (N)	T	1	1	0	-15.6%	✔ 0.2

P6779 Port Stephens Six Mile Lane Traffic Modelling

Light Vehicles
PM Peak 1600-1700
Base Model

GEH Turn Summary		
>10	0	0.00%
>5, <=10	0	0.00%
<=5	130	100.00%

Intersection	From	To	Turn	Observed	Modelled	Abs. Diff (Mod - Obs)	% Diff (Mod - Obs)	GEH
Newline Road William Bailey Street Port Stephens Street	Newline Road (N)	William Bailey Street (W)	R	40	76	36	90.0%	✔ 4.7
		Port Stephens Street (S)	T	85	113	28	32.9%	✔ 2.8
		William Bailey Street (E)	L	33	45	12	36.4%	✔ 1.9
	William Bailey Street (E)	Newline Road (N)	R	49	57	8	16.3%	✔ 1.1
		William Bailey Street (W)	T	733	726	-7	-1.0%	✔ 0.3
		Port Stephens Street (S)	L	172	170	-2	-1.2%	✔ 0.2
	Port Stephens Street (S)	William Bailey Street (E)	R	254	225	-29	-11.4%	✔ 1.9
		Newline Road (N)	T	147	149	2	1.4%	✔ 0.2
		William Bailey Street (W)	L	355	356	1	0.3%	✔ 0.1
	William Bailey Street (W)	Port Stephens Street (S)	R	218	219	1	0.5%	✔ 0.1
		William Bailey Street (E)	T	474	487	13	2.7%	✔ 0.6
		Newline Road (N)	L	55	45	-10	-18.2%	✔ 1.4
Adelaide Street William Bailey Street	Adelaide Street (N)	William Bailey Street (W)	R	532	522	-10	-1.9%	✔ 0.4
		Adelaide Street (S)	T	156	139	-17	-10.9%	✔ 1.4
		Adelaide Street (N)	T	353	353	0	0.0%	✔ 0.0
	Adelaide Street (S)	William Bailey Street (W)	L	433	433	0	0.0%	✔ 0.0
		Adelaide Street (S)	R	193	198	5	2.6%	✔ 0.4
		Adelaide Street (N)	L	559	562	3	0.5%	✔ 0.1
Adelaide Street Richardson Road	Adelaide Street (N)	Adelaide Street (S)	T	63	41	-22	-34.9%	✔ 3.1
		Richardson Road (E)	L	112	81	-31	-27.7%	✔ 3.2
		Adelaide Street (N)	R	140	146	6	4.3%	✔ 0.5
	Richardson Road (E)	Adelaide Street (S)	L	578	620	42	7.3%	✔ 1.7
		Richardson Road (E)	R	552	576	24	4.3%	✔ 1.0
		Adelaide Street (N)	T	223	211	-12	-5.4%	✔ 0.8
Adelaide Street Speedy Lock Lane	Adelaide Street (N)	Speedy Lock Lane (W)	R	2	2	0	0.0%	✔ 0.0
		Adelaide Street (S)	T	32	32	0	0.0%	✔ 0.0
		Adelaide Street (E)	L	367	371	4	1.1%	✔ 0.2
	Adelaide Street (E)	Adelaide Street (N)	R	817	810	-7	-0.9%	✔ 0.2
		Speedy Lock Lane (W)	T	3	4	1	33.3%	✔ 0.5
		Adelaide Street (S)	L	50	52	2	4.0%	✔ 0.3
	Adelaide Street (S)	Adelaide Street (E)	R	25	28	3	12.0%	✔ 0.6
		Adelaide Street (N)	T	35	35	0	0.0%	✔ 0.0
		Speedy Lock Lane (W)	L	1	1	0	0.0%	✔ 0.0
	Speedy Lock Lane (W)	Adelaide Street (S)	R	0	0	0	0.0%	✔ 0.0
		Adelaide Street (E)	T	13	13	0	0.0%	✔ 0.0
		Adelaide Street (N)	L	30	30	0	0.0%	✔ 0.0
Pacific Highway Masonite Road Adelaide Street	Pacific Highway (N)	Adelaide Street (W)	R	8	21	13	162.5%	✔ 3.4
		Pacific Highway (S)	T	593	645	52	8.8%	✔ 2.1
		Masonite Road (E)	L	100	93	-7	-7.0%	✔ 0.7
	Masonite Road (E)	Pacific Highway (N)	R	159	172	13	8.2%	✔ 1.0
		Adelaide Street (W)	T	282	274	-8	-2.8%	✔ 0.5
		Pacific Highway (S)	L	171	166	-5	-2.9%	✔ 0.4
	Pacific Highway (S)	Masonite Road (E)	R	80	86	6	7.5%	✔ 0.7
		Pacific Highway (N)	T	1062	1064	2	0.2%	✔ 0.1
		Adelaide Street (W)	L	554	570	16	2.9%	✔ 0.7
	Adelaide Street (W)	Pacific Highway (S)	R	290	293	3	1.0%	✔ 0.2
		Masonite Road (E)	T	96	95	-1	-1.0%	✔ 0.1
		Pacific Highway (N)	L	23	24	1	4.3%	✔ 0.2
Camfield Drive Masonite Road Clayton Road	Camfield Drive (N)	Masonite Road (W)	R	82	86	4	4.9%	✔ 0.4
		Clayton Road (S)	T	6	6	0	0.0%	✔ 0.0
		Masonite Road (E)	L	6	6	0	0.0%	✔ 0.0
	Masonite Road (E)	Camfield Drive (N)	R	5	5	0	0.0%	✔ 0.0
		Masonite Road (W)	T	360	368	8	2.2%	✔ 0.4
		Clayton Road (S)	L	23	23	0	0.0%	✔ 0.0
	Clayton Road (S)	Masonite Road (E)	R	12	12	0	0.0%	✔ 0.0
		Camfield Drive (N)	T	0	0	0	0.0%	✔ 0.0
		Masonite Road (W)	L	151	157	6	4.0%	✔ 0.5
	Masonite Road (W)	Clayton Road (S)	R	166	153	-13	-7.8%	✔ 1.0
		Masonite Road (E)	T	102	106	4	3.9%	✔ 0.4
		Camfield Drive (N)	L	15	14	-1	-6.7%	✔ 0.3

P6779 Port Stephens Six Mile Lane Traffic Modelling

Light Vehicles
PM Peak 1600-1700
Base Model

GEH Turn Summary		
>10	0	0.00%
>5, <=10	0	0.00%
<=5	130	100.00%

Intersection	From	To	Turn	Observed	Modelled	Abs. Diff (Mod - Obs)	% Diff (Mod - Obs)	GEH
Pacific Highway Ramps Richardson Road	Pacific Highway Ramps (N)	Richardson Road (W)	R	132	138	6	4.5%	✔ 0.5
		Pacific Highway Ramps (S)	T	2	0	-2	-100.0%	✔ 2.0
		Richardson Road (E)	L	16	16	0	0.0%	✔ 0.0
	Richardson Road (E)	Pacific Highway Ramps (N)	R	21	20	-1	-4.8%	✔ 0.2
		Richardson Road (W)	T	482	471	-11	-2.3%	✔ 0.5
		Pacific Highway Ramps (S)	L	113	114	1	0.9%	✔ 0.1
	Pacific Highway Ramps (S)	Richardson Road (E)	R	389	386	-3	-0.8%	✔ 0.2
		Pacific Highway Ramps (N)	T	0	0	0	0.0%	✔ 0.0
		Richardson Road (W)	L	168	169	1	0.6%	✔ 0.1
	Richardson Road (W)	Pacific Highway Ramps (S)	R	87	84	-3	-3.4%	✔ 0.3
		Richardson Road (E)	T	634	644	10	1.6%	✔ 0.4
		Pacific Highway Ramps (N)	L	33	45	12	36.4%	✔ 1.9
Pacific Highway Rangers Road	Pacific Highway (N)	Pacific Highway (S)	T	703	707	4	0.6%	✔ 0.2
		Rangers Road (E)	L	1	1	0	0.0%	✔ 0.0
	Rangers Road (E)	Pacific Highway (N)	R	0	0	0	0.0%	✔ 0.0
		Pacific Highway (S)	L	3	3	0	0.0%	✔ 0.0
	Pacific Highway (S)	Rangers Road (E)	R	0	0	0	0.0%	✔ 0.0
		Pacific Highway (N)	T	855	883	28	3.3%	✔ 0.9
Bellvue Street Pacific Highway On-Ramp Adelaide Street	Bellvue Street (W)	Adelaide Street (S)	T	81	121	40	49.4%	✔ 4.0
		Pacific Highway On-Ramp (N)	L	7	0	-7	-100.0%	✔ 3.7
	Adelaide Street (S)	Pacific Highway On-Ramp (N)	T	122	118	-4	-3.3%	✔ 0.4
		Bellvue Street (W)	L	241	236	-5	-2.1%	✔ 0.3
Pacific Highway Six Mile Lane	Pacific Highway (N)	Six Mile Lane (W)	R	2	2	0	0.0%	✔ 0.0
		Pacific Highway (S)	T	738	694	-44	-6.0%	✔ 1.6
	Pacific Highway (S)	Pacific Highway (N)	T	867	877	10	1.2%	✔ 0.3
		Six Mile Lane (W)	L	16	13	-3	-18.8%	✔ 0.8
	Six Mile Lane (W)	Pacific Highway (S)	R	7	6	-1	-14.3%	✔ 0.4
		Pacific Highway (N)	L	2	2	0	0.0%	✔ 0.0
Pacific Highway Italia Road	Pacific Highway (N)	Italia Road (W)	R	36	37	1	2.8%	✔ 0.2
		Pacific Highway (S)	T	729	676	-53	-7.3%	✔ 2.0
	Pacific Highway (S)	Pacific Highway (N)	T	862	861	-1	-0.1%	✔ 0.0
		Italia Road (W)	L	23	21	-2	-8.7%	✔ 0.4
	Italia Road (W)	Pacific Highway (S)	R	13	13	0	0.0%	✔ 0.0
		Pacific Highway (N)	L	65	65	0	0.0%	✔ 0.0
Pacific Highway Meadowie Road	Pacific Highway (N)	Pacific Highway (S)	T	642	647	5	0.8%	✔ 0.2
		Meadowie Road (E)	L	115	115	0	0.0%	✔ 0.0
	Meadowie Road (E)	Pacific Highway (N)	R	162	162	0	0.0%	✔ 0.0
		Pacific Highway (S)	L	67	67	0	0.0%	✔ 0.0
	Pacific Highway (S)	Meadowie Road (E)	R	88	93	5	5.7%	✔ 0.5
		Pacific Highway (N)	T	818	832	14	1.7%	✔ 0.5
Pacific Highway The Bucketts Way	Pacific Highway (N)	The Bucketts Way (W)	R	22	21	-1	-4.5%	✔ 0.2
		Pacific Highway (S)	T	496	512	16	3.2%	✔ 0.7
	Pacific Highway (S)	Pacific Highway (N)	T	812	774	-38	-4.7%	✔ 1.3
		The Bucketts Way (W)	L	211	219	8	3.8%	✔ 0.5
	The Bucketts Way (W)	Pacific Highway (S)	R	254	252	-2	-0.8%	✔ 0.1
		Pacific Highway (N)	L	16	16	0	0.0%	✔ 0.0
Tarean Road Swan Bay Road Pacific Highway Ramp	Tarean Road (N)	Pacific Highway Ramp (W)	R	71	71	0	0.0%	✔ 0.0
		Swan Bay Road (E)	L	23	23	0	0.0%	✔ 0.0
	Swan Bay Road (E)	Tarean Road (N)	R	2	2	0	0.0%	✔ 0.0
		Pacific Highway Ramp (W)	T	11	11	0	0.0%	✔ 0.0
	Pacific Highway Ramp (W)	Swan Bay Road (E)	T	2	2	0	0.0%	✔ 0.0
		Tarean Road (N)	L	0	0	0	0.0%	✔ 0.0
Adelaide Street Tregenna Street	Adelaide Street (N)	Tregenna Street (W)	R	31	28	-3	-9.7%	✔ 0.6
		Adelaide Street (S)	T	615	632	17	2.8%	✔ 0.7
	Adelaide Street (S)	Adelaide Street (N)	T	781	768	-13	-1.7%	✔ 0.5
		Tregenna Street (W)	L	43	42	-1	-2.3%	✔ 0.2
	Tregenna Street (W)	Adelaide Street (S)	R	30	31	1	3.3%	✔ 0.2
		Adelaide Street (N)	L	13	20	7	53.8%	✔ 1.7
Newline Road Beaton Avenue	Newline Road (N)	Newline Road (S)	T	52	34	-18	-34.8%	✔ 2.8
		Beaton Avenue (E)	L	11	8	-3	-25.0%	✔ 0.9
	Beaton Avenue (E)	Newline Road (N)	R	17	17	0	2.5%	✔ 0.1
		Newline Road (S)	L	217	202	-15	-6.8%	✔ 1.0
	Newline Road (S)	Beaton Avenue (E)	R	210	209	-1	-0.3%	✔ 0.0
		Newline Road (N)	T	44	39	-5	-11.0%	✔ 0.8
Newline Road Six Mile Lane	Newline Road (N)	Newline Road (S)	T	21	30	9	40.7%	✔ 1.7
		Six Mile Lane (E)	L	2	4	2	68.8%	✔ 0.9
	Six Mile Lane (E)	Newline Road (N)	R	7	7	0	-1.5%	✔ 0.0
		Newline Road (S)	L	12	12	0	1.3%	✔ 0.0
	Newline Road (S)	Six Mile Lane (E)	R	8	12	4	44.7%	✔ 1.2
		Newline Road (N)	T	50	45	-5	-9.6%	✔ 0.7

