



TRANSPORT AND ACCESSIBILITY IMPACT ASSESSMENT

Proposed Retirement Living Development (Tumbi Umbi Retirement Village)
14 Mingara Drive, Tumbi Umbi
SSD - 63475709

Reference: 23.303r02v11
Date: November 2025

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CONTENTS

1. Introduction	1
2. Location and Site	2
3. Strategic Context	5
3.1 Strategic Plans	5
3.2 Development Control Plan	9
4. Assessment Requirements	10
4.1 SEARs Requirements	10
4.2 Council Requirements	11
5. Post Submission Feedback	13
6. Existing Traffic Conditions	19
6.1 Road Network	19
6.2 Key Intersections	22
6.3 Existing Intersection Volumes	29
6.4 Public Transport	31
6.5 Pedestrian and Cycling Facilities	31
7. Description of Proposed Development	34
8. Parking Requirements	36
8.1 Car Parking	36
8.2 Accessible Parking	38
8.3 Passenger Drop-off / Pick-up	40
8.4 Motorcycle Parking	40
8.5 Bicycle Parking	40
8.6 End of Trip Facilities	41
8.7 Servicing	41
8.8 Waste Collection	41
8.9 Ambulance	42
8.10 Courtesy Bus	42

8.11 Athletics Track Parking	42
8.12 Farmers Markets	47
9. Traffic and Transport Impacts	48
9.1 Existing Trip Generation	48
9.2 Development Trip Generation	48
9.3 Intersection Performance	50
9.4 TfNSW Post-Submission Comments	63
9.5 Development Person Trip Generation	65
9.6 Pedestrian Connectivity	66
9.7 Pedestrian Safety	67
9.8 Bicycle Safety	68
9.9 Mitigation Measures	69
9.10 Traffic Calming of Internal Roads	69
10. Access and Internal Design Aspects	70
10.1 Vehicular Access	70
10.2 Internal Design	70
10.3 Summary	72
11. Consultation	74
12. Conclusions	75

Appendices

Appendix A: Photographic Record
Appendix B: Survey Data
Appendix C: Architectural Plans
Appendix D: Swept Path Analysis
Appendix E: SIDRA Outputs
Appendix F: Consultation Correspondence
Appendix G: SCATS Data

1. INTRODUCTION

TRAFFIX has been commissioned by Mingara Leisure Group Pty Ltd to prepare a Transport and Accessibility Impact Assessment (TAIA) report in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of the State Significant Development Application (SSD-63475709) for the proposed retirement living development at 14 Mingara Drive, Tumby Umbi.

Reference should also be made to the Preliminary Construction Traffic and Pedestrian Management Plan and Green Travel Plan, prepared by TRAFFIX and submitted separately.

The report is structured as follows:

- Section 2: Describes the site and its location
- Section 3: Summarises the relevant statutory policies and strategic plans
- Section 4: Outlines the SEARs and Council requirements
- Section 5: Outlines the Post-Submission Feedback and Responses
- Section 6: Documents existing traffic conditions
- Section 7: Describes the proposed development
- Section 8: Assesses the parking requirements
- Section 9: Assesses the traffic impacts
- Section 10: Discusses access and internal design aspects
- Section 11: Summaries the agency consultation
- Section 12: Presents the overall study conclusions

2. LOCATION AND SITE

The subject site is located within the wider Mingara Recreation Club precinct at 14 Mingara Drive, Tumbi Umbi (Lot 13 of DP1204397). It is located approximately 6.3 kilometres southeast of Tuggerah Railway Station and 6.6 kilometres east of Ourimbah Railway Station. More specifically, it is situated on the south-west corner of the Mingara Recreation Club, immediately south of the existing athletics track.

The broader Mingara Club Precinct also encompasses Lot 1 and Lot 2 in DP 1010532 and Lot 71 DP1011971 and currently contains a registered club, health and wellness centre (including aquatics, gym facilities, physio, hairdresser, beautician, and martial arts studio), car parking, creche, bowling greens and green space with a regional athletics centre. A hotel is currently under construction.

Immediately surrounding the Mingara Club Precinct are fast food outlets and other restaurants, service station, car wash, retail, medical centre and a retirement village to the south and west. Industrial development is to the north of Wyong Road and residential development to the west. The specific area of the site, the subject of the proposed development, is land located to the west of the Mingara Recreation Club and south of the Athletics field. This development site is currently a vacant grassed area.

For the purpose of this report 'the site' is the land on the eastern side of the broader Mingara Precinct. The site has an irregular configuration with an area of approximately 3 hectares. It has a northeast boundary to a possible future internal road measuring approximately 115 metres, an eastern frontage to an internal road measuring approximately 230 metres, and southern/western boundaries to stormwater easements.

A Location Plan is presented in **Figure 1** and a Site Plan presented in **Figure 2**. Reference should also be made to the Photographic Record presented in **Appendix A** which provides an appreciation of the general character of roads and other key attributes in proximity to the site.

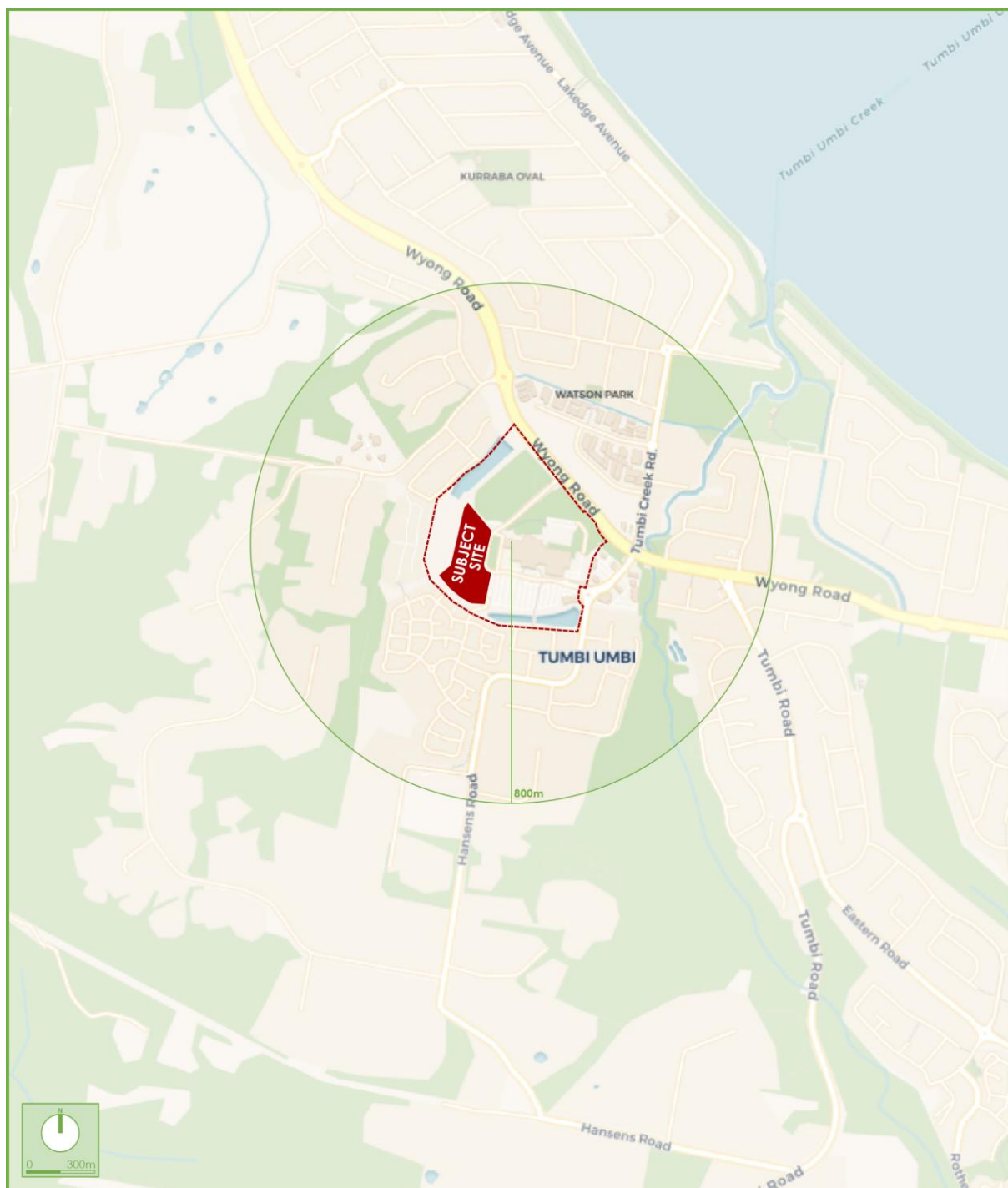


Figure 1: Location Plan



Figure 2: Site Plan

3. STRATEGIC CONTEXT

3.1 Strategic Plans

3.1.1 Future Transport Strategy 2056

This transport strategy document presents a vision for the transport system across NSW. The strategy outlines ideas to revitalise six (6) key cities, connect regional communities, and encourage thriving local neighbourhoods. The Six Cities Region includes the Lower Hunter and Greater Newcastle City, the Central Coast City, the Illawarra-Shoalhaven City, the Western Parkland City, the Central River City, and the Eastern Harbour City. The 30-minute concept outlined in the strategy will provide more 24/7 travel choices and seamless connections between transport modes, including walking and cycling. The key destinations that should be accessible by public transport within 30-minutes of cities is shown in **Figure 3** below:



Figure 3: Key Destinations with 30-minutes of Cities

(Source: future.transport.nsw.gov.au)

3.1.2 State Infrastructure Strategy 2022 – 2042

The State Infrastructure Strategy is a 20-year infrastructure plan for the NSW Government which provides recommendations to best grow the State's economy, enhance productivity and improve living standards.

Specifically, in relation to integrating land use and infrastructure planning the strategy identifies the provision and use of infrastructure with the Greater Sydney Commission's three cities vision and the 10 Regional Plans is critical to maximising the effectiveness, efficiency, and endurance of both new and existing infrastructure. A summary of the key recommendations is presented below:

- Link integrated strategic land use and infrastructure planning;
- Support efficient development through shared-use corridors;
- Identify and protect corridors; and
- Strengthen government planning processes.

In summary, this document serves to support the three cities vision that is envisaged by the Future Transport Strategy 2056, looking beyond current projects and identifies policies and strategies that are required to provide infrastructure that will meet the demands of a growing population and economy.

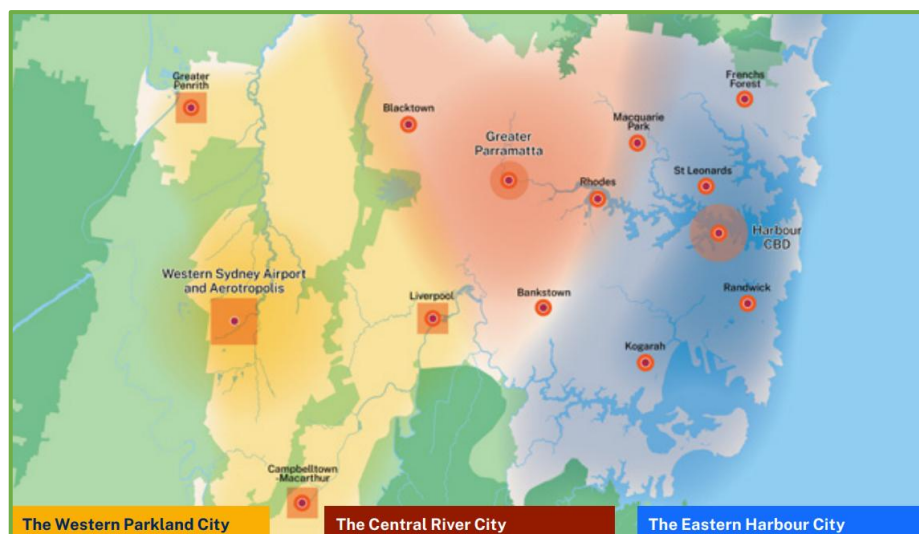


Figure 4: Three City Model
(Source: infrastructure.nsw.gov.au)

3.1.3 Central Coast Regional Plan 2041

This 20-year regional plan for the Central Coast Local Government Area has been prepared in collaboration with state agencies, Central Coast Council, and the Darkinjung Local Aboriginal Land Council. This plan was prepared alongside Transport for NSW's Central Coast Regional Transport Plan to coordinate a long-term vision for multimodal transport planning, noting the following transport planning objectives:

- Increased jobs closer to Central Coast residents;
- Connected region with a reduced dependency for private vehicles; and
- Reduced carbon emissions with an emphasis on sustainable infrastructure.