P6779 Port Stephens Six Mile Lane Traffic Modelling

Heavy Vehicles
PM Peak 1600-1700
Base Model

GEH Turn Summary		
>10	0	0.00%
>5, <=10	0	0.00%
<=5	130	100.00%

Intersection	From	To	Turn	Observed	Modelled	Abs. Diff (Mod - Obs)	% Diff (Mod - Obs)	GEH
Newline Road William Bailey Street Port Stephens Street	Newline Road (N)	William Bailey Street (W)	R	1	4	3	300.0%	✔ 1.9
		Port Stephens Street (S)	T	1	2	1	100.0%	✔ 0.8
		William Bailey Street (E)	L	4	2	-2	-50.0%	✔ 1.2
	William Bailey Street (E)	Newline Road (N)	R	3	5	2	66.7%	✔ 1.0
		William Bailey Street (W)	T	60	51	-9	-15.0%	✔ 1.2
		Port Stephens Street (S)	L	3	3	0	0.0%	✔ 0.0
	Port Stephens Street (S)	William Bailey Street (E)	R	0	2	2	0.0%	✔ 2.0
		Newline Road (N)	T	3	3	0	0.0%	✔ 0.0
		William Bailey Street (W)	L	8	7	-1	-12.5%	✔ 0.4
	William Bailey Street (W)	Port Stephens Street (S)	R	6	6	0	0.0%	✔ 0.0
		William Bailey Street (E)	T	17	17	0	0.0%	✔ 0.0
		Newline Road (N)	L	1	2	1	100.0%	✔ 0.8
Adelaide Street William Bailey Street	Adelaide Street (N)	William Bailey Street (W)	R	41	37	-4	-9.8%	✔ 0.6
		Adelaide Street (S)	T	2	3	1	50.0%	✔ 0.6
		Adelaide Street (N)	T	10	7	-3	-30.0%	✔ 1.0
	Adelaide Street (S)	William Bailey Street (W)	L	23	23	0	0.0%	✔ 0.0
		Adelaide Street (S)	R	12	9	-3	-25.0%	✔ 0.9
		Adelaide Street (N)	L	10	12	2	20.0%	✔ 0.6
Adelaide Street Richardson Road	Adelaide Street (N)	Adelaide Street (S)	T	2	1	-1	-50.0%	✔ 0.8
		Richardson Road (E)	L	5	4	-1	-20.0%	✔ 0.5
		Adelaide Street (N)	R	1	2	1	100.0%	✔ 0.8
	Richardson Road (E)	Adelaide Street (S)	L	40	39	-1	-2.5%	✔ 0.2
		Richardson Road (E)	R	12	19	7	58.3%	✔ 1.8
		Adelaide Street (N)	T	6	4	-2	-33.3%	✔ 0.9
Adelaide Street Speedy Lock Lane	Adelaide Street (N)	Speedy Lock Lane (W)	R	0	0	0	0.0%	✔ 0.0
		Adelaide Street (S)	T	1	2	1	100.0%	✔ 0.8
		Adelaide Street (E)	L	15	18	3	20.0%	✔ 0.7
	Adelaide Street (E)	Adelaide Street (N)	R	32	33	1	3.1%	✔ 0.2
		Speedy Lock Lane (W)	T	4	2	-2	-50.0%	✔ 1.2
		Adelaide Street (S)	L	0	2	2	0.0%	✔ 2.0
	Adelaide Street (S)	Adelaide Street (E)	R	1	1	0	0.0%	✔ 0.0
		Adelaide Street (N)	T	0	0	0	0.0%	✔ 0.0
		Speedy Lock Lane (W)	L	0	0	0	0.0%	✔ 0.0
	Speedy Lock Lane (W)	Adelaide Street (S)	R	0	0	0	0.0%	✔ 0.0
		Adelaide Street (E)	T	2	1	-1	-50.0%	✔ 0.8
		Adelaide Street (N)	L	1	2	1	100.0%	✔ 0.8
Pacific Highway Masonite Road Adelaide Street	Pacific Highway (N)	Adelaide Street (W)	R	0	2	2	0.0%	✔ 2.0
		Pacific Highway (S)	T	84	92	8	9.5%	✔ 0.9
		Masonite Road (E)	L	5	6	1	20.0%	✔ 0.4
	Masonite Road (E)	Pacific Highway (N)	R	4	4	0	0.0%	✔ 0.0
		Adelaide Street (W)	T	4	4	0	0.0%	✔ 0.0
		Pacific Highway (S)	L	10	10	0	0.0%	✔ 0.0
	Pacific Highway (S)	Masonite Road (E)	R	12	12	0	0.0%	✔ 0.0
		Pacific Highway (N)	T	118	107	-11	-9.3%	✔ 1.0
		Adelaide Street (W)	L	30	30	0	0.0%	✔ 0.0
	Adelaide Street (W)	Pacific Highway (S)	R	9	13	4	44.4%	✔ 1.2
		Masonite Road (E)	T	8	6	-2	-25.0%	✔ 0.8
		Pacific Highway (N)	L	1	1	0	0.0%	✔ 0.0
Camfield Drive Masonite Road Clayton Road	Camfield Drive (N)	Masonite Road (W)	R	1	4	3	300.0%	✔ 1.9
		Clayton Road (S)	T	1	0	-1	-100.0%	✔ 1.4
		Masonite Road (E)	L	0	0	0	0.0%	✔ 0.0
	Masonite Road (E)	Camfield Drive (N)	R	1	0	-1	-100.0%	✔ 1.4
		Masonite Road (W)	T	14	11	-3	-21.4%	✔ 0.8
		Clayton Road (S)	L	0	1	1	0.0%	✔ 1.4
	Clayton Road (S)	Masonite Road (E)	R	0	1	1	0.0%	✔ 1.4
		Camfield Drive (N)	T	0	0	0	0.0%	✔ 0.0
		Masonite Road (W)	L	2	3	1	50.0%	✔ 0.6
	Masonite Road (W)	Clayton Road (S)	R	5	7	2	40.0%	✔ 0.8
		Masonite Road (E)	T	11	10	-1	-9.1%	✔ 0.3
		Camfield Drive (N)	L	9	7	-2	-22.2%	✔ 0.7

P6779 Port Stephens Six Mile Lane Traffic Modelling

Heavy Vehicles
PM Peak 1600-1700
Base Model

GEH Turn Summary		
>10	0	0.00%
>5, <=10	0	0.00%
<=5	130	100.00%

Intersection	From	To	Turn	Observed	Modelled	Abs. Diff (Mod - Obs)	% Diff (Mod - Obs)	GEH
Pacific Highway Ramps Richardson Road	Pacific Highway Ramps (N)	Richardson Road (W)	R	3	5	2	66.7%	✓ 1.0
		Pacific Highway Ramps (S)	T	0	0	0	0.0%	✓ 0.0
		Richardson Road (E)	L	1	2	1	100.0%	✓ 0.8
	Richardson Road (E)	Pacific Highway Ramps (N)	R	0	1	1	0.0%	✓ 1.4
		Richardson Road (W)	T	32	28	-4	-12.5%	✓ 0.7
		Pacific Highway Ramps (S)	L	6	7	1	16.7%	✓ 0.4
	Pacific Highway Ramps (S)	Richardson Road (E)	R	15	17	2	13.3%	✓ 0.5
		Pacific Highway Ramps (N)	T	0	0	0	0.0%	✓ 0.0
		Richardson Road (W)	L	8	6	-2	-25.0%	✓ 0.8
	Richardson Road (W)	Pacific Highway Ramps (S)	R	7	4	-3	-42.9%	✓ 1.3
		Richardson Road (E)	T	19	15	-4	-21.1%	✓ 1.0
		Pacific Highway Ramps (N)	L	0	3	3	0.0%	✓ 2.4
Pacific Highway Rangers Road	Pacific Highway (N)	Pacific Highway (S)	T	75	94	19	25.3%	✓ 2.1
		Rangers Road (E)	L	0	0	0	0.0%	✓ 0.0
	Rangers Road (E)	Pacific Highway (N)	R	0	0	0	0.0%	✓ 0.0
		Pacific Highway (S)	L	0	0	0	0.0%	✓ 0.0
	Pacific Highway (S)	Rangers Road (E)	R	0	0	0	0.0%	✓ 0.0
		Pacific Highway (N)	T	131	96	-35	-26.7%	✓ 3.3
Bellvue Street Pacific Highway On-Ramp Adelaide Street	Bellvue Street (W)	Adelaide Street (S)	T	5	5	0	0.0%	✓ 0.0
		Pacific Highway On-Ramp (N)	L	3	0	-3	-100.0%	✓ 2.4
	Adelaide Street (S)	Pacific Highway On-Ramp (N)	T	1	3	2	200.0%	✓ 1.4
		Bellvue Street (W)	L	2	3	1	50.0%	✓ 0.6
Pacific Highway Six Mile Lane	Pacific Highway (N)	Six Mile Lane (W)	R	0	1	1	0.0%	✓ 1.4
		Pacific Highway (S)	T	62	94	32	51.6%	✓ 3.6
	Pacific Highway (S)	Pacific Highway (N)	T	126	95	-31	-24.6%	✓ 2.9
		Six Mile Lane (W)	L	0	1	1	0.0%	✓ 1.4
	Six Mile Lane (W)	Pacific Highway (S)	R	0	1	1	0.0%	✓ 1.4
		Pacific Highway (N)	L	0	0	0	0.0%	✓ 0.0
Pacific Highway Italia Road	Pacific Highway (N)	Italia Road (W)	R	3	4	1	33.3%	✓ 0.5
		Pacific Highway (S)	T	75	94	19	25.3%	✓ 2.1
	Pacific Highway (S)	Pacific Highway (N)	T	64	90	26	40.6%	✓ 3.0
		Italia Road (W)	L	4	6	2	50.0%	✓ 0.9
	Italia Road (W)	Pacific Highway (S)	R	2	2	0	0.0%	✓ 0.0
		Pacific Highway (N)	L	1	1	0	0.0%	✓ 0.0
Pacific Highway Meadowie Road	Pacific Highway (N)	Pacific Highway (S)	T	65	97	32	49.2%	✓ 3.6
		Meadowie Road (E)	L	9	12	3	33.3%	✓ 0.9
	Meadowie Road (E)	Pacific Highway (N)	R	5	10	5	100.0%	✓ 1.8
		Pacific Highway (S)	L	3	1	-2	-66.7%	✓ 1.4
	Pacific Highway (S)	Meadowie Road (E)	R	2	2	0	0.0%	✓ 0.0
		Pacific Highway (N)	T	133	90	-43	-32.3%	✓ 4.1
Pacific Highway The Bucketts Way	Pacific Highway (N)	The Bucketts Way (W)	R	0	2	2	0.0%	✓ 2.0
		Pacific Highway (S)	T	68	105	37	54.4%	✓ 4.0
	Pacific Highway (S)	Pacific Highway (N)	T	100	91	-9	-9.0%	✓ 0.9
		The Bucketts Way (W)	L	3	10	7	233.3%	✓ 2.7
	The Bucketts Way (W)	Pacific Highway (S)	R	7	4	-3	-42.9%	✓ 1.3
		Pacific Highway (N)	L	0	0	0	0.0%	✓ 0.0
Tarean Road Swan Bay Road Pacific Highway Ramp	Tarean Road (N)	Pacific Highway Ramp (W)	R	3	11	8	266.7%	✓ 3.0
		Swan Bay Road (E)	L	2	2	0	0.0%	✓ 0.0
	Swan Bay Road (E)	Tarean Road (N)	R	1	0	-1	-100.0%	✓ 1.4
		Pacific Highway Ramp (W)	T	1	1	0	0.0%	✓ 0.0
	Pacific Highway Ramp (W)	Swan Bay Road (E)	T	0	1	1	0.0%	✓ 1.4
		Tarean Road (N)	L	0	0	0	0.0%	✓ 0.0
Adelaide Street Tregenna Street	Adelaide Street (N)	Tregenna Street (W)	R	1	1	0	0.0%	✓ 0.0
		Adelaide Street (S)	T	41	39	-2	-4.9%	✓ 0.3
	Adelaide Street (S)	Adelaide Street (N)	T	18	22	4	22.2%	✓ 0.9
		Tregenna Street (W)	L	2	1	-1	-50.0%	✓ 0.8
	Tregenna Street (W)	Adelaide Street (S)	R	2	1	-1	-50.0%	✓ 0.8
		Adelaide Street (N)	L	1	1	0	0.0%	✓ 0.0
Newline Road Beaton Avenue	Newline Road (N)	Newline Road (S)	T	8	3	-5	-63.8%	✓ 2.2
		Beaton Avenue (E)	L	0	0	0	0.0%	✓ 0.0
	Beaton Avenue (E)	Newline Road (N)	R	2	2	0	-15.6%	✓ 0.3
		Newline Road (S)	L	4	5	1	40.7%	✓ 0.7
	Newline Road (S)	Beaton Avenue (E)	R	2	4	2	68.8%	✓ 0.9
		Newline Road (N)	T	5	6	1	26.6%	✓ 0.5
Newline Road Six Mile Lane	Newline Road (N)	Newline Road (S)	T	0	1	1	0.0%	✓ 1.4
		Six Mile Lane (E)	L	0	0	0	0.0%	✓ 0.0
	Six Mile Lane (E)	Newline Road (N)	R	1	0	-1	-100.0%	✓ 1.5
		Newline Road (S)	L	0	0	0	0.0%	✓ 0.0
	Newline Road (S)	Six Mile Lane (E)	R	1	1	0	-15.6%	✓ 0.2
		Newline Road (N)	T	1	2	1	68.8%	✓ 0.6



**ANNEXURE B: SIDRA OUTPUTS
(4 SHEETS)**

MOVEMENT SUMMARY

 **Site: 101 [The Bucketts Way / Pacific Highway AM Peak 2033 Base + Development + Deep Creek Quarry - Copy (Site Folder: 2033 Modelling + Development + Deep Creek Quarry NRT)]**

The Bucketts Way / Pacific Highway

AM Peak

2033 Base + Development + Deep Creek Quarry

Site Category: (None)

Stop (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: Pacific Highway (E)														
6	R2	40	16	42	40.0	0.271	32.6	LOS C	0.9	8.6	0.90	0.99	1.01	37.5
Approach		40	16	42	40.0	0.271	32.6	NA	0.9	8.6	0.90	0.99	1.01	37.5
North: The Bucketts Way														
7	L2	189	53	199	28.0	0.303	11.1	LOS A	1.4	12.0	0.63	0.87	0.74	49.5
Approach		189	53	199	28.0	0.303	11.1	LOS A	1.4	12.0	0.63	0.87	0.74	49.5
West: Pacific Highway (W)														
10	L2	153	38	161	24.8	0.116	6.1	LOS A	0.5	4.3	0.14	0.51	0.14	52.8
11	T1	872	131	1212	15.0	0.341	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		1025	169	1373	16.2	0.341	0.8	LOS A	0.5	4.3	0.02	0.06	0.02	58.9
All Vehicles		1254	238	1614	18.3	0.341	2.9	NA	1.4	12.0	0.12	0.18	0.13	56.7

MOVEMENT SUMMARY



Site: 101 [The Bucketts Way / Pacific Highway PM Peak 2033 Base + Development + Deep Creek Quarry - Copy (Site Folder: 2033 Modelling + Development + Deep Creek Quarry NRT)]

The Bucketts Way / Pacific Highway

PM Peak

2033 Base + Development+ Deep Creek Quarry

Site Category: (None)

Stop (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				
East: Pacific Highway (E)														
6	R2	43	21	45	48.8	0.242	27.3	LOS B	0.8	8.3	0.87	0.97	0.96	39.5
Approach		43	21	45	48.8	0.242	27.3	NA	0.8	8.3	0.87	0.97	0.96	39.5
North: The Bucketts Way														
7	L2	158	51	166	32.3	0.236	9.9	LOS A	1.0	8.6	0.59	0.82	0.60	50.2
Approach		158	51	166	32.3	0.236	9.9	LOS A	1.0	8.6	0.59	0.82	0.60	50.2
West: Pacific Highway (W)														
10	L2	183	35	193	19.1	0.136	6.0	LOS A	0.6	4.9	0.15	0.51	0.15	53.0
11	T1	813	117	1087	14.4	0.305	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		996	152	1279	15.1	0.305	1.0	LOS A	0.6	4.9	0.02	0.08	0.02	58.7
All Vehicles		1197	224	1491	18.0	0.305	2.8	NA	1.0	8.6	0.11	0.19	0.12	56.7