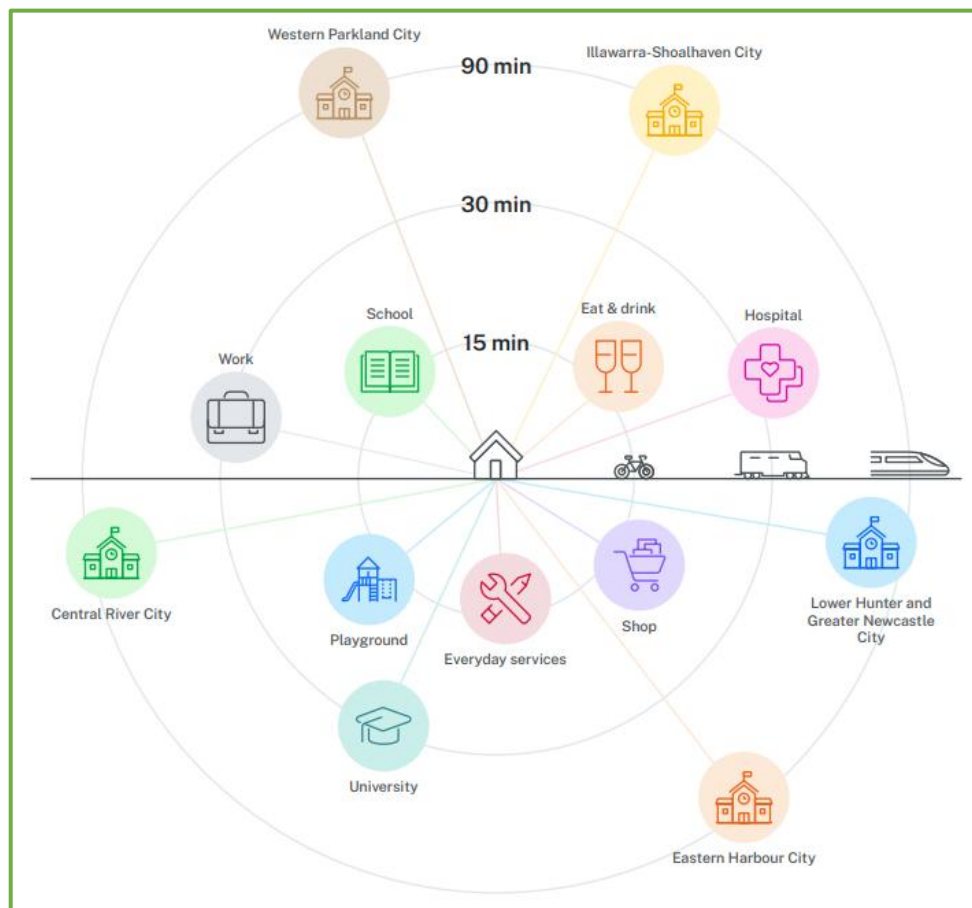


Figure 5: Key Destinations with 30-minutes of Cities
(Source: planning.nsw.gov.au)

3.1.4 Transport for NSW's Central Coast Regional Transport Plan

The Central Coast Regional Transport Plan provides a blueprint for the future of transport within the Central Coast region and a strategic direction for the delivery of major transport infrastructure and service projects over the next 20 years. The long-term vision provided within the Central Coast Regional Transport Plan seeks to achieve the following objectives:

- Upgrades and maintenance of approximately 256.52km of major roads, 869 bridges and local road networks within the region;
- Road safety and traffic management improvements throughout the region, for vehicle, cyclist, and pedestrians; and
- Upgrades and maintenance of railway stations and adjacent infrastructure such as commuter and staff parking, as well as upgrades to the public transport services within the region.

3.1.5 Summary

The subject development aligns with the above strategic policies by catering to a growing population, providing jobs for Central Coast residents, reducing dependency on private vehicles through a courtesy bus and implementation of a Green Travel Plan, and improving public infrastructure through Section 7.1.1 contributions.

3.2 Development Control Plan

This plan provides development controls for developments within the Central Coast region. In relation to transport planning, this plan provides on-site parking provisions for various types of developments with an emphasis on public transport and active travel, noting the following relevant objectives:

- To accommodate an appropriate provision of on-site parking for various developments, keeping a balance between the needs of the proposed development and its use and vehicular, bicycle and pedestrian traffic;
- To ensure all parking areas provide sufficient manoeuvring areas for bicycles, light vehicles, and service vehicles;
- To promote the efficient use of car parking spaces through the consolidation of available car parking facilities; and
- To encourage the utilisation of public transport and active travel and reduce car parking demand over time.

4. ASSESSMENT REQUIREMENTS

4.1 SEARs Requirements

The Planning Secretary's Environmental Assessment Requirements (SEARs) outlines the transport and accessibility requirements for the SSD as stated below in **Table 1**.

Table 1: SEARs Requirements and References

SEARs Requirements	Reference
Traffic, Transport and Accessibility (Construction and Operation)	
An analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections.	Refer to Section 6
Details of the proposed development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances, and an explanation of how residents will access facilities and services), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up-zones(s) and bus bays (if applicable), and provisions for servicing and loading/unloading.	Refer to Sections 7, 8 & Appendix D
Analysis of the impacts of the proposed development during construction and operation (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict) and any cumulative impact from surrounding approved developments	Refer to Section 9 and CTMP Report prepared separately
Measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms of delivery (including proposed arrangements with local councils or government agencies) of any infrastructure improvements in accordance with relevant standards	Refer to Section 9.9
Proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan	Refer to Green Travel Plan prepared separately
Provide a Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	Refer to CTMP Report prepared separately

4.2 Council Requirements

The Central Coast Council has reviewed the proposed scheme and provided their formal pre-development advice. The comments are outlined in **Table 2** below.

Table 2: Council Requirements and References

Council Requirements	Reference
Roads, Access, and Traffic	
Left-in left out access from Wyong Road and ingress and egress from the Mingara Drive/Wyong Road signalised intersection. Council's transportation engineer will provide further comments regarding traffic management requirements for the development.	Refer to Section 9 which assesses nearby intersections
Traffic assessment report shall be undertaken and provide turning path assessment for suitable manoeuvrability with the basement carpark. The assessment shall be undertaken in accordance with AS2890.1 for vehicle grades and transitions to the basement.	Refer to Appendix D
Traffic Impact Assessment	
The applicant will be required to submit a Traffic Impact assessment (TIA) to address the following; - The Impact of the development on the intersection of Wyong Road and Mingara Drive, Wyong Road and Beckingham Road, Wyong Road and the central access road and Mingara Drive and Hansens Road. The following scenarios are to be addressed: - Existing conditions; - Existing conditions plus development traffic; - Existing development plus development traffic plus background traffic growth at 1.5%PA for 10 years.	Refer to Section 9
The proposal will eliminate all parking for the sporting facility which hosts many events throughout the year that generate a high parking demand. This needs to be addressed as overflow parking from the site will spill into the surrounding residential areas, which will impact the amenity of local residents.	Refer to Section 8.11
Access to the new development should be via the existing central access road and not through the existing Mingara carpark as this additional traffic could create safety issues for pedestrians	Refer to Section 9.7 and Section 10.1
Vehicle Access	
To avoid conflicts between the existing heavy pedestrian traffic around the porte cochere and the recreational facilities, a ring road should be established around the site and away from the main east-west driveway.	Refer to Sections 9 and 10
There are already conflicts between pedestrians and vehicles at peak times, with families attending the recreation facilities and groups of people heading to the club.	Refer to Section 9.7
Need to acknowledge existing traffic flows esp. near fast food outlets and the main east-west driveway.	Refer to Section 6.3

Disagree with the report on pg.9 that there will be nil impacts. If there are 293 units it could be expected that there are close to 600 vehicle movements a day, exiting the site and coming back into the site.	Refer to Section 9
Waste and other servicing should be via a back road.	Refer to Section 8

5. POST SUBMISSION FEEDBACK

5.1.1 Department of Planning, Housing, and Infrastructure

A summary of Department of Planning, Housing, and Infrastructure's feedback from Wednesday 29th January 2025 and project response, limited to traffic and parking matters is provided in **Table 3** below.

Table 3: Department of Planning, Housing, and Infrastructure Comments

Department of Planning, Housing, and Infrastructure Comment	Project Response
Provide an updated Mingara Club Traffic Management Plan (Appendix C to the Transport and Accessibility Impact Assessment), which includes: (a) a precinct-wide pedestrian accessibility plan and event management details, inclusive of any proposed pedestrian accessibility improvements required to facilitate the proposed seniors housing development and safe pedestrian access to the athletics track. (b) the proposed precinct-wide approach to the management and provision of all parking, including the location and management of parking required to accommodate demand generated by major events (e.g., athletics carnivals) as well as the requirement and location of any temporary/overflow parking (c) details of the location of adequate and compliant accessible parking spaces within proximity to the entry of the athletics track (d) existing and proposed pedestrian connections to ensure accessible, safe and convenient access between the athletics track and all parking. Any new development works required to satisfy the above should be incorporated into the proposed seniors housing development and the details outlined in an amendment report.	Reference is made to the Amended Event Traffic Management Plan submitted separately, which addresses the Department's comments.

vehicle swept path details for the largest vehicle demonstrating the proposed augmentations to the drop off loop road will satisfactorily accommodate the desired vehicles.	Reference is made to the swept path analysis presented in Appendix D , demonstrating satisfactory bus/coach access at the loop road.
Address all parts in section 93, Division 4 of the Housing SEPP and provide additional details of the courtesy bus operations.	Reference is made to Section 8.10 of this report.
Provide amended plans/details which demonstrate the design and width of all internal shared roads allow for safe vehicle movements, including turning and passing, waste service vehicle operations, emergency vehicle access and removalist trucks.	Reference is made to the swept path analysis plans presented in Appendix D which demonstrate satisfactory movements, turning area, and vehicle access.
Provide details of traffic calming devices or surface treatments to ensure the shared road is safe for pedestrians.	Reference is made to Section 9.10 of this report.
The Environmental Impact Statement and accompanying documentation quotes different employee numbers, varying between 10 to 15. Please clarify the number of employees on duty at the same time. Where necessary, staff parking must be increased to accommodate sufficient parking for employees in line with the Chapter 3, Part 5(107) of the Housing SEPP.	There are 10 employees on-site at any given time.
Confirm driveways, car parks and walkways would have a level surface with a maximum gradient of 1:40 in any direction in accordance with Schedule 4, Part 1(4) of the Housing SEPP.	All driveways, car parks, and walkways have been designed in accordance with the Housing SEPP and relevant Australian Standards.
Amend the proposal to provide a separate ambulance parking space for the proposed residential care facility in accordance with section 107(2)(j) of the Housing SEPP.	The plans have been amended to provide a separate ambulance parking space adjacent to the proposed residential aged care facility in Building 2.

5.1.2 Central Coast Council

A summary of Councils feedback from Thursday 9th January 2025 and project response, limited to traffic and parking matters is provided in **Table 4** below.

Table 4: Central Coast Council Comments

Council Comment	Project Response
The proposal includes a significant amount of stacked parking. The stacked parking in front of the villa garages is impractical as it blocks access to the garages. Some of the stacked parking shows 3 car spaces in front of 2 garages. Even if the parking is only used by the residents of the villas with garages, 2 cars would need to move for 1 car to access the garage (refer to Figure 1).	Section 2.13.3.4 of Council's DCP permits stacked parking for dwelling houses, dual occupancies. The proposed development does not provide any parking in the 3-vehicle stacked arrangement.
Some of the car parking spaces have trees located in the centre, garden beds partially located in car parking spaces, some car spaces have no driveway access or will conflict with other parked cars when manoeuvring into the parking space (Figures 2-4).	The plans have been amended to remove conflicting landscaping etc.
The seniors living development is proposed to be located within the grassed parking area for the athletics track. The Traffic Report states that there is sufficient existing parking on the site, however, there is only the 2 spaces that are located near the track. The loss of parking should be accommodated within a convenient location near the track which provides safe access for families (close to and not crossing main access roads to Mingara). It is noted that the athletics track currently has approval for 1000 people. The aerial photograph in Figure 5 shows the extent of the grass area currently used for parking during events at the athletics track. Figure 6 shows the proposed walking routes from the proposed parking areas for the track if the seniors living development is constructed. These parking areas are not considered to be safely and conveniently located for athletics track parking. Refer to Traffic and Transport comments for further information.	Reference is made to Section 8.11 of this report and the Event Traffic Management Plan submitted separately.
Council's Street Design Guidelines are required to be implemented within the overall design of the proposed development. Details of the guidelines can be accessed	Council's Street Design Guideline does not apply to private internal roads. The proposed roads have been designed in accordance with AS2890.
There is no provision for vehicle turning within the site. The proposed driveway layout is not even sufficient for a holiday park layout or manufactured	Refence is made to the amended plans providing turning areas for ambulances (largest vehicle expected to access road). Reference is also made

home estate. Residential flat development requires vehicle access to each and every building for waste removal, emergency services, fire trucks and car parking. Suitable turning heads at the dead ends are required for waste, ambulances, fire and removalist trucks. There is currently not even a sufficient turning head for cars to turn around.	to the swept path analysis provided in Appendix D , demonstrating satisfactory vehicle movements, including waste, fire, ambulances etc. Reference is made to the Waste Consultant's report for waste collection arrangements. Internal road connections have been designed in accordance with the turning AS2890.1.
The site does not have any vehicle access by formal roads. The proposed density is extreme for a site without any roads. The existing access roads through Mingara Recreation Club become congested during peak periods and have poor traffic flow through the site.	The proposed development is a low traffic generating development as outlined in Section 9.2 . The SIDRA modelling demonstrates that the additional traffic has negligible impact to the surrounding road network.
The proposal includes a significant amount of stacked parking. The stacked parking in front of the villa garages is impractical as it blocks access to the garages. Some of the stacked parking shows 3 car spaces in front of 2 garages. Even if the parking is only used by the residents of the villas with garages, 2 cars would need to move for 1 car to access the garage – see Figure 1.	Addressed above.
Some of the car parking spaces have trees located in the centre, garden beds partially located in car parking spaces, some car spaces have no driveway access or will conflict with other parked cars when manoeuvring into the parking space (Figures 2-4).	Addressed above.
It is not clear from the documentation how many staff will be on duty in the development. There are conflicting numbers between the submitted documentation, varying from 10-15 in the RACF. For 3 levels of aged care beds and 1 level of aged care facilities including a kitchen, the likely number of employees is at least 15. Therefore, a minimum of 8 staff car parking spaces are required and only 5 have been provided.	Addressed above.
The seniors living development is proposed to be located within the grassed parking area for the athletics track. The Traffic Report states that there is sufficient existing parking on the site, however, there is only the 2 spaces that are located near the track. The loss of parking should be accommodated within a convenient location near the track which provides safe access for families (close to and not crossing main access roads to Mingara). It is noted that the athletics track currently has approval for 1000 people. The aerial photograph in Figure 5 shows the extent of the grass area currently used for parking during events at the athletics track. Figure 6 shows the proposed walking routes from the	Addressed above.

proposed parking areas for the track if the seniors living development is constructed.	
These parking areas are not considered to be safely and conveniently located for athletics track parking.	Reference is made to the amended Event Traffic Management Plan submitted separately.
The development consent for the athletics track required the provision of set-down areas and buses. The proposed reconfigured access to the athletics track and two parking spaces are not sufficient for set-down areas and a bus area for the athletics track.	The proposed bus/coach drop-off/pick-up area is generally consistent with the existing arrangement, with drop-off/pick-up provided at the athletics track entry gates. The Event Traffic Management Plan details the management of buses to ensure satisfactory operation of the bays.
There are no disabled parking spaces provided for the athletics track. The provision of disabled spaces located within a safe location close to the front entry is required.	Five (5) accessible parking spaces are provided in close proximity to the sports track, exceeding the existing arrangements.
There is no provision for caravan parking, boat parking or visitor parking.	No caravan, boat, or visitor parking is required under the Housing SEPP. Reference is made to Section 8 for parking requirements.
A number of the villa garages include circulation space to multiple doors. Given the size of the garages there is not sufficient space to park a car and allow for access to the doors.	The villa garages are all design in accordance with SEPP Housing with a minimum width of 3.2m, which provide sufficient space for a parked car, while maintaining access to the doors.
There is no existing road access to the site. Currently it is only accessible via the internal driveways of Mingara. This is an issue because emergency service vehicles will need to slow down to 10km/hr to get to the site, and then they will have to navigate narrow driveways to try and get to the emergency.	Ambulances are not subject to public road speed limits or private road speed limits. The proposal is consistent with neighbouring residential developments which have private roads subject to lower speed limits (10-15km/h) for pedestrian amenity and safety.
The development should have regard for Fire and Rescue NSW Fire Safety Guideline and be designed to cater for a specialist fire appliance as the development includes buildings which are over 9m high.	The development has been designed in accordance with the relevant fire requirements and reference is made to reports prepared by others with respect to fire safety etc. No comments or recommendations have been requested by NSW Fire and Rescue as detailed in their stakeholder feedback.
A minimum 6m wide carriageway width is required for a specialist fire appliance.	As above.
As the development includes dead end carriageways which extend more than 120m a suitable turning head designed for a specialist fire appliance is required at each dead end so that the specialist fire appliance does not need to reverse out.	As above.
A minimum 6m wide access around the buildings for a specialist fire appliance to set up the fire truck in	As above.

a clear space close to the part of the building that is on fire as shown in Figure 9.	
Passing bays are required to allow traffic flow around a fire appliance and for vehicles to pull over to allow a fire appliance to pass.	As above.
Access should be provided which allows for an ambulance and sufficient area for ambulances to park in an emergency. It is unrealistic for an ambulance to park in the ambulance bay if the patient is in the other buildings or in one of the villas as it increases response time and the distance a patient will need to be transported through the site to get to the ambulance. The ambulance bay is also not easily located and is difficult to quickly manoeuvre into.	Refence is made to the amended plans providing turning areas for ambulances (largest vehicle expected to access road).
Swept paths are currently shown for a 10.5m vehicle. Council's Waste Guidelines require swept paths for a 12.5m HRV.	Reference is made to the swept path analysis presented in Appendix D , demonstrating satisfactory waste vehicle access.
A minimum 3.5m clear vertical height clearance must be provided in all waste vehicle manoeuvring areas and collection points. The vertical clearance within the manoeuvring areas and collection points must be free of ceiling services and utility installations.	Noted. A minimum of 3.5m head height clearance is provided.
The proposed waste loading area is insufficient and does not provide enough clearance around the truck for the collection staff to manoeuvre bins from the temporary bin holding area to the rear of the truck.	Reference is made to the amended plans and waste consultant's report detailing the revised waste collection arrangements.

6. EXISTING TRAFFIC CONDITIONS

6.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 6** with the following roads of particular interest:

- **Wyong Road:** a TfNSW Main Road (MR335) that traverses northwest-southeast between the Tuggerah Interchange in the northwest and The Entrance Road at Long Jetty in the southeast. Within the vicinity of the site, it is subject to 60km/h speed zoning and generally accommodates two (2) lanes of traffic in each direction. Wyong Road does not permit on-street parking on either side of the road.
- **Tumbi Road:** an unclassified regional road (7756) that traverses north-south between the Wyong Road in the north and The Entrance Road in the south. Within the vicinity of the site, it is subject to 50km/h speed zoning and accommodates a single lane of traffic in each direction. Parking is generally permitted on both sides of the road.
- **Tumbi Creek Road:** a local collector road that traverses north-south between Gregory Street in the north and Wyong Road in the south. It is subject to 50km/h speed zoning and accommodates a single lane of traffic in each direction. Parking is generally permitted on both sides of the road.
- **Mingara Drive:** a local road that traverses north-south between Wyong Road in the north and Hansens Road in the south. It is subject to 50km/h speed zoning and accommodates a number of designated turning/through lanes for intersection movements and private driveways. Mingara Drive does not permit on-street parking on either side of the road.
- **Beckingham Road:** a local road that traverses northeast-southwest between Wyong Road in the northeast and Palm Valley Road in the southwest. It is subject to 50km/h speed zoning and generally accommodates a single lane of traffic in each direction. Beckingham Road permits

unrestricted on-street parking along some sections of road on the southern side.

- Pindarri Avenue: a local road that traverses east-west between Jubilee Parade in the east and Wyong Road in the west. It is subject to 50km/h speed zoning and accommodates a single lane of traffic in each direction. Pindarri Avenue permits unrestricted on-street parking on both sides of the road.
- Hansens Road: a local road that traverses north-south between Mingara Drive in the north and Tumbi Road in the south. It is subject to 50km/h speed zoning and accommodates a single lane of traffic in each direction. Hansens Road permits unrestricted on-street parking on both side of the road.
- Watson Avenue: a local road that traverses north-south between Florence Avenue in the north and Wyong Road in the south. It is subject to 50km/h speed zoning and generally accommodates a single lane of traffic in each direction. Watson Avenue permits unrestricted on-street parking on both sides of the road, with majority of the road being unsealed.

It can be seen from Figure 6 that the site is conveniently located with respect to the main arterial road serving the region, being Wyong Road. As such, traffic can effectively be distributed onto the wider road network, minimising traffic impacts.

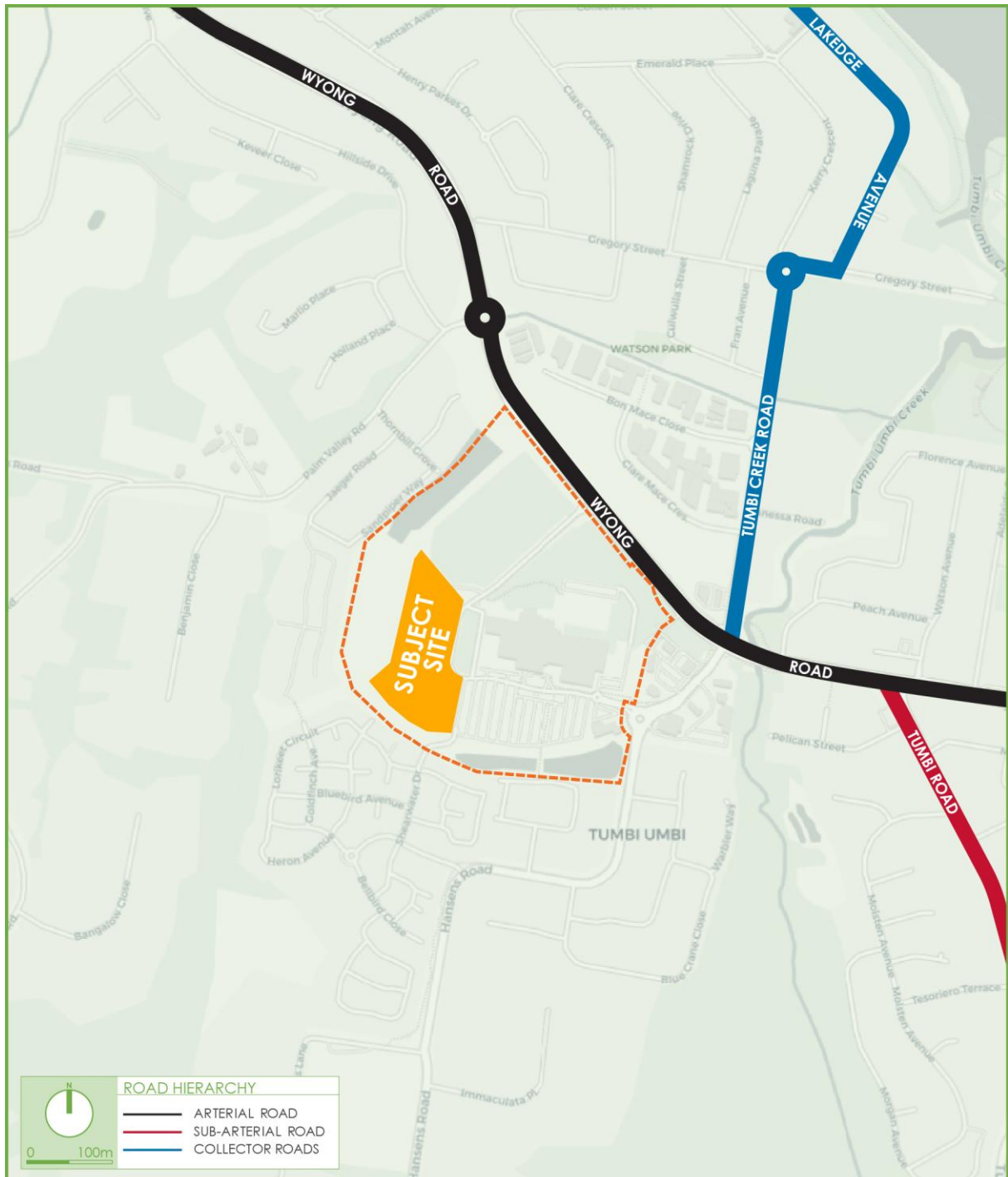


Figure 6: Road Hierarchy

6.2 Key Intersections

The key intersections in the vicinity of the site are shown below and provide an understanding of the existing road geometry and alignment.