MOVEMENT SUMMARY



Site: 101 [The Bucketts Way / Pacific Highway AM Peak Future + Deep Creek Quarry (Site Folder: Future + Deep Creek Quarry - HOLIDAY PERIOD NRT)]

The Bucketts Way / Pacific Highway
AM Peak
Future + Deep Creek Quarry
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				
East: Pacific Highway (E)														
6	R2	38	14	40	36.8	0.409	54.2	LOS D	1.3	12.4	0.95	1.03	1.14	30.7
Approach		38	14	40	36.8	0.409	54.2	NA	1.3	12.4	0.95	1.03	1.14	30.7
North: The Bucketts Way														
7	L2	183	47	193	25.7	0.344	12.8	LOS A	1.6	13.5	0.71	0.93	0.89	48.4
Approach		183	47	193	25.7	0.344	12.8	LOS A	1.6	13.5	0.71	0.93	0.89	48.4
West: Pacific Highway (W)														
10	L2	150	35	158	23.3	0.113	6.0	LOS A	0.5	4.1	0.14	0.51	0.14	52.9
11	T1	1377	131	1449	9.5	0.395	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		1527	166	1607	10.9	0.395	0.7	LOS A	0.5	4.1	0.01	0.05	0.01	59.0
All Vehicles		1748	227	1840	13.0	0.409	3.2	NA	1.6	13.5	0.11	0.16	0.13	56.5

MOVEMENT SUMMARY

 **Site: 101 [The Bucketts Way / Pacific Highway PM Peak Future + Deep Creek Quarry (Site Folder: Future + Deep Creek Quarry - HOLIDAY PERIOD NRT)]**

The Bucketts Way / Pacific Highway
PM Peak
Future + Deep Creek Quarry
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				
East: Pacific Highway (E)														
6	R2	43	21	45	48.8	0.548	72.8	LOS F	1.9	18.7	0.97	1.07	1.27	26.5
Approach		43	21	45	48.8	0.548	72.8	NA	1.9	18.7	0.97	1.07	1.27	26.5
North: The Bucketts Way														
7	L2	158	51	166	32.3	0.313	13.0	LOS A	1.4	12.3	0.71	0.91	0.85	48.1
Approach		158	51	166	32.3	0.313	13.0	LOS A	1.4	12.3	0.71	0.91	0.85	48.1
West: Pacific Highway (W)														
10	L2	183	35	193	19.1	0.136	6.0	LOS A	0.6	4.9	0.15	0.51	0.15	53.0
11	T1	1377	117	1449	8.5	0.392	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		1560	152	1642	9.7	0.392	0.8	LOS A	0.6	4.9	0.02	0.06	0.02	58.8
All Vehicles		1761	224	1854	12.7	0.548	3.7	NA	1.9	18.7	0.10	0.16	0.12	56.0



**ANNEXURE C: SIGHT LINE ASSESSMENT
(1 SHEET)**



MCLAREN TRAFFIC ENGINEERING
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P : (02) 9521 - 7199
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Client / Project:
ADW Johnson

Project Address:
67 Maytoms Lane Booral

Notes:
CONCEPT PLAN ONLY.
NOT FOR CONSTRUCTION.

Tested Using:
*AutoTURN 11
*ZWCAD 2019
Scale @ A3 1:1000

Project No:
250818

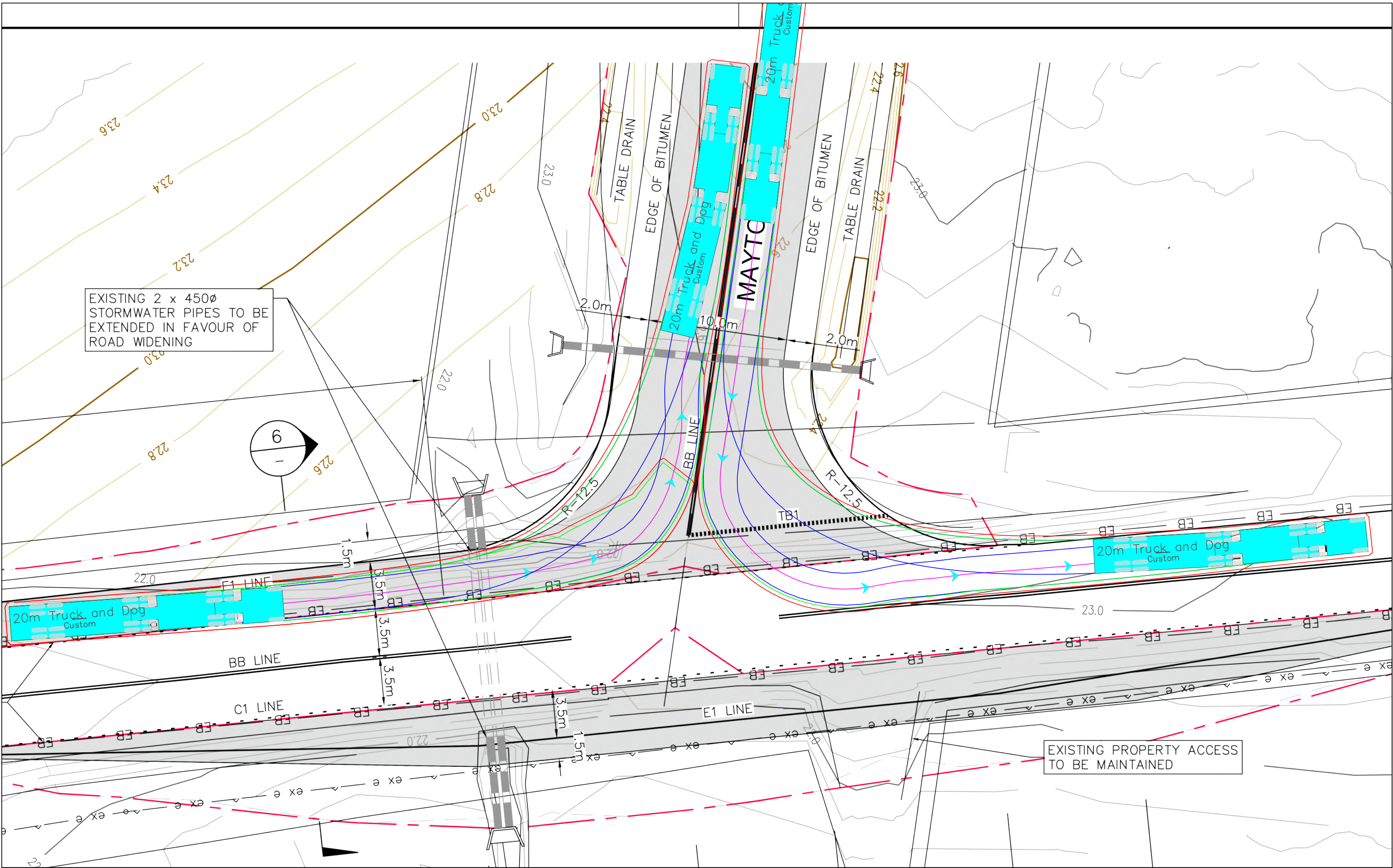
Drawing Title:
01 - Available Sight Distance

Revision History		
Version	Date	Notes
A	27/10/2025	

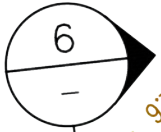




**ANNEXURE D: SWEEP PATH TESTING
(2 SHEETS)**



EXISTING 2 x 450Ø
STORMWATER PIPES TO BE
EXTENDED IN FAVOUR OF
ROAD WIDENING



EXISTING PROPERTY ACCESS
TO BE MAINTAINED



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ADW Johnson

Project Address:
67 Maytoms Lane, Booral

Notes:
CONCEPT PLAN ONLY.
NOT FOR CONSTRUCTION.

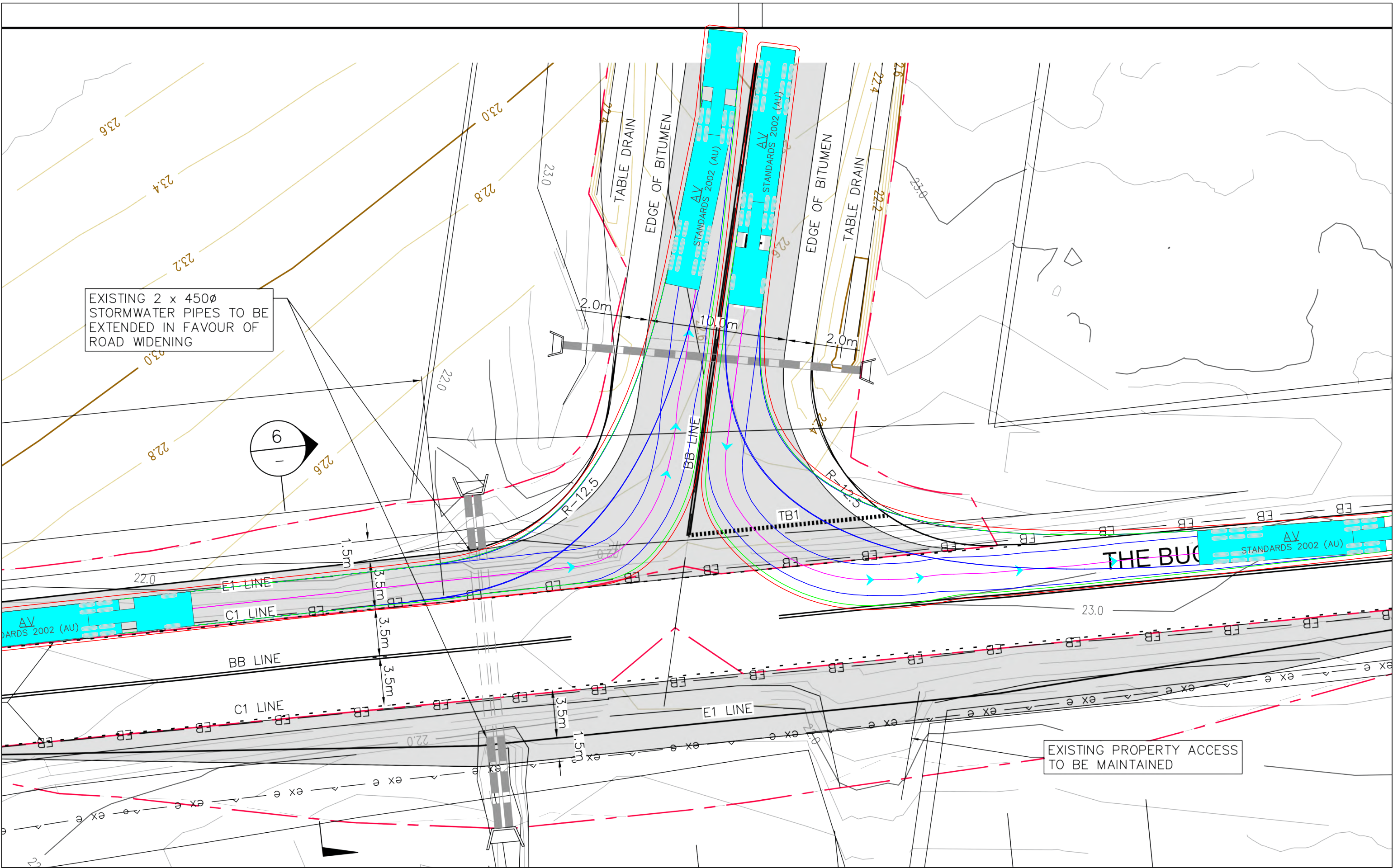
Tested Using:
*AutoTURN 11
*ZWCAD 2019
Scale @ A3 1:250

Project No:
250818

Drawing Title:
01 - 20m Length B-Double Swept Path

Revision History		
Version	Date	Notes
A	11/12/2025	







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Client / Project:
ADW Johnson

Project Address:
67 Maytoms Lane, Booral

Notes:
CONCEPT PLAN ONLY.
NOT FOR CONSTRUCTION.

Tested Using:
*AutoTURN 11
*ZWCAD 2019
Scale @ A3 1:250

Project No:
250818

Drawing Title:
01 - 19m Length Semi-Trailer Swept Path

Revision History		
Version	Date	Notes
A	11/12/2025	



Filename: drawing1.dwg



**ANNEXURE E: SIDRA RESULTS – INTERIM RIGHT TURN
ASSESSMENT
(2 SHEETS)**

MOVEMENT SUMMARY

 **Site: 101 [The Bucketts Way / Pacific Highway PM Peak 2036
Base + Development + Deep Creek - (Site Folder: Interim
Modelling + Development + Deep Creek)]**

The Bucketts Way / Pacific Highway
PM Peak
2036 Base + Development + Deep Creek
Site Category: (None)
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 13 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: Pacific Highway (E)														
6	R2	39	17	41	43.6	0.183	22.5	LOS B	0.6	6.0	0.84	0.94	0.86	42.0
Approach		39	17	41	43.6	0.183	22.5	NA	0.6	6.0	0.84	0.94	0.86	42.0
North: The Bucketts Way														
7	L2	24	12	25	50.0	0.039	9.9	LOS A	0.1	1.4	0.55	0.70	0.55	49.8
9	R2	115	20	121	17.4	0.748	55.5	LOS D ¹¹	3.7	30.1	0.96	1.24	1.86	31.5
Approach		139	32	146	23.0	0.748	47.6	LOS D ¹¹	3.7	30.1	0.89	1.15	1.64	33.6
West: Pacific Highway (W)														
10	L2	168	20	177	11.9	0.120	5.9	LOS A	0.5	4.0	0.14	0.52	0.14	53.3
11	T1	813	117	1034	14.4	0.290	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		981	137	1211	14.0	0.290	0.9	LOS A	0.5	4.0	0.02	0.08	0.02	58.8
All Vehicles		1159	186	1398	15.8	0.748	6.5	NA	3.7	30.1	0.14	0.21	0.21	53.9

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.

¹¹ Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

MOVEMENT SUMMARY

 **Site: 101 [The Bucketts Way / Pacific Highway AM Peak 2031
Base + Development + Deep Creek (Site Folder: Interim
Modelling + Development + Deep Creek)]**

The Bucketts Way / Pacific Highway
AM Peak
2031 Base + Development + Deep Creek
Site Category: (None)
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 8 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: Pacific Highway (E)														
6	R2	34	10	36	29.4	0.137	19.3	LOS B	0.5	4.0	0.82	0.92	0.82	43.9
Approach		34	10	36	29.4	0.137	19.3	NA	0.5	4.0	0.82	0.92	0.82	43.9
North: The Bucketts Way														
7	L2	29	11	31	37.9	0.043	9.4	LOS A	0.2	1.5	0.54	0.70	0.54	50.4
9	R2	135	17	142	12.6	0.791	55.4	LOS D ¹¹	4.4	34.3	0.96	1.30	2.10	31.5
Approach		164	28	173	17.1	0.791	47.2	LOS D ¹¹	4.4	34.3	0.89	1.19	1.82	33.8
West: Pacific Highway (W)														
10	L2	135	20	142	14.8	0.097	5.9	LOS A	0.4	3.3	0.12	0.51	0.12	53.3
11	T1	872	131	1035	15.0	0.291	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		1007	151	1177	15.0	0.291	0.8	LOS A	0.4	3.3	0.01	0.06	0.01	58.9
All Vehicles		1205	189	1386	15.6	0.791	7.1	NA	4.4	34.3	0.14	0.22	0.26	53.5

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.

¹¹ Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.



**ANNEXURE F: INTERSECTION COUNTS
(4 SHEETS)**

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Pacific Hwy and Tarean Rd, Karuah

GPS -32.648347, 151.915445

Date:	Fri 28/11/25
Weather:	Fine
Suburban:	Karuah
Customer:	McLaren

North:	Pacific Hwy
East:	Tarean Rd
South:	Swan Bay Rd
West:	N/A

Survey	AM:	6:00 AM-12:00 PM
Period	PM:	12:00 PM-7:00 PM
Traffic	AM:	8:30 AM-9:30 AM
Peak	PM:	3:15 PM-4:15 PM

All Vehicles

Time		North Approach Pacific Hwy			East Approach Tarean Rd			South Approach Swan Bay Rd			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
6:00	6:15	0	0	0	0	28	1	0	5	5	123	
6:15	6:30	0	0	0	0	26	2	0	1	0	120	
6:30	6:45	0	0	0	0	25	0	0	1	8	125	
6:45	7:00	0	1	0	1	13	3	0	2	1	128	
7:00	7:15	0	1	0	0	30	0	0	1	4	147	
7:15	7:30	0	0	0	0	25	0	0	1	8	153	
7:30	7:45	0	0	0	0	28	2	0	4	3	161	
7:45	8:00	0	0	0	1	32	2	0	3	2	167	
8:00	8:15	0	0	0	0	31	2	0	3	6	167	
8:15	8:30	0	0	0	0	32	2	0	1	7	166	
8:30	8:45	0	0	0	0	32	4	0	3	4	175	Peak
8:45	9:00	0	0	1	0	29	4	0	2	4	171	
9:00	9:15	0	0	0	0	28	4	0	3	6	162	
9:15	9:30	0	2	0	1	39	3	0	3	3	167	
9:30	9:45	0	0	0	0	29	5	0	1	4	153	
9:45	10:00	0	0	0	0	19	3	0	6	3	138	
10:00	10:15	0	0	0	1	31	8	0	3	3	145	
10:15	10:30	0	0	0	0	30	3	0	1	3	130	
10:30	10:45	0	0	1	0	18	2	0	0	3	127	
10:45	11:00	0	0	0	0	32	4	0	1	1	124	
11:00	11:15	0	0	0	0	22	4	0	1	4	118	
11:15	11:30	0	0	1	0	25	4	0	1	3		
11:30	11:45	0	1	0	0	14	2	0	2	2		
11:45	12:00	0	0	1	1	16	5	0	4	5		
12:00	12:15	0	0	0	0	24	3	0	1	3	113	
12:15	12:30	0	1	0	0	25	4	0	1	2	111	
12:30	12:45	0	0	0	0	23	3	0	1	2	121	
12:45	13:00	0	0	1	0	14	2	0	1	2	123	
13:00	13:15	0	0	0	0	19	6	0	2	2	138	
13:15	13:30	0	2	0	0	32	7	0	0	2	136	
13:30	13:45	0	0	0	0	22	3	0	2	4	126	
13:45	14:00	0	0	0	1	22	4	0	5	3	132	
14:00	14:15	0	0	0	0	12	12	0	0	3	127	
14:15	14:30	0	0	0	0	27	3	0	2	1	140	
14:30	14:45	0	0	0	1	24	6	0	0	6	141	
14:45	15:00	0	0	1	0	17	6	0	1	5	142	
15:00	15:15	0	0	0	0	26	5	0	4	5	147	
15:15	15:30	0	2	1	0	25	6	0	0	0	150	Peak
15:30	15:45	0	1	0	0	25	11	0	1	0	144	
15:45	16:00	0	2	1	0	23	9	0	0	0	132	
16:00	16:15	0	0	0	0	28	8	0	3	4	122	
16:15	16:30	0	0	0	1	17	4	0	3	3	98	
16:30	16:45	0	0	0	0	16	5	0	2	3	94	
16:45	17:00	0	0	0	0	11	9	0	1	4	94	
17:00	17:15	0	0	0	0	11	2	0	2	4	80	
17:15	17:30	0	1	0	0	16	5	0	1	1	81	
17:30	17:45	0	0	0	0	16	8	0	1	1	76	
17:45	18:00	0	0	0	0	2	7	0	0	2	64	
18:00	18:15	1	1	0	0	12	2	2	0	2	69	
18:15	18:30	0	0	0	0	6	5	0	4	4		
18:30	18:45	0	0	0	0	1	10	0	1	2		
18:45	19:00	0	0	0	0	8	4	0	0	4		

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Tarean Rd and Pacific Hwy Off Ramp, K

GPS -32.647585, 151.920579

Date:	Fri 28/11/25
Weather:	Fine
Suburban:	Karuah
Customer:	McLaren

North:	Pacific Hwy Off Ramp
East:	Tarean Rd
South:	N/A
West:	Tarean Rd

Survey	AM:	6:00 AM-12:00 PM
Period	PM:	12:00 PM-7:00 PM
Traffic	AM:	9:15 AM-10:15 AM
Peak	PM:	3:15 PM-4:15 PM