6.2.1 Wyong Road and Pindarri Avenue

It can be seen from **Figure 7** that this intersection is a three-legged roundabout. The main attributes of each approach are outlined as follows:

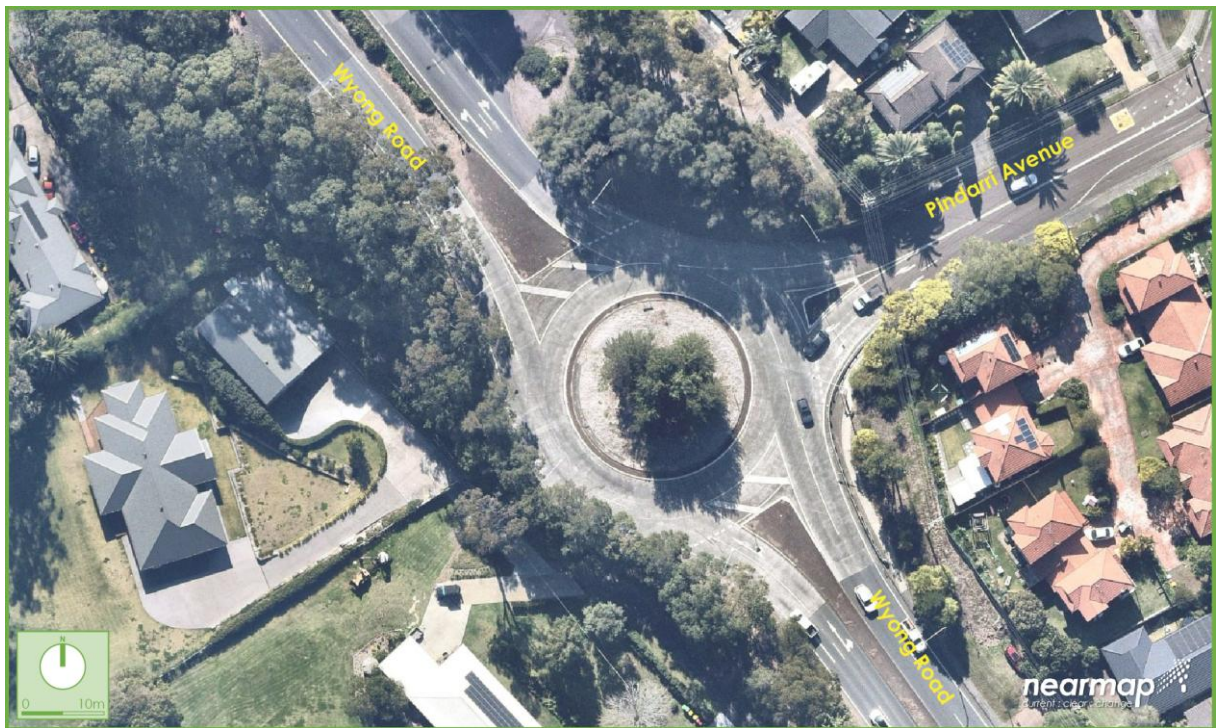


Figure 7: Intersection of Wyong Road and Pindarri Avenue

- Wyong Road (north-south)
 - The northern approach provides a total of two (2) lanes, comprising a single through / left-turn lane and a single through lane.
 - The southern approach provides a total of two (2) lanes, comprising a single through lane and a single through / right-turn lane.
- Pindarri Avenue (east)
 - The eastern approach provides a total of two (2) lanes, comprising a single short left-turn lane and a single right-turn lane.

6.2.2 Wyong Road and Beckingham Road Intersection

It can be seen from **Figure 8** that this intersection is a three-legged roundabout. The main attributes of each approach are outlined as follows:



Figure 8: Intersection of Wyong Road and Beckingham Road

- Wyong Road (north-south)
 - The northern approach provides a total of two (2) lanes, comprising a single through lane and a single through / right-turn lane.
 - The southern approach provides a total of two (2) lanes, comprising a single through / left-turn lane and a single through lane.
- Beckingham Road (west)
 - The eastern approach provides a total of two (2) lanes, comprising a single short left-turn lane and a single right-turn lane.

6.2.3 Wyong Road, Tumbi Creek Road, and Mingara Drive Intersection

It can be seen from **Figure 9** that this intersection is a four-legged signalised intersection. The main attributes of each approach are outlined as follows:

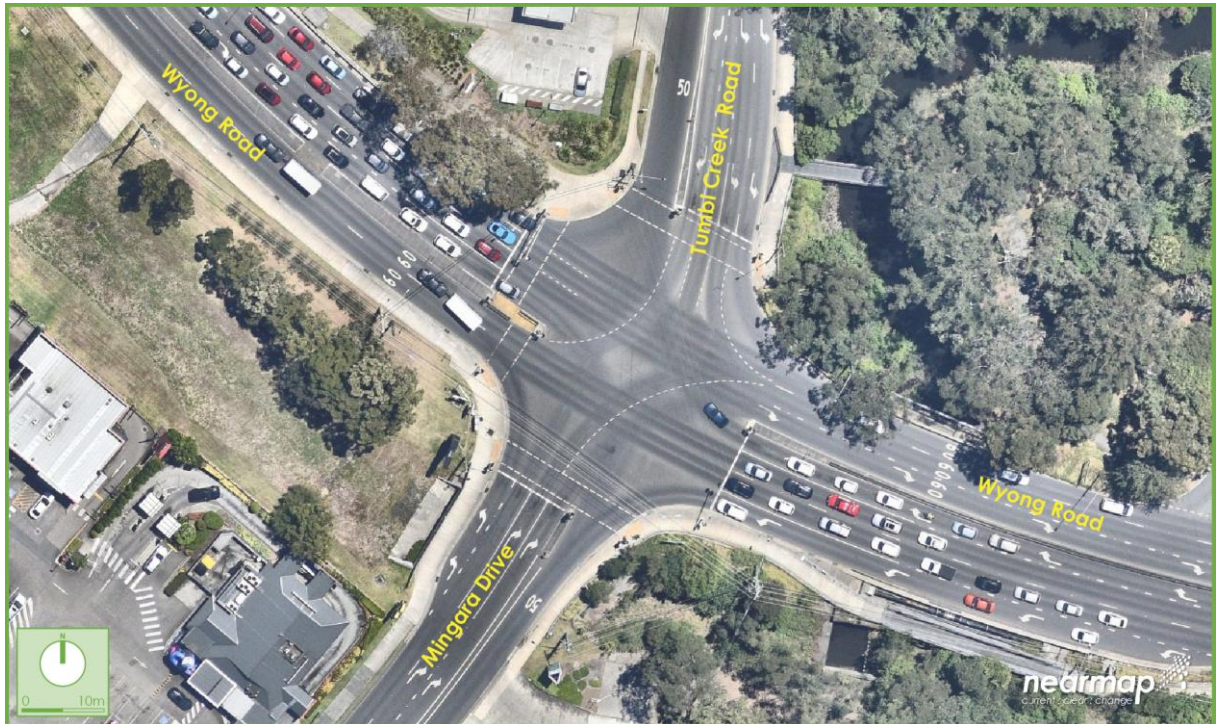


Figure 9: Intersection of Wyong Road, Tumbi Creek Road, and Mingara Drive

- Wyong Road (east-west)
 - The eastern approach provides a single short left-turn lane, two (2) through lanes, and a single short right-turn lane.
 - The western approach provides a through lane where left turns can be made, two (2) through lanes, and a single short right-turn lane.
- Tumbi Creek Road (north)
 - The northern approach provides, two (2) short left-turn lanes, a single short through lane, and a right-turn lane.
- Mingara Drive (south)
 - The southern approach provides a single short left-turn lane, a single short through lane, and two (2) right-turn lanes.

6.2.4 Wyong Road, Tumbi Road, and Watson Avenue Intersection

It can be seen from **Figure 10** that this intersection is a four-legged signalised intersection. The main attributes of each approach are outlined as follows:



Figure 10: Intersection of Wyong Road, Tumbi Road, and Watson Avenue

- Wyong Road (east-west)
 - The eastern approach provides a through lane where left-turns can be made, a single through lane, and a single short right-turn lane.
 - The western approach provides a through lane where left turns can be made, a single through lane, and two (2) right-turn lanes.
- Tumbi Road (south)
 - The southern approach provides two (2) left-turn lanes and a short right-turn lane where through movements are also permitted onto Watson Avenue.
- Watson Avenue (north)
 - The northern approach provides a single left-turn lane and a single right-turn lane restricted for buses.

6.2.5 Mingara Drive, Hansens Road, and Site Access Intersection

It can be seen from **Figure 11** that this intersection is a three-legged roundabout. The main attributes of each approach are outlined as follows:



Figure 11: Intersection of Mingara Drive, Hansens Road, and Site Access

- Mingara Drive (east)
 - The eastern approach provides a single lane permitting all movements.
- Hansens Road (south)
 - The southern approach provides a single lane permitting all movements.
- Site Access (west)
 - The western approach provides a single lane permitting all movements.

6.2.6 Internal Roundabout Intersection

It can be seen from **Figure 12** that this intersection is a four-legged roundabout. The main attributes of each approach are outlined as follows:



Figure 12: Internal Site Intersection

- Internal Roads
- All approaches provide a single lane permitting all movements.

6.2.7 Wyong Road and Site Access Intersection

It can be seen from **Figure 13** that this intersection is a three-legged priority-controlled intersection, with Wyong Road the major leg. The main attributes of each approach are outlined as follows:



Figure 13: Intersection of Wyong Road and Site Access

- Wyong Road (north-south)
 - The northern approach provides two (2) through lanes.
 - The southern approach provides two (2) through lanes and a single short left-turn lane.
- Site Access (west)
 - The western approach provides a single left-turn with a short acceleration lane. Right turn movements onto Wyong Road are not permitted.

6.3 Existing Intersection Volumes

6.3.1 Peak Hour Volumes

Intersection surveys were conducted at seven (7) key intersections surrounding the site on Thursday 30th November and Saturday 2nd December 2023. The survey data is presented in **Appendix B**. Traffic volume data was obtained regarding the existing peak hour conditions in the morning peak (7:45-8:45am), evening peak (3:15-4:15pm), as well as the Saturday peak hour (11-12pm). The total traffic volumes through each key intersection in the critical AM peak, PM peak and Saturday peak hours are summarised below.

- Wyong Road and Pindarri Avenue
 - 3,369 vehicles in the AM peak hour;
 - 3,823 vehicles in the PM peak hour; and
 - 3,114 vehicles in the Saturday peak hour.
- Wyong Road and Beckingham Road
 - 2,953 vehicles in the AM peak hour;
 - 3,805 vehicles in the PM peak hour; and
 - 3,150 vehicles in the Saturday peak hour.
- Wyong Road, Tumbi Creek Road, and Mingara Drive
 - 4,375 vehicles in the AM peak hour;
 - 5,207 vehicles in the PM peak hour; and
 - 4,513 vehicles in the Saturday peak hour.
- Wyong Road, Tumbi Road, and Watsons Avenue
 - 3,736 vehicles in the AM peak hour;
 - 4,486 vehicles in the PM peak hour; and
 - 3,855 vehicles in the Saturday peak hour.
- Mingara Drive, Hansens Road, and Site Access
 - 880 vehicles in the AM peak hour;
 - 982 vehicles in the PM peak hour; and
 - 719 vehicles in the Saturday peak hour.

➤ Internal Roundabout Intersection

- 293 vehicles in the AM peak hour;
- 535 vehicles in the PM peak hour; and
- 522 vehicles in the Saturday peak hour.

➤ Wyong Road and Site Access

- 3,041 vehicles in the AM peak hour;
- 3,612 vehicles in the PM peak hour; and
- 3,046 vehicles in the Saturday peak hour.

6.3.2 Daily Volumes (Public Intersections)

No recent TfNSW traffic volume counters are available in the vicinity of the site and the intersection surveys were conducted for the critical morning and evening peak periods only. It should be noted that in accordance with *Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management*, peak hour volumes are approximately 8 to 10% of the Average Annual Daily Traffic (AADT) for urban situations. Therefore, the following daily volumes (estimates) can be derived from the peak hour (greater of AM and PM volumes) surveys:

➤ Wyong Road and Pindarri Avenue	38,230 to 47,788 vehicles/day
➤ Wyong Road and Beckingham Road	38,050 to 47,563 vehicles/day
➤ Wyong Road, Tumbi Creek Road, and Mingara Drive	52,070 to 65,087 vehicles/day
➤ Wyong Road, Tumbi Road, and Watsons Avenue	44,860 to 56,075 vehicles/day
➤ Mingara Drive, Hansens Road, and Site Access	9,820 to 12,275 vehicles/day

It is noteworthy that daily traffic volumes are not a relevant consideration for the assessment of the traffic network, which is based on intersection performance during peak (hourly) periods.

6.4 Public Transport

The subject site is within optimal walking distance (400 metres) of several bus stops operating along Wyong Road, Mingara Drive, and Tumbi Creek Road. These bus services are presented in **Figure 14**, with the service frequencies outlined in **Table 5**.