All Vehicles

Time		Approach Pacific Hwy Off			East Approach Tarean Rd			West Approach Tarean Rd			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
6:00	6:15	0	0	3	0	0	29	0	5	0	120	
6:15	6:30	0	0	2	0	0	28	0	1	0	116	
6:30	6:45	0	0	0	0	0	25	0	1	0	117	
6:45	7:00	0	0	6	0	0	17	0	3	0	128	
7:00	7:15	0	0	2	0	0	30	0	1	0	144	
7:15	7:30	0	0	6	0	0	25	0	1	0	147	
7:30	7:45	0	0	3	0	0	30	0	4	0	154	
7:45	8:00	0	0	3	0	0	35	0	4	0	160	
8:00	8:15	0	0	0	0	0	33	0	3	0	158	
8:15	8:30	0	0	4	0	0	34	0	1	0	159	
8:30	8:45	0	0	4	0	0	36	0	3	0	167	
8:45	9:00	0	0	4	0	0	33	0	3	0	164	
9:00	9:15	0	0	2	0	0	32	0	3	0	157	
9:15	9:30	0	0	0	0	0	43	0	4	0	170	Peak
9:30	9:45	0	0	5	0	0	34	0	1	0	159	
9:45	10:00	0	0	5	0	0	22	0	6	0	146	
10:00	10:15	0	0	6	0	0	40	0	4	0	153	
10:15	10:30	0	0	2	0	0	33	0	1	0	132	
10:30	10:45	0	0	6	0	0	20	0	1	0	130	
10:45	11:00	0	0	3	0	0	36	0	1	0	128	
11:00	11:15	0	0	2	0	0	26	0	1	0	121	
11:15	11:30	0	0	3	0	0	29	0	2	0		
11:30	11:45	0	0	7	0	0	16	0	2	0		
11:45	12:00	0	0	5	0	0	22	0	6	0		
12:00	12:15	0	0	1	0	0	27	0	1	0	117	
12:15	12:30	0	0	6	0	0	29	0	1	0	121	
12:30	12:45	0	0	4	0	0	26	0	1	0	126	
12:45	13:00	0	0	3	0	0	16	0	2	0	127	
13:00	13:15	0	0	6	0	0	25	0	2	0	142	
13:15	13:30	0	0	2	0	0	39	0	0	0	142	
13:30	13:45	0	0	5	0	0	25	0	2	0	135	
13:45	14:00	0	0	3	0	0	27	0	6	0	142	
14:00	14:15	0	0	9	0	0	24	0	0	0	135	
14:15	14:30	0	0	2	0	0	30	0	2	0	141	
14:30	14:45	0	0	7	0	0	31	0	1	0	144	
14:45	15:00	0	0	4	0	0	23	0	2	0	148	
15:00	15:15	0	0	4	0	0	31	0	4	0	158	
15:15	15:30	0	0	5	0	0	31	0	1	0	161	Peak
15:30	15:45	0	0	6	0	0	36	0	1	0	152	
15:45	16:00	0	0	6	0	0	32	0	1	0	133	
16:00	16:15	0	0	3	0	0	36	0	3	0	124	
16:15	16:30	0	0	2	0	0	22	0	4	0	98	
16:30	16:45	0	0	1	0	0	21	0	2	0	96	
16:45	17:00	0	0	9	0	0	20	0	1	0	101	
17:00	17:15	0	0	1	0	0	13	0	2	0	86	
17:15	17:30	0	0	4	0	0	21	0	1	0	86	
17:30	17:45	0	0	4	0	0	24	0	1	0	79	
17:45	18:00	0	0	6	0	0	9	0	0	0	70	
18:00	18:15	0	0	2	0	0	14	0	0	0	69	
18:15	18:30	0	0	4	0	0	11	0	4	0		
18:30	18:45	0	0	8	0	0	11	0	1	0		
18:45	19:00	0	0	2	0	0	12	0	0	0		

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Pacific Hwy and Tarean Rd, Karuah

GPS -32.648347, 151.915445

Date:	Sat 29/11/25
Weather:	Overcast
Suburban:	Karuah
Customer:	McLaren

North:	Pacific Hwy
East:	Tarean Rd
South:	Swan Bay Rd
West:	N/A

Survey	AM:	6:00 AM-12:00 PM
Period	PM:	12:00 PM-7:00 PM
Traffic	AM:	10:00 AM-11:00 AM
Peak	PM:	1:15 PM-2:15 PM

All Vehicles

Time		North Approach Pacific Hwy			East Approach Tarean Rd			South Approach Swan Bay Rd			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
6:00	6:15	0	0	0	0	4	0	0	1	2	36	
6:15	6:30	0	0	0	1	3	2	0	0	0	52	
6:30	6:45	0	0	0	0	10	0	0	1	0	63	
6:45	7:00	0	0	0	0	9	0	0	2	1	77	
7:00	7:15	0	0	0	0	15	0	0	3	5	91	
7:15	7:30	0	0	0	0	13	1	0	1	2	94	
7:30	7:45	0	1	0	0	18	2	0	0	4	110	
7:45	8:00	0	0	0	0	20	2	0	3	1	118	
8:00	8:15	0	0	1	0	19	5	0	0	1	125	
8:15	8:30	0	0	0	0	21	1	0	3	8	128	
8:30	8:45	0	0	0	0	28	0	0	2	3	135	
8:45	9:00	0	0	0	0	27	0	0	2	4	146	
9:00	9:15	0	0	0	0	23	2	0	2	2	147	
9:15	9:30	0	0	0	0	28	6	0	2	4	166	
9:30	9:45	0	0	0	1	32	4	0	0	7	178	
9:45	10:00	0	1	0	0	22	6	0	2	3	182	
10:00	10:15	0	0	0	0	31	4	0	8	5	188	Peak
10:15	10:30	0	0	1	1	34	7	0	2	7	186	
10:30	10:45	0	1	0	1	34	5	0	3	4	179	
10:45	11:00	0	0	0	1	31	6	0	0	2	159	
11:00	11:15	0	0	0	0	32	7	0	2	5	156	
11:15	11:30	0	0	0	0	31	5	0	3	6		
11:30	11:45	0	0	0	0	20	3	0	2	3		
11:45	12:00	0	0	0	0	28	6	0	1	2		
12:00	12:15	0	0	0	0	25	5	0	1	0	118	
12:15	12:30	0	0	0	0	26	3	0	2	3	106	
12:30	12:45	0	0	0	0	17	4	0	1	1	103	
12:45	13:00	0	1	0	0	24	3	0	1	1	113	
13:00	13:15	0	0	0	0	13	5	0	0	1	113	
13:15	13:30	1	0	0	0	17	8	0	2	3	124	Peak
13:30	13:45	0	0	1	0	22	4	0	2	4	119	
13:45	14:00	0	1	0	1	19	5	0	1	3	117	
14:00	14:15	0	0	0	1	23	3	0	2	1	100	
14:15	14:30	0	0	0	0	16	6	0	0	4	95	
14:30	14:45	0	0	0	0	21	6	0	2	2	93	
14:45	15:00	0	1	0	0	6	2	1	1	2	80	
15:00	15:15	0	0	1	0	14	5	0	3	2	91	
15:15	15:30	0	1	0	0	9	7	0	4	3	87	
15:30	15:45	0	0	0	0	10	5	0	1	2	83	
15:45	16:00	0	1	1	0	13	7	0	1	1	92	
16:00	16:15	0	0	0	0	12	5	0	1	3	87	
16:15	16:30	0	2	0	0	11	5	0	1	1	82	
16:30	16:45	0	0	0	0	19	5	0	2	1	79	
16:45	17:00	0	2	0	0	10	2	0	1	4	65	
17:00	17:15	0	0	0	0	11	0	0	2	3	61	
17:15	17:30	0	0	0	0	7	7	0	1	2	67	
17:30	17:45	0	0	1	0	11	0	0	0	1	63	
17:45	18:00	0	1	1	0	5	5	0	2	1	61	
18:00	18:15	0	0	1	0	12	4	0	3	2	59	
18:15	18:30	0	1	0	0	8	1	0	1	2		
18:30	18:45	0	0	0	1	7	1	0	1	1		
18:45	19:00	0	0	0	0	10	2	0	1	0		

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Tarean Rd and Pacific Hwy Off Ramp, K

GPS -32.647585, 151.920579

Date:	Sat 29/11/25
Weather:	Overcast
Suburban:	Karuah
Customer:	McLaren

North:	Pacific Hwy Off Ramp
East:	Tarean Rd
South:	N/A
West:	Tarean Rd

Survey	AM:	6:00 AM-12:00 PM
Period	PM:	12:00 PM-7:00 PM
Traffic	AM:	10:00 AM-11:00 AM
Peak	PM:	1:15 PM-2:15 PM