Table 5: Bus Routes and Service Frequencies

Bus No.	Bus Route	Service Frequency	
		Weekdays	Weekends
14X	The Entrance to Tuggerah	Every 15-20 minutes	-
15	Bay Village to Tuggerah	Limited Services	Limited Services
25	The Entrance to Wyong	Every 40 minutes	Every 60 minutes
16	The Entrance to Wyong	Limited Services	Limited Services
19	Wyong to Gosford	Every 60 minutes	Every 60 minutes
26	The Entrance to Wyong	Every 20-30 minutes	Every 60 minutes
24	The Entrance to Wyong	Limited Services	Limited Services
45	Mingara to Bay Village via Bateau Bay West	Limited Services	-
48	Bay Village to Tumbi Umbi (Loop Service)	Limited Services	Limited Services

6.5 Pedestrian and Cycling Facilities

The subject site is presently accessible by pedestrian and cycling facilities. Paved pedestrian footpaths are provided along each frontage, including Wyong Road and Mingara Drive. The majority of intersections provide pedestrian kerb ramps and controlled crossings are provided at the signalised intersections of Wyong Road / Mingara Drive / Tumbi Creek Road and Wyong Road / Tumbi Road / Watson Avenue. Pedestrian refuge islands are provided along critical pedestrian desire lines at roundabout intersections.

Bicycle facilities are also provided in the surrounding area, with several on-road and off-road bicycle routes available in the locality. These cycleways can be used in conjunction with one another in order to provide connections to the wider bicycle network throughout the Central Coast region. The primary cycleways in the locality are presented in **Figure 15**.

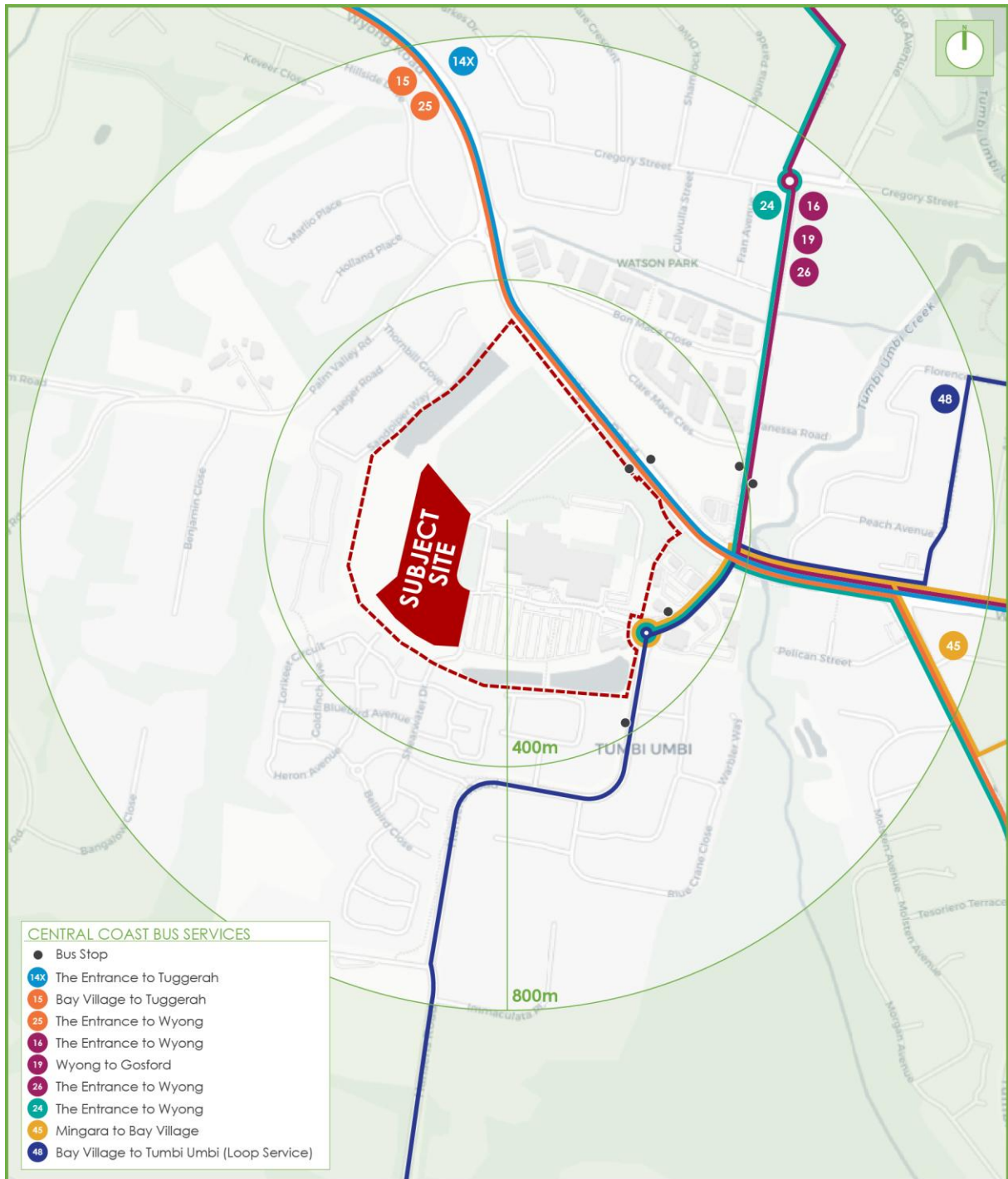


Figure 14: Public Transport

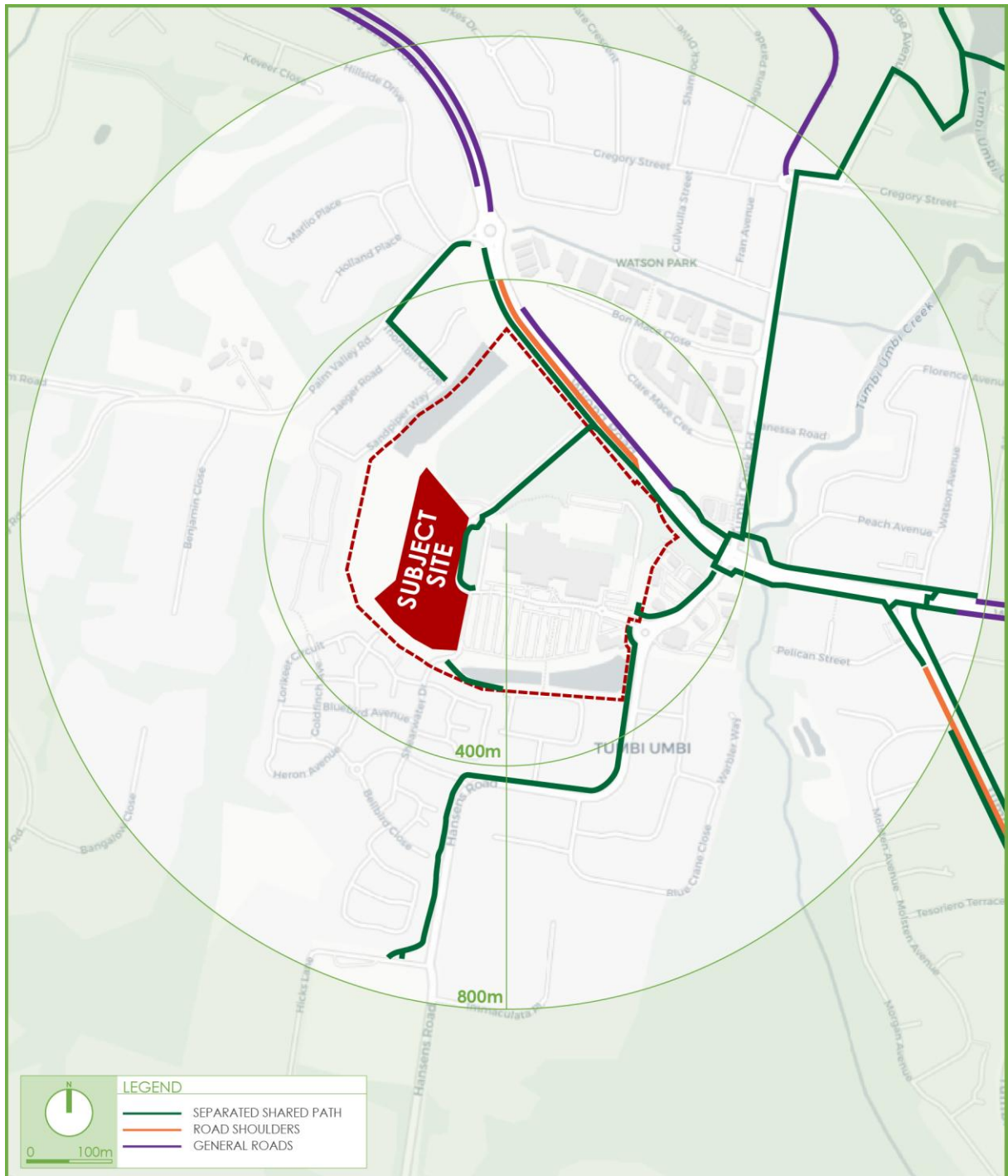


Figure 15: Active Transport

7. DESCRIPTION OF PROPOSED DEVELOPMENT

A detailed description of the proposed development is provided in the Environmental Impact Statement prepared separately. In summary, approval to redevelop the site to accommodate a seniors living development inclusive of the following:

7.1.1 Initial Proposal

- Site establishment works, including minor excavation, tree removal, and earthworks.
- Construction and operation of:
 - Thirteen (13) villa buildings, housing four (4) independent living units in each.
 - Three (3) multi storey independent living unit (ILU) buildings of:
 - Building 1 – undercroft car parking, 5 levels of 2-bed and 3-bed ILUs
 - Building 3 - undercroft car parking, 6 levels of 2-bed and 3-bed ILUs
 - Building 4 - undercroft car parking, 5 levels of 2-bed and 3-bed ILUs
 - One (1) mixed high care and ILU building (Building 2) of:
 - Part undercroft car parking, part communal amenities at ground level with 3 levels of high care suites and 3 levels of ILUs.
 - The building will include communal facilities including a café, residential lounge, multi-function spaces, consultation/therapy rooms, library, and staff/admin areas.
- Provision of 215 independent living units and 36 high care suites, comprising of:
 - 96 x 2-bedroom individual living units
 - 119 x 3-bedroom individual living units
- Total site GFA of 31,617.6m² comprising:
 - Townhouses: 7,223.6m² GFA
 - Building 1: 4,507.5m² GFA
 - Building 2: 5,293.9m² GFA
 - Building 3: 5,468.3m² GFA
 - Building 4: 9,124.6m² GFA

- Vehicle access will be provided via the existing road access from Wyong Road and via Mingara Drive. The site also accommodates a north-south internal shared access road and dedicated porte cochere in front of Building 2.
- Private, passive, and communal open space, landscaping and perimeter and internal pedestrian pathways.
- Subdivision of the land and two stage construction.

7.1.2 Proposed Amendments (RTS Stage)

- Amendments to the athletics loop road to accommodate three (3) bus/coach drop-off/pick-up bays, five (5) accessible parking spaces, two (2) short-term drop-off/pick-up bays, a service bay, and a light vehicle turning head to service the athletics track.
- Amendments to private internal roadways to accommodate the below:
 - Ambulance access to all Individual Living Units, as well as appropriate turning areas
 - Remove conflicting landscaping
 - Sufficient passing opportunities for residents' vehicles

7.1.3 Proposed Temporary Display Suite

- Construction of Temporary Display Suite.
- Construction of four (4) parking spaces.
- Maximum of two (2) staff and visitors by appointment only.
- 7 days a week between 9:00am and 4:00pm.
- Access will be provided from the existing internal road within the club precinct.

The parking and traffic impacts arising from the development in its entirety are discussed in **Section 8** and **Section 9**. Reference should be made to the architectural plans submitted separately to the Department of Planning and Environment which are presented at reduced scale in **Appendix C**.

8. PARKING REQUIREMENTS

8.1 Car Parking

8.1.1 Independent Living Units

The State Environmental Planning Policy (Housing) 2021, Part 5, Division 7, Clause 108 (k) provides parking requirements for independent living units (ILU) developments by non-social-housing providers. Car parking is to be provided at a rate of at least 0.5 parking spaces for each bedroom. It is noted that Division 7 are non-discretionary development standards, that if complied with, prevent the consent authority from requiring more onerous standards for the matters. It is also important to note that ILU developments are not required to provide caravan parking, boat parking, or visitors parking under the controls of the SEPP.

Application of the above rate to the proposed 549 ILUs bedrooms results in a minimum requirement for 275 car parking spaces. In response, the proposed development provides a total of 301 ILU parking spaces in accordance with the SEPP.

8.1.2 Residential Care Units

The State Environmental Planning Policy (Housing) 2021, Part 5, Division 7, Clause 107 (h) and (i) provide parking requirements for residential care units (RCU). Car parking is to be provided at a rate of at least 1 parking space for every 15 beds and at least 1 parking space for every 2 employees who are on duty at the same time. It is noted that Division 7 are non-discretionary development standards, that if complied with, prevent the consent authority from requiring more onerous standards for the matters.

Application of the above rate to the proposed 39 RCU and 10 employees (on-site at any given time) results in a minimum requirement for three (3) residential care spaces and five (5) employee parking spaces. In response, the proposed development provides a total of eight (8) parking spaces in accordance with the SEPP.

8.1.3 Temporary Display Suite

The Central Coast Council Development Control Plan does not provide parking requirements for temporary display suite developments. As a result, and given the specific nature of this development, it has been deemed appropriate to assess parking requirements using a 'first principles' approach.

Operational data provided by Pariter Pty Ltd informs that there will be maximum two (2) staff members at any time. Also, as viewings are conducted via appointment, there will only be a maximum of two (2) potential purchasers at any time. Assuming all staff and visitors arriving via private vehicles, parking requirements can be summarised as follows;

- 2 x staff parking spaces; and
- 2 x visitor parking spaces.

That is, a car parking demand of four (4) car parking spaces. In response, the proposed development provides a total of four (4) car parking spaces, comprising two (2) staff spaces, two (2) visitors spaces, including two (2) accessible spaces. Therefore, the proposed car parking arrangement would satisfy the parking demands of the proposed development and is considered supportable.

If the display suite does experience a 'walk-in' visitor and all display suite parking spaces are occupied, there is ample parking within the main car park to accommodate these limited demands.

Accessible Parking

8.2.1 Independent Living Units

The State Environmental Planning Policy (Housing) 2021, Schedule 4, Part 1 provides accessible parking requirements for ILU. Specifically, Part 1 states the following:

- (1) If parking spaces attached to or integrated with a class 1 building under the Building Code of Australia are provided for use by occupants who are seniors or people with a disability, at least 1 parking space must—*
 - (a) be at least 3.2m wide, and*
 - (b) be at least 2.5m high, and*
 - (c) have a level surface with a maximum gradient of 1:40 in any direction, and*
 - (d) be capable of being widened to 3.8m without requiring structural modifications to a building.*
- (2) If parking spaces associated with a class 1, 2 or 3 building under the Building Code of Australia are provided in a common area for use by occupants who are seniors or people with a disability, the following applies—*
 - (a) for a parking space not in a group—the parking space must comply with AS/NZS 2890.6,*
 - (b) for a group of 2–7 parking spaces—*
 - (i) at least 1 of the parking spaces must comply with AS/NZS 2890.6, and*
 - (ii) 50% of the parking spaces must—*
 - (A) comply with AS/NZS 2890.6, or*
 - (B) be at least 3.2m wide and have a level surface with a maximum gradient of 1:40 in any direction,*
 - (c) for a group of 8 or more parking spaces—*
 - (i) at least 15% of the parking spaces must comply with AS/NZS 2890.6, and*
 - (ii) at least 50% of the parking spaces must—*
 - (A) comply with AS/NZS 2890.6, or*

(B) be at least 3.2m wide and have a level surface with a maximum gradient of 1:40 in any direction.

- (3) To avoid doubt, a parking space that complies with AS/NZS 2890.6 is only counted toward 1 of the requirements in subsection (2)(b)(i) or (ii) or (c)(i) or (ii).
- (4) At least 5% of any visitor parking spaces must comply with AS/NZS 2890.6.
- (5) A parking space required by this section to comply with AS/NZS 2890.6, other than a visitor parking space, is not required to include the international symbol of access.
- (6) If multiple parking spaces are accessible by a common access point, the access point must be secured by a power-operated garage door, vehicle gate, vehicle barrier or similar device.
- (7) A parking space, other than a parking space under subsection (6), must be—
 - (a) secured by a power-operated door, or
 - (b) capable of accommodating the installation of a power-operated door, including by having—
 - (i) access to a power point, and
 - (ii) an area for motor or control rods for a power-operated door.
- (8) A requirement in this section for a parking space to comply with AS/NZS 2890.6 extends to the associated shared area within the meaning of AS/NZS 2890.6.
- (9) In this section, a parking space is in a **common area** if it is not attached to or integrated with a hostel or independent living unit.

In response, the proposed development provides the following accessible car parking spaces:

- Within Building 1, 2, 3, 4
 - 31 x AS2890.6 accessible parking spaces;
 - 102 x accessible parking spaces at 3.2m width;
- 52 x at-grade parking spaces outside of the Villas; and
- 52 x 3.2m wide enclosed garages.

As such, the accessible parking provided for the ILUs is in compliance with the State Environmental Planning Policy (Housing) 2021 accessible parking requirements. Reference is made to the accessibility consultant's report for more information.

8.2.2 Residential Care Units

The Building Code of Australia (BCA) requires Class 5, 7, 8 or 9c buildings to provide 1 accessible parking space for every 100 car parking space or part thereof. Application of this rate to the eight (8) RCU spaces, requires the development to provide a single accessible space. In response, the proposed development provides a single space in accordance with the BCA.

Reference should be made to the Accessible Consultant's report for further details.

8.3 Passenger Drop-off / Pick-up

Whilst not required under the State Environmental Planning Policy (Housing) 2021 or Central Coast Council Development Control Plan 2022, the proposed development provides a dedicated passenger drop-off and pick-up porte cochere adjacent to the main entrance. This area will be utilised by taxis, ride share, and visitors for short term passenger drop-off / pick-up.

8.4 Motorcycle Parking

The State Environmental Planning Policy (Housing) 2021 does not require ILU or RCU to provide motorcycle parking. As such, no motorcycle parking spaces are proposed in the subject development.

8.5 Bicycle Parking

The State Environmental Planning Policy (Housing) 2021 does not require ILU or RCU to provide bicycle parking. Nevertheless, the Central Coast Council Development Control Plan 2022 has been adopted to provide bicycle parking. The DCP provides bicycle parking rates for residential care facilities as per the rates below:

- 1 space per 60 beds (short stay - visitors).
- 1 space per 30 beds (long stay – staff).

The application of the above rates on the proposed 39 bed facility required to provide a total of two (2) bicycle parking spaces, comprising one (1) visitor and one (1) staff space. In response, the proposed development provides two (2) visitor spaces and sufficient space for a single staff space in compliance with Council's DCP.

8.6 End of Trip Facilities

The proposed development provides end-of-trip facilities for staff within Building 2 including a shower and lockers. The proposal is considered appropriate given the development is only required to provide a single staff bicycle space under Council's DCP.

8.7 Servicing

The proposed development provides an at-grade service bay north of Building 2. The bay can accommodate vehicles up to a 12.5m heavy rigid vehicle (HRV), and TRAFFIX has been advised by the applicant that a single service bay is sufficient to service the proposed development. Accordingly, a site-specific Loading Dock Management Plan can be prepared prior to occupation of the proposed development, subject to a suitable condition of consent. The LDMP would address matters such as:

- Details of all delivery and servicing activities to be carried out for all uses on-site;
- Details of vehicle types required to conduct expected activities;
- Details of frequency of vehicles accessing the dock; and
- Management duties and responsibilities.

It is noted that the service bay may also accommodate Council's waste vehicles, and that this shared use can be satisfactorily managed by the facility.

8.8 Waste Collection

The proposed development provides an at-grade service bay north of Building 2 that can accommodate Council's 12.5m HRV waste vehicle. Bins from the ILUs will be transferred to the temporary waste storage room by the site waste caretaker for collection. Bins will then be transferred from the room to the back of the waste vehicle for collection. It is important to note that waste vehicles will not require access to the rest of the site.

With respect to Villa waste collection, bins are stored on designated waste pads located outside the villas. A bin tug then collects the bins from these pads and transports them to the B2 waste storage area. From there, a 12.5-metre waste truck collects the waste. It is emphasised that waste collection is anticipated to be scheduled outside peak periods, noting that other large vehicles would be infrequent (removalist vehicles) or have priority access (emergency vehicles).

Reference should be made to the Waste Consultant's report for more details regarding on-site waste collections.

8.9 Ambulance

The State Environmental Planning Policy (Housing) 2021, Part 5, Division 7, Clause 107 (j) provides ambulance requirements for RCU. At least 1 ambulance parking space is required under the SEPP. In response, the proposed development provides a dedicated ambulance parking space on the ground floor, east of Building 2.

Additionally, turning areas have been provided at dead-end roads to allow ambulances to turn around and exit in a forward direction. Reference should be made to the ambulance swept paths provided in **Appendix D**.

8.10 Courtesy Bus

The proposed development will facilitate an on-site courtesy bus service for residents in accordance with Clause 93 of the Housing SEPP. The bus will accommodate approximately 11 passengers (Toyota Hiace Coaster etc.), provide multiple services throughout the day and will pick-up and drop-off residents from the entrance of Building 2. The bus will be stored overnight in a dedicated parking space under Building 1.

8.11 Athletics Track Parking

8.11.1 Parking Requirements

The existing athletics track overflow parking area that is located on the proposed retirement living site will need to be relocated to satisfy the requirements of DA/420/98. Specifically, Condition 8 of the Notice of Determination requires the Mingara Recreation Club to provide

the athletics track a total of 300 parking spaces, comprising 150 all-weather car parking spaces and 150 grassed overflow parking spaces which are to accommodate the approved maximum 1,000 attendees.

In order to determine if the existing on-site car parking can accommodate the relocation of the existing athletics track parking, the following documents were reviewed by TRAFFIX:

- Notice of Determination DA/420/98, dated 9 March 2000;
- Hotel Traffic and Parking Assessment prepared by Intersect Traffic, dated 14 March 2022;
- ELC Traffic Assessment prepared by SECA Solution, dated 6 September 2023.

The following is noteworthy and has been utilised in the below parking assessment:

- The Mingara Recreational Club car parking will accommodate current parking needs from the existing club (all uses, including fitness and aquatic facilities), the approved hotel (under construction), proposed early learning centre (under assessment), and the existing athletics track.
- The club currently provides approximately 791 parking spaces;
- The hotel will provide 11 additional parking spaces as per DA plans;
- The ELC provides no additional parking spaces;
- The ELC works remove 20 parking spaces as per DA traffic report;
- Post ELC construction a total of 782 parking spaces are available;
- The existing club has a demand for 359 parking spaces between 6-7pm on a Friday;
- The hotel has a demand for 92 parking spaces based on DCP requirements. This is considered highly conservative and assumes 100% room occupancy, 100% private vehicle usage, and no room sharing (family with multiple rooms etc.);
- The ELC has a demand for 46 parking spaces based on DCP requirements;
- The athletics track has a demand for 300 parking spaces based on Conditions of Consent;
- The peak concurrent parking demand peaks between 6pm and 7pm; and
- The hotel, ELC and Athletic parking demands between 6pm and 7pm are considered conservative assessments.

TRAFFIX has reviewed the above information, and the worse-case cumulative peak lies between 6pm and 7pm. It is reiterated that the below assessment is considered highly conservative, and this is discussed in further detail below. A summary of the above assumptions is provided in **Table 6** below:

Table 6: Peak Parking Demands (6pm-7pm)

Land Use	Parking Location	Parking Demand	Spaces Provided
Existing Club	Mingara Recreation Club	359 ^[1]	791
Approved Hotel	Mingara Recreation Club and Hotel	92 ^[2]	11
Proposed ELC	Mingara Recreation Club	27 ^[3]	-20
Existing Athletics Track	Mingara Recreation Club	300 ^[4]	0
SUM		778	782

[1] Club Parking Demands between 6-7pm. Derived from Hotel DA Report.

[2] Considered conservative and is based on DCP requirements. Assumes 100% room occupancy.

[3] Assumes ELC closes at 6pm and 27 staff parking spaces are utilised.

[4] 150 all-weather and 150 grassed overflow spaces as required under DA/420/98.

It is evident from Table 4 that there will be a total demand for 778 parking spaces (worst case scenario) between 6pm and 7pm. It is noted that the club parking demands peak at 7:30pm, however, the ELC parking demands will likely be zero at this time, therefore the peak cumulative demand peaks before 7:30pm.