All Vehicles

Time		Approach Pacific Hwy Off			East Approach Tarean Rd			West Approach Tarean Rd			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
6:00	6:15	0	0	0	0	0	4	0	1	0	36	
6:15	6:30	0	0	2	0	0	6	0	1	0	51	
6:30	6:45	0	0	0	0	0	10	0	1	0	58	
6:45	7:00	0	0	0	0	0	9	0	2	0	69	
7:00	7:15	0	0	2	0	0	15	0	3	0	84	
7:15	7:30	0	0	1	0	0	14	0	1	0	93	
7:30	7:45	0	0	2	0	0	20	0	0	0	104	
7:45	8:00	0	0	1	0	0	22	0	3	0	112	
8:00	8:15	0	0	4	0	0	24	0	1	0	115	
8:15	8:30	0	0	2	0	0	22	0	3	0	115	
8:30	8:45	0	0	0	0	0	28	0	2	0	128	
8:45	9:00	0	0	0	0	0	27	0	2	0	137	
9:00	9:15	0	0	2	0	0	25	0	2	0	142	
9:15	9:30	0	0	4	0	0	34	0	2	0	158	
9:30	9:45	0	0	1	0	0	37	0	1	0	165	
9:45	10:00	0	0	4	0	0	28	0	2	0	174	
10:00	10:15	0	0	2	0	0	35	0	8	0	184	Peak
10:15	10:30	0	0	1	0	0	42	0	4	0	184	Peak
10:30	10:45	0	0	4	0	0	40	0	4	0	179	
10:45	11:00	0	0	5	0	0	38	0	1	0	157	
11:00	11:15	0	0	4	0	0	39	0	2	0	150	
11:15	11:30	0	0	3	0	0	36	0	3	0		
11:30	11:45	0	0	1	0	0	23	0	2	0		
11:45	12:00	0	0	2	0	0	34	0	1	0		
12:00	12:15	0	0	3	0	0	30	0	1	0	123	
12:15	12:30	0	0	2	0	0	29	0	2	0	112	
12:30	12:45	0	0	3	0	0	21	0	1	0	111	
12:45	13:00	0	1	3	0	0	26	0	1	0	118	
13:00	13:15	0	0	5	0	0	18	0	0	0	116	
13:15	13:30	0	0	5	0	0	25	0	2	0	126	Peak
13:30	13:45	0	0	3	0	0	26	0	3	0	122	
13:45	14:00	0	0	2	0	0	25	0	2	0	120	
14:00	14:15	0	0	3	0	0	27	0	3	0	102	
14:15	14:30	0	0	6	0	0	22	0	0	0	94	
14:30	14:45	0	0	1	0	0	27	0	2	0	92	
14:45	15:00	0	0	2	0	0	8	0	1	0	81	
15:00	15:15	0	0	2	0	0	19	0	4	0	98	
15:15	15:30	0	0	6	0	0	16	0	4	0	93	
15:30	15:45	0	0	3	0	0	15	0	1	0	87	
15:45	16:00	0	0	6	0	0	20	0	2	0	97	
16:00	16:15	0	0	2	0	0	17	0	1	0	82	
16:15	16:30	0	0	3	0	0	16	0	1	0	75	
16:30	16:45	0	0	3	0	0	24	0	2	0	74	
16:45	17:00	0	0	0	0	0	12	0	1	0	57	
17:00	17:15	0	0	0	0	0	11	0	2	0	61	
17:15	17:30	0	0	4	0	0	14	0	1	0	69	
17:30	17:45	0	0	0	0	0	11	0	1	0	61	
17:45	18:00	0	0	4	0	0	10	0	3	0	60	
18:00	18:15	0	0	1	0	0	16	0	4	0	58	
18:15	18:30	0	0	1	0	0	9	0	1	0		
18:30	18:45	0	0	0	0	0	9	0	2	0		
18:45	19:00	0	0	2	0	0	12	0	1	0		



**ANNEXURE G: SIDRA RESULTS
(12 SHEETS)**

MOVEMENT SUMMARY

Site: [1] EXAM Friday - Tarean / Pacific (Tarean / Pacific)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Existing Friday AM Peak Hour Period
Tarean Rd / Pacific Hwy
Job No. 250818
Site Category: Existing Design
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
East: Tarean Rd (E)															
5	T1	All MCs	146	7.9	146	7.9	0.079	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			146	7.9	146	7.9	0.079	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
North: Pacific Hwy (N)															
7	L2	All MCs	17	37.5	17	37.5	0.014	6.3	LOS A	0.1	0.5	0.07	1.03	0.07	47.0
Approach			17	37.5	17	37.5	0.014	6.3	LOS A	0.1	0.5	0.07	1.03	0.07	47.0
West: Tarean Rd (W)															
11	T1	All MCs	16	0.0	16	0.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			16	0.0	16	0.0	0.008	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles			179	10.0	179	10.0	0.079	0.6	NA	0.1	0.5	0.01	0.10	0.01	59.1

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: [2] EXPM Friday - Tarean / Pacific (Tarean / Pacific)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Existing Friday PM Peak Hour Period
Tarean Rd / Pacific Hwy
Job No. 250818
Site Category: Existing Design
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand		Arrival		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			Flows		Flows					Queue					
			[Total HV]	[Total HV]	[Veh. veh	Dist]				m					
			veh/h	%	veh/h	%	v/c	sec							km/h
East: Tarean Rd (E)															
5	T1	All MCs	142	3.7	142	3.7	0.075	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			142	3.7	142	3.7	0.075	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
North: Pacific Hwy (N)															
7	L2	All MCs	21	15.0	21	15.0	0.016	5.7	LOS A	0.1	0.5	0.04	1.00	0.04	48.4
Approach			21	15.0	21	15.0	0.016	5.7	LOS A	0.1	0.5	0.04	1.00	0.04	48.4
West: Tarean Rd (W)															
11	T1	All MCs	6	0.0	6	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			6	0.0	6	0.0	0.003	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles			169	5.0	169	5.0	0.075	0.7	NA	0.1	0.5	0.00	0.12	0.00	58.9

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: [3] EXAM Saturday - Tarean / Pacific (Tarean / Pacific)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Existing Saturday AM Peak Hour Period
Tarean Rd / Pacific Hwy
Job No. 250818
Site Category: Existing Design
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Tarean Rd (E)															
5	T1	All MCs	163	1.3	163	1.3	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			163	1.3	163	1.3	0.084	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
North: Pacific Hwy (N)															
7	L2	All MCs	13	25.0	13	25.0	0.010	6.0	LOS A	0.0	0.3	0.08	1.00	0.08	47.7
Approach			13	25.0	13	25.0	0.010	6.0	LOS A	0.0	0.3	0.08	1.00	0.08	47.7
West: Tarean Rd (W)															
11	T1	All MCs	18	0.0	18	0.0	0.009	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			18	0.0	18	0.0	0.009	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles			194	2.7	194	2.7	0.084	0.4	NA	0.0	0.3	0.00	0.06	0.00	59.4

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY



Site: [5] EXAM Friday - Tarean / Swan (Tarean / Swan)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Existing Friday AM Peak Hour Period
Swan Bay Rd / Tarean Rd
Job No. 250818
Site Category: Existing Design
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: Swan Bay Rd (S)															
1a	L1	All MCs	18	0.0	18	0.0	0.023	4.6	LOS A	0.1	0.6	0.22	0.54	0.22	52.9
3	R2	All MCs	12	0.0	12	0.0	0.023	8.8	LOS A	0.1	0.6	0.22	0.54	0.22	52.1
Approach			29	0.0	29	0.0	0.023	6.2	LOS A	0.1	0.6	0.22	0.54	0.22	52.6
East: Tarean Rd (E)															
4	L2	All MCs	16	6.7	16	6.7	0.013	4.9	LOS A	0.1	0.4	0.03	0.52	0.03	53.4
6a	R1	All MCs	135	6.2	135	6.2	0.077	7.5	LOS A	0.4	2.7	0.02	0.63	0.02	51.3
6u	U	All MCs	1	0.0	1	0.0	0.077	10.3	LOS A	0.4	2.7	0.02	0.63	0.02	51.5
Approach			152	6.2	152	6.2	0.077	7.3	LOS A	0.4	2.7	0.02	0.62	0.02	51.5
North: Pacific Hwy Approach (N)															
7	L2	All MCs	1	0.0	1	0.0	0.002	4.8	LOS A	0.0	0.0	0.04	0.47	0.04	53.7
8	T1	All MCs	2	0.0	2	0.0	0.002	4.6	LOS A	0.0	0.0	0.04	0.47	0.04	54.3
Approach			3	0.0	3	0.0	0.002	4.7	LOS A	0.0	0.0	0.04	0.47	0.04	54.1
All Vehicles			184	5.1	184	5.1	0.077	7.1	LOS A	0.4	2.7	0.05	0.60	0.05	51.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY



Site: [6] EXPM Friday - Tarean / Swan (Tarean / Swan)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Existing Friday PM Peak Hour Period
Swan Bay Rd / Tarean Rd
Job No. 250818
Site Category: Existing Design
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles Rate to Depart	Number of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				km/h
South: Swan Bay Rd (S)															
1a	L1	All MCs	4	25.0	4	25.0	0.007	4.8	LOS A	0.0	0.2	0.19	0.55	0.19	51.8
3	R2	All MCs	4	0.0	4	0.0	0.007	8.7	LOS A	0.0	0.2	0.19	0.55	0.19	51.7
Approach			8	12.5	8	12.5	0.007	6.7	LOS A	0.0	0.2	0.19	0.55	0.19	51.7
East: Tarean Rd (E)															
4	L2	All MCs	36	2.9	36	2.9	0.028	4.8	LOS A	0.1	0.9	0.05	0.51	0.05	53.5
6a	R1	All MCs	106	4.0	106	4.0	0.062	7.5	LOS A	0.3	2.1	0.04	0.62	0.04	51.4
Approach			142	3.7	142	3.7	0.062	6.8	LOS A	0.3	2.1	0.04	0.59	0.04	51.9
North: Pacific Hwy Approach (N)															
7	L2	All MCs	2	0.0	2	0.0	0.006	4.8	LOS A	0.0	0.1	0.02	0.47	0.02	53.8
8	T1	All MCs	5	20.0	5	20.0	0.006	4.8	LOS A	0.0	0.1	0.02	0.47	0.02	53.8
Approach			7	14.3	7	14.3	0.006	4.8	LOS A	0.0	0.1	0.02	0.47	0.02	53.8
All Vehicles			158	4.7	158	4.7	0.062	6.7	LOS A	0.3	2.1	0.05	0.59	0.05	51.9