The development, post ELC construction (subject to approval) will provide a total of 782 parking spaces, four (4) spaces above the expected demand of 778 parking spaces. The hotel, ELC, and athletics track parking demands are considered highly conservative estimates, noting the following:

- The DCP hotel rate assumes 100% room occupancy, 100% car drivers and no multi-room usage, and that all visitors will be within the hotel between 6pm and 7pm;
- The majority of ELC staff will have left before 6pm, and that only a handful of staff will be on-site between 6pm and 7pm to mind children that are picked-up late;
- Carnival days, which are considered the largest events, generally run between 8am and 12pm on Saturdays only, and do not coincide with the Club's parking peaks (Friday and Saturday nights);

- General track hours are 3:30pm to 7:30pm Tuesday to Thursday, which do not coincide with the Club's parking peaks (Friday and Saturday nights);
- The majority of events held at the athletics track are local school events, where students generally to arrive to site via buses/coaches, supplied by the schools;
- High school events generally do not attract significant numbers of spectators (parents etc.);
- School events typically finish before 3pm, and do not coincide with the Club's parking peaks (Friday and Saturday nights); and
- An Event Traffic Management Plan has been developed in consultation with the Club to manage car parking, including all weather car parking and the 150 overflow car parking spaces.

Figure 16 shows the pedestrian routes between on-site car parking spaces (including overflow areas) and the athletics track entrance gate. Pedestrians can utilise new and existing off-road pedestrian paths to access the track in a safe manner.

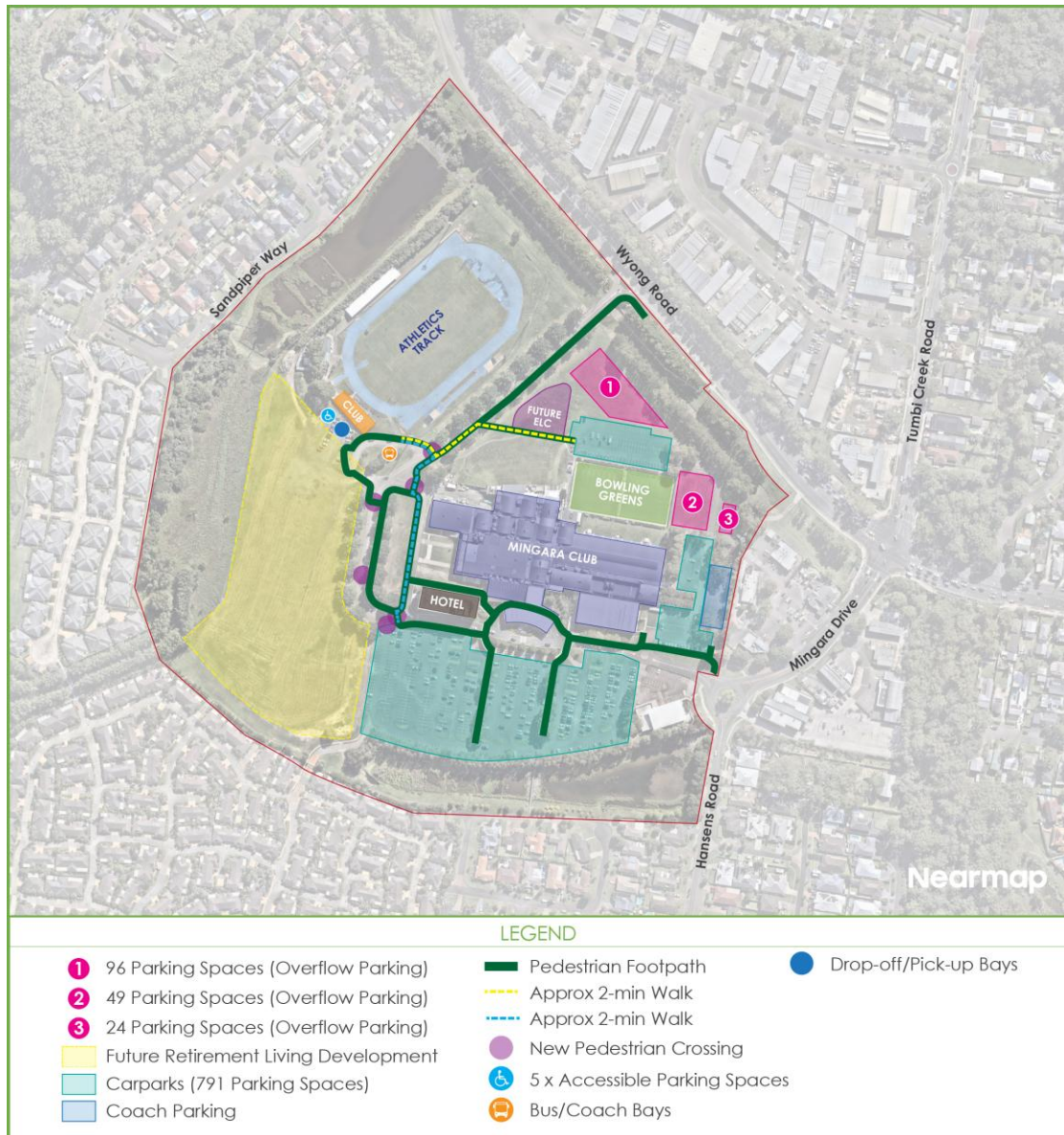


Figure 16: Walking Routes from Parking Areas to Track

In summary, there is sufficient existing on-site car parking to accommodate the 150 overflow spaces removed by the proposed development. It is reiterated that the above assessment is considered a 'worse-case' scenario and highly conservative.

8.11.2 Proposed Amendments (RTS Stage)

As part of the RTS stage, amendments to the athletics loop road have been undertaken to better accommodate bus/coach drop-off/pick-up at the entrance of the athletics track.

Reference should be made to the swept paths provided in **Appendix D**. Five (5) accessible parking spaces and two (2) short-term drop-off/pick-up spaces have also been provided adjacent to the athletics track club to service the athletics track.

8.11.3 Traffic Management

TRAFFIX has prepared an Event traffic Management Plan (submitted separately) for typical events undertaken at the athletics track by Mingara Recreation Club, including general track events, school athletics carnivals, and carnival days. The report does not address one-off major events such as the "Christmas Under The Stars", which involves significant stakeholder consultation and external approval. Any major event would be subject to a separate event specific management plan, prepared in accordance with relevant guidelines. The ETMP outlines the following safety and management arrangements for typical events:

- Scope and objectives of the ETMP;
- Description of typical events and traffic management measures required;
- Traffic Guidance Schemes;
- Coach/bus arrival management;
- Vehicle routes;
- Safe pedestrian access
- Overflow car parking areas and management; and
- Emergency vehicle access.

The implementation of the above ETMP assists with the parking and traffic demands associated with typical athletic track events within the precinct.

8.12 Farmers Markets

It is noted that the Club was granted approval (DA/189/2022) for temporary bi-monthly farmers markets in September 2022. It is understood that the club no longer hosts these markets, and they have been cancelled.

9. TRAFFIC AND TRANSPORT IMPACTS

9.1 Existing Trip Generation

The subject site is currently unoccupied and is solely used for overflow parking for sporting events at the Mingara Regional Athletics Centre. As such, the site does not currently generate any traffic.

9.2 Development Trip Generation

9.2.1 Independent Living Units

The Transport for NSW Technical Direction (TDT 2013/04a) provides updated traffic generation rates for a number of land uses, including seniors living developments. Specifically, Appendix C2 provides AM network peak, PM network peak and Saturday traffic generation rates for a number of seniors living developments within the Sydney Metropolitan Area and Non-Metropolitan Areas.

It is noted that three (3) facilities within the Non-Metropolitan Area are located near the subject site at Bonnells Bay, Wamberal, and Kincumber. The average of these three (3) facilities has been adopted for this assessment with the following rates applicable:

- AM Peak No rate. AM site peak does not coincide with network AM peak
- PM Peak 0.26 vehicle trips per dwelling (Average of 3 x Non-Metropolitan sites)
- Weekend Peak 0.22 vehicle trips per dwelling (Average of 3 x Non-Metropolitan sites)
- Daily 2.47 vehicle trips per dwelling (Average of 3 x Non-Metropolitan sites)

Application of this rate to the proposed 215 ILU dwellings results in the following:

- No vehicle trips in AM network peak period as per TDT 2013/04a;
- 57 vehicle trips per hour during the PM peak period (46 in, 11 out);
- 48 vehicle trips per hour during the weekend peak period (24 in, 24 out); and
- 540 vehicle trips per day (270 in, 270 out).

It should be noted that the ancillary internal services such as cafe, function rooms etc. are included in the above traffic generation rates.

9.2.2 Residential Care Units

The TfNSW Guide to Traffic Generating Developments (2002) and Technical Direction TDT 2013/04a (2013) do not provide traffic generation rates for RCU. In this regard, a "first principles" approach derived from the expected travel characteristics and operational details for the development is considered more appropriate for establishing vehicle trips. In order to determine the vehicle trips associated with the RCU, the following aspects have been utilised:

- Number of RCU staff on-site at any given time;
- Staff start / finish times;
- Staff travel modes;
- Visitor rates per room; and
- Likely visitor hours.

It is assumed that staff will arrive to site during the weekday AM peak and leave during the PM peak with 100% car usage (conservative estimate). It is also assumed that 20% of rooms will have visitors arrive or depart during the weekday PM peak and weekend peak.

Taking into consideration the above assumptions, the following RCU traffic generation is as follows:

- 15 vehicle trips per hour during the AM peak period (15 in, 0 out);
- 31 vehicle trips per hour during the PM peak period (8 in, 23 out);
- 16 vehicle trips per hour during the weekend peak period (8 in, 8 out); and
- 158 vehicle trips per day (79 in, 79 out).

9.2.3 Temporary Display Suite

The Transport for NSW Guide to Transport Impact Assessment (2024) does not specify trip rates for display suites, therefore, a 'first principles' approach has been used to assess the potential impacts of the proposed development.

Assuming that all staff and visitors arrive or leave the site during the AM and PM peak periods and appointments with visitors are booked every hour between 9:00am and 4:00pm, this results in the following vehicle trips:

- 4 vehicle trips during the AM peak period (4 in, 0 out);
- 4 vehicle trips during the PM peak period (0 in, 4 out);
- 4 vehicle trips during the weekend peak period (0 in, 4 out); and
- 32 vehicle trips per day (16 in, 16 out).

9.2.4 Combined Traffic Generation

The combined generation of the residential and non-residential components can be summarised as follows, noting that once the development is in full operation, the display suite component will not generate any traffic:

- +15 vehicle trips per hour during the AM peak period (+15 in, 0 out);
- +88 vehicle trips per hour during the PM peak period (+54 in, +34 out);
- +64 vehicle trips per hour during the weekend peak period (+32 in, +32 out); and
- +698 vehicle trips per day (+349 in, +349 out).

9.2.5 Combined Traffic Impacts

It is noteworthy, the combined traffic generated by the development in the AM and PM peak will have minimal traffic impacts on the wider road network and particularly on the proposed access to the site, utilising the existing Mingara Recreation Club accesses, off Mingara Drive and Wyong Road.

9.3 Intersection Performance

9.3.1 Traffic Surveys

For the purposes of assessing the traffic impacts of this development, surveys were undertaken of the most critical intersections within proximity of the site. These surveys were performed during the network peak periods between 7:00am to 10:00am and 3:00pm to 6:00pm on Thursday 30th November and between 11:00am to 1:00pm on Saturday 2nd December 2023.

The location and times of the traffic surveys were endorsed by TfNSW prior to commencement. The following key intersections were surveyed:

- Wyong Road and Pindarri Avenue;
- Wyong Road and Beckingham Road;
- Wyong Road, Tumbi Creek Road, and Mingara Drive;
- Wyong Road, Tumbi Road, and Watsons Avenue;
- Mingara Drive, Hansens Road and Mingara Recreation Club Access;
- Internal Roundabout Intersection; and
- Wyong Road and Site Access.

9.3.2 SCATS Data

In addition to the above surveys, TRAFFIX obtained SCATS signal data for the two (2) signalised intersections to address TfNSW's request. Noting the use of variable phasing at the intersections, TRAFFIX reviewed the cycle times and phase frequencies to adjust the SIDRA model. **Table 7** below outlines the phases during the count days and the phase frequencies.