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY



Site: [7] EXAM Saturday - Tarean / Swan (Tarean / Swan)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Existing Saturday AM Peak Hour Period
Swan Bay Rd / Tarean Rd
Job No. 250818
Site Category: Existing Design
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand		Arrival		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles Rate to Depart	Number of Cycles to Depart	Aver. Speed
			Flows		Flows					[Veh. Dist]					
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				veh	m				
			veh/h	%	veh/h	%	v/c	sec							
South: Swan Bay Rd (S)															
1a	L1	All MCs	19	11.1	19	11.1	0.027	4.8	LOS A	0.1	0.7	0.22	0.55	0.22	52.4
3	R2	All MCs	14	0.0	14	0.0	0.027	8.8	LOS A	0.1	0.7	0.22	0.55	0.22	51.9
Approach			33	6.5	33	6.5	0.027	6.5	LOS A	0.1	0.7	0.22	0.55	0.22	52.2
East: Tarean Rd (E)															
4	L2	All MCs	23	4.5	23	4.5	0.019	4.8	LOS A	0.1	0.6	0.02	0.52	0.02	53.5
6a	R1	All MCs	137	0.8	137	0.8	0.076	7.5	LOS A	0.4	2.6	0.01	0.64	0.01	51.5
6u	U	All MCs	3	0.0	3	0.0	0.076	10.3	LOS A	0.4	2.6	0.01	0.64	0.01	51.5
Approach			163	1.3	163	1.3	0.076	7.1	LOS A	0.4	2.6	0.01	0.62	0.01	51.8
North: Pacific Hwy Approach (N)															
7	L2	All MCs	1	0.0	1	0.0	0.002	4.8	LOS A	0.0	0.0	0.05	0.48	0.05	53.6
8	T1	All MCs	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.05	0.48	0.05	54.2
Approach			2	0.0	2	0.0	0.002	4.7	LOS A	0.0	0.0	0.05	0.48	0.05	53.9
All Vehicles			198	2.1	198	2.1	0.076	7.0	LOS A	0.4	2.6	0.05	0.61	0.05	51.9

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

▼ Site: [1 (2)] EXAM Friday - Tarean / Pacific Post Development
(Tarean / Pacific - Post Development)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Existing Friday AM Peak Hour Period
Tarean Rd / Pacific Hwy
Job No. 250818
Site Category: Existing Design
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh. veh	Dist] m				km/h
East: Tarean Rd (E)															
5	T1	All MCs	146	7.9	146	7.9	0.079	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			146	7.9	146	7.9	0.079	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
North: Pacific Hwy (N)															
7	L2	All MCs	17	37.5	17	37.5	0.152	6.7	LOS A	0.6	11.4	0.26	1.02	0.26	42.4
9	R2	All MCs	43	97.6	43	97.6	0.152	13.3	LOS A	0.6	11.4	0.26	1.02	0.26	37.4
Approach			60	80.7	60	80.7	0.152	11.4	LOS A	0.6	11.4	0.26	1.02	0.26	38.7
West: Tarean Rd (W)															
11	T1	All MCs	16	0.0	16	0.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			16	0.0	16	0.0	0.008	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles			222	27.0	222	27.0	0.152	3.1	NA	0.6	11.4	0.07	0.27	0.07	54.9

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

▼ Site: [2 (2)] EXPM Friday - Tarean / Pacific Post Development
(Tarean / Pacific - Post Development)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Existing Friday PM Peak Hour Period
Tarean Rd / Pacific Hwy
Job No. 250818
Site Category: Existing Design
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh. veh	Dist] m				km/h
East: Tarean Rd (E)															
5	T1	All MCs	142	3.7	142	3.7	0.075	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			142	3.7	142	3.7	0.075	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
North: Pacific Hwy (N)															
7	L2	All MCs	21	15.0	21	15.0	0.148	5.9	LOS A	0.6	10.6	0.15	1.04	0.15	44.5
9	R2	All MCs	43	97.6	43	97.6	0.148	12.6	LOS A	0.6	10.6	0.15	1.04	0.15	37.8
Approach			64	70.5	64	70.5	0.148	10.4	LOS A	0.6	10.6	0.15	1.04	0.15	39.7
West: Tarean Rd (W)															
11	T1	All MCs	6	0.0	6	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			6	0.0	6	0.0	0.003	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles			213	23.8	213	23.8	0.148	3.2	NA	0.6	10.6	0.05	0.32	0.05	54.6

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: [3 (2)] EXAM Saturday - Tarean / Pacific - Post Development (Tarean / Pacific - Post Development)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Existing Saturday AM Peak Hour Period
Tarean Rd / Pacific Hwy
Job No. 250818
Site Category: Existing Design
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh. veh	Dist] m				km/h
East: Tarean Rd (E)															
5	T1	All MCs	163	1.3	163	1.3	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			163	1.3	163	1.3	0.084	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
North: Pacific Hwy (N)															
7	L2	All MCs	13	25.0	13	25.0	0.154	6.3	LOS A	0.6	11.8	0.31	1.00	0.31	42.6
9	R2	All MCs	43	97.6	43	97.6	0.154	13.9	LOS A	0.6	11.8	0.31	1.00	0.31	36.9
Approach			56	81.1	56	81.1	0.154	12.2	LOS A	0.6	11.8	0.31	1.00	0.31	38.1
West: Tarean Rd (W)															
11	T1	All MCs	18	0.0	18	0.0	0.009	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			18	0.0	18	0.0	0.009	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles			237	20.0	237	20.0	0.154	2.9	NA	0.6	11.8	0.07	0.24	0.07	55.4

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

 **Site: [5 (2)] EXAM Friday - Tarean / Swan - Post Development**
(Tarean / Swan - Post Development)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Existing Friday AM Peak Hour Period
Swan Bay Rd / Tarean Rd
Job No. 250818
Site Category: Existing Design
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: Swan Bay Rd (S)															
1a	L1	All MCs	18	0.0	18	0.0	0.024	4.8	LOS A	0.1	0.6	0.27	0.55	0.27	52.7
3	R2	All MCs	12	0.0	12	0.0	0.024	9.0	LOS A	0.1	0.6	0.27	0.55	0.27	51.9
Approach			29	0.0	29	0.0	0.024	6.4	LOS A	0.1	0.6	0.27	0.55	0.27	52.4
East: Tarean Rd (E)															
4	L2	All MCs	16	6.7	16	6.7	0.013	4.9	LOS A	0.1	0.4	0.03	0.52	0.03	53.4
6a	R1	All MCs	177	28.6	177	28.6	0.111	7.8	LOS A	0.5	4.7	0.02	0.61	0.02	50.5
6u	U	All MCs	1	0.0	1	0.0	0.111	10.3	LOS A	0.5	4.7	0.02	0.61	0.02	51.5
Approach			194	26.6	194	26.6	0.111	7.5	LOS A	0.5	4.7	0.02	0.61	0.02	50.7
North: Pacific Hwy Approach (N)															
7	L2	All MCs	1	0.0	1	0.0	0.002	4.8	LOS A	0.0	0.0	0.04	0.47	0.04	53.7
8	T1	All MCs	2	0.0	2	0.0	0.002	4.6	LOS A	0.0	0.0	0.04	0.47	0.04	54.3
Approach			3	0.0	3	0.0	0.002	4.7	LOS A	0.0	0.0	0.04	0.47	0.04	54.1
All Vehicles			226	22.8	226	22.8	0.111	7.4	LOS A	0.5	4.7	0.06	0.60	0.06	50.9

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

 **Site: [6 (2)] EXPM Friday - Tarean / Swan - Post Development**
(Tarean / Swan - Post Development)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Existing Friday PM Peak Hour Period
Swan Bay Rd / Tarean Rd
Job No. 250818
Site Category: Existing Design
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles Rate to Depart	Aver. Number of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				km/h
South: Swan Bay Rd (S)															
1a	L1	All MCs	4	25.0	4	25.0	0.007	5.0	LOS A	0.0	0.2	0.25	0.55	0.25	51.6
3	R2	All MCs	4	0.0	4	0.0	0.007	8.9	LOS A	0.0	0.2	0.25	0.55	0.25	51.5
Approach			8	12.5	8	12.5	0.007	7.0	LOS A	0.0	0.2	0.25	0.55	0.25	51.6
East: Tarean Rd (E)															
4	L2	All MCs	36	2.9	36	2.9	0.030	4.8	LOS A	0.1	1.0	0.05	0.51	0.05	53.4
6a	R1	All MCs	148	31.2	148	31.2	0.096	7.8	LOS A	0.5	4.1	0.04	0.60	0.04	50.3
Approach			184	25.7	184	25.7	0.096	7.2	LOS A	0.5	4.1	0.04	0.59	0.04	50.9
North: Pacific Hwy Approach (N)															
7	L2	All MCs	2	0.0	2	0.0	0.006	4.8	LOS A	0.0	0.1	0.02	0.47	0.02	53.8
8	T1	All MCs	5	20.0	5	20.0	0.006	4.8	LOS A	0.0	0.1	0.02	0.47	0.02	53.8
Approach			7	14.3	7	14.3	0.006	4.8	LOS A	0.0	0.1	0.02	0.47	0.02	53.8
All Vehicles			200	24.7	200	24.7	0.096	7.1	LOS A	0.5	4.1	0.05	0.58	0.05	51.0

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY



Site: [7 (2)] EXAM Saturday - Tarean / Swan - Post Development (Tarean / Swan - Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Existing Saturday AM Peak Hour Period
Swan Bay Rd / Tarean Rd
Job No. 250818
Site Category: Existing Design
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Swan Bay Rd (S)															
1a	L1	All MCs	19	11.1	19	11.1	0.028	5.0	LOS A	0.1	0.8	0.27	0.56	0.27	52.2
3	R2	All MCs	14	0.0	14	0.0	0.028	9.0	LOS A	0.1	0.8	0.27	0.56	0.27	51.8
Approach			33	6.5	33	6.5	0.028	6.7	LOS A	0.1	0.8	0.27	0.56	0.27	52.1
East: Tarean Rd (E)															
4	L2	All MCs	23	4.5	23	4.5	0.019	4.8	LOS A	0.1	0.6	0.02	0.52	0.02	53.5
6a	R1	All MCs	179	24.1	179	24.1	0.110	7.7	LOS A	0.5	4.6	0.02	0.62	0.02	50.6
6u	U	All MCs	3	0.0	3	0.0	0.110	10.3	LOS A	0.5	4.6	0.02	0.62	0.02	51.5
Approach			205	21.5	205	21.5	0.110	7.4	LOS A	0.5	4.6	0.02	0.61	0.02	50.9
North: Pacific Hwy Approach (N)															
7	L2	All MCs	1	0.0	1	0.0	0.002	4.8	LOS A	0.0	0.0	0.05	0.48	0.05	53.6
8	T1	All MCs	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.05	0.48	0.05	54.2
Approach			2	0.0	2	0.0	0.002	4.7	LOS A	0.0	0.0	0.05	0.48	0.05	53.9
All Vehicles			240	19.3	240	19.3	0.110	7.3	LOS A	0.5	4.6	0.05	0.60	0.05	51.1

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.