Table 7: SCATS Data Summary

Site	Phase	No. Phases in 15min Period				Adopted Phase Frequency
Wyong Road, Tumbi Creek Road and Mingara Drive TCS 3732	Weekday AM	7:45:00 AM	8:00:00 AM	8:15:00 AM	8:30:00 AM	%
	A	7	6	7	7	100
	D	7	7	7	6	100
	E	7	7	7	7	100
	G	7	7	7	7	100
	Weekday PM	3:15:00 PM	3:30:00 PM	3:45:00 PM	4:00:00 PM	%
	A	7	6	6	6	90
	D	7	7	7	7	100
	E	7	7	7	7	100
	G	7	7	7	7	100
	Sat	11:00:00 AM	11:15:00 AM	11:30:00 AM	11:45:00 AM	%
	A	7	7	7	7	90

Site	Phase	No. Phases in 15min Period				Adopted Phase Frequency
	D	7	8	7	8	100
	E	7	7	7	8	100
	G	8	7	8	7	100
Wyong Road, Tumbi Road and Watsons Avenue TCS 4619	Weekday AM	7:45:00 AM	8:00:00 AM	8:15:00 AM	8:30:00 AM	%
	A	6	7	7	7	100
	B	3	3	6	5	60
	D	0	0	0	0	0
	E	7	7	7	7	100
	F (F+F1)*	7	7	7	6	100
	Weekday PM	3:15:00 PM	3:30:00 PM	3:45:00 PM	4:00:00 PM	%
	A	6	6	6	6	90
	B	7	4	4	7	80
	D	0	1	1	0	7
	E	7	7	5	6	90
	F (F+F1)*	7	7	7	6	100
	Sat	11:00:00 AM	11:15:00 AM	11:30:00 AM	11:45:00 AM	%
	A	8	7	8	7	100
	B	5	5	4	5	60
	D	0	0	0	0	0
	E	6	6	6	8	90
	F (F+F1)*	8	7	7	8	100

*Video footage demonstrated that Phase F had a phase frequency of 50% and Phase F1 had a phase frequency of 100%.

9.3.3 Traffic Distribution

The following assumptions have been adopted for the purposes of this assessment in relation to the distribution of traffic onto the external road network:

- Turning restrictions within the existing road network/access driveways;
- Convenient connections to/from arterial roads;
- Location of existing access entry and exit points;

- 70% of ILU residents will arrive/depart via the west;
- 30% of ILU residents will arrive/depart via the east;
- 50% of RCU staff will arrive/depart via the west;
- 50% of RCU staff will arrive/depart via the east;
- 50% of RCU visitors will arrive/depart via the west;
- 50% of RCU visitors will arrive/depart via the east; and
- All westbound trips to the development will be via the Wyong Road access road.

The above assumptions form the basis of the traffic flow diagrams presented in **Figure 17, 18** and **19** below.

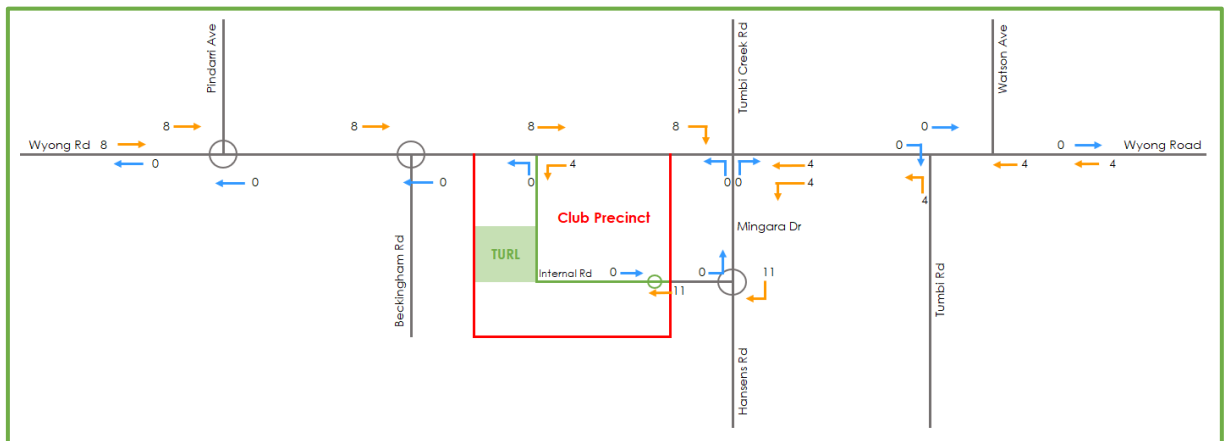


Figure 17: AM Net Traffic Trips

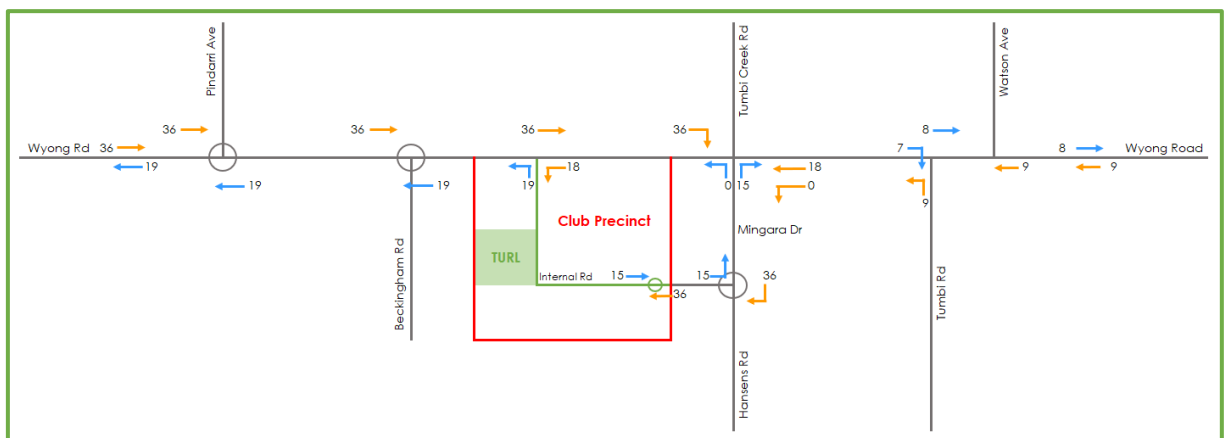


Figure 18: PM Net Traffic Trips

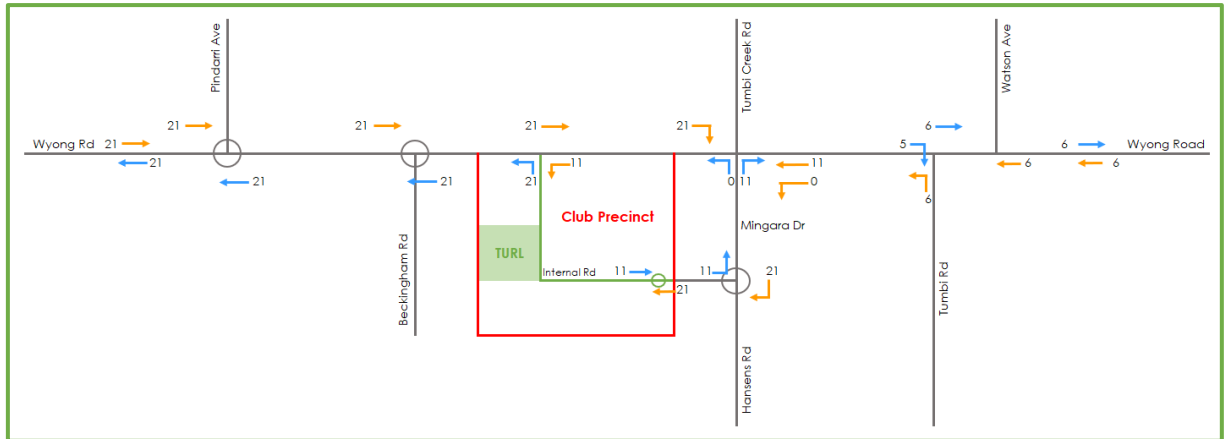


Figure 19: SAT Net Traffic Trips

9.3.4 Nearby Approved Developments

In order to assess the cumulative impacts of nearby approved developments, the DA traffic reports/Council's Assessment Reports of the following developments were scrutinised. It should be noted that the SEARs states that only approved developments should be assessed in the scenarios detailed above, however, the proposed Early Learning Centre (ELC) has also been assessed.

- | | |
|--------------------------------------|---------------------------------|
| ➤ Mingara Recreation Club Hotel | (DA/935/2022) |
| ➤ Mingara Recreation Club ELC | (Under Assessment) |
| ➤ 4/10 Bon-Mace Close, Berkeley Vale | (DA/785/2020) |
| ➤ 10 Corella Close, Berkeley Vale | (DA/887/2023 and DA/887/2023/A) |
| ➤ 22 Adelaide Street, Killarney Vale | (DA/1135/2019) |
| ➤ 19 Bias Avenue, Bateau Bay | (DA/882/2021 and DA/882/2021/A) |

The following is noteworthy regarding the above approved developments.

- | | |
|---------------------------------|---|
| ➤ Mingara Recreation Club Hotel | Construction recently completed. Included in cumulative assessment. |
| ➤ Mingara Recreation Club ELC | Under Council assessment. Included in cumulative assessment. |

➤ 4/10 Bon-Mace Close, Berkeley Vale	Already operational. Traffic impacts already captured in intersection traffic counts.
➤ 10 Corella Close, Berkeley Vale	Outside of study area. Not considered a significant development impacting nearby intersections.
➤ 22 Adelaide Street, Killarney Vale	Already operational. Traffic impacts already captured in intersection traffic counts.
➤ 19 Bias Avenue, Bateau Bay	Minor impacts to intersections near subject site.

Noting the above, the traffic volumes from the approved Mingara Club Hotel, proposed ELC and 19 Bias Avenue ILU/RACF has been assessed along Wyong Road, being the likely traffic route for a portion of traffic movements. The traffic generated by the above approved (except ELC), but not yet constructed developments, equates to the following:

➤ Mingara Recreation Club Hotel	35 veh/hr in the PM peak	(28 in, 7 out);
➤ Mingara Recreation Club ELC	90 veh/hr in the AM peak	(45 in, 45 out);
	78 veh/hr in the PM peak	(39 in, 39 out);
➤ 19 Bias Avenue, Bateau Bay	12 veh/hr in the AM peak	(7 in, 5 out); and
	17 veh/hr in the PM peak	(10 in, 7 out).

The assumptions within each traffic report listed above have been adopted in the cumulative modelling scenario for consistency.

9.3.5 Modelling Scenarios

In order to assess the potential traffic impacts of a proposed development, the following scenarios were identified.

- 2023 Base Case (Existing)
- 2023 Base Case plus Development
- 2023 Base Case plus Development plus Nearby Approved Developments
- 2023 Base Case plus 10-year Background Growth plus Development (request by Council)

9.3.6 SIDRA Intersection Analysis

The surveys were analysed using the SIDRA Intersection 9.1 computer program to determine their performance characteristics under existing traffic conditions. The SIDRA model produces a range of outputs, the most useful of which are the Degree of Saturation (DoS) and Average Vehicle Delay per vehicle (AVD). The AVD is in turn related to a level of service (LoS) criteria. These performance measures can be interpreted using the following explanations:

- DoS** the DoS is a measure of the operational performance of individual intersections. As both queue length and delay increase rapidly as DoS approaches 1, it is usual to attempt to keep DoS to less than 0.9. When DoS exceeds 0.9 residual queues can be anticipated, as occurs at many major intersections throughout the metropolitan area during peak periods. In this regard, a practical limit at 1.1 can be assumed. For intersections controlled by roundabout or give way / stop control, satisfactory intersection operation is generally indicated by a DoS of 0.8 or less.
- AVD** the AVD for individual intersections provides a measure of the operational performance of an intersection. In general, levels of acceptability of AVD for individual intersections depend on the time of day (motorists generally accept higher delays during peak commuter periods) and the road system being modelled (motorists are more likely to accept longer delays on side streets than on the main road system).
- LoS** this is a comparative measure which provides an indication of the operating performance of an intersection as shown in **Table 8**.

Table 8: Intersection Performance Indicators (TfNSW)

Level of Service (LoS)	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode
F	More than 70	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode or major treatment.

A summary of the modelled results is provided in **Tables 9 - 12**. Reference should also be made to the SIDRA outputs provided in **Appendix E** which provide detailed results for each movement.

9.3.7 2023 Base Case Scenario

Table 9: 2023 Base Case Scenario

Intersection	Control Type	Period	Degree of Saturation	Intersection Delay	Level of Service	95%ile Queue (m)
Wyong Road and Pindarri Avenue	Roundabout	AM	0.682	13.3	A	51.6
		PM	0.163	14.6	B	6.8
		SAT	0.502	12.3	A	30.9
Wyong Road and Beckingham Road	Roundabout	AM	0.186	13.2	A	5.6
		PM	0.809	12.9	A	79.5
		SAT	0.547	12.2	A	12.2
Wyong Road, Tumbi Creek Road and Mingara Drive	Signalised	AM	0.928	52.8	D	397.8
		PM	0.928	64.8	E	360.7
		SAT	0.911	46.0	D	294.9
Wyong Road, Tumbi Road and Watsons Avenue	Signalised	AM	1.171	162.7	F	827.7
		PM	0.970	41.8	C	357
		SAT	0.857	32.7	C	273.9
Mingara Drive, Hansens Road and Site Access	Roundabout	AM	0.374	10.8	A	18.7
		PM	0.320	11.0	A	14.3
		SAT	0.238	11.0	A	8.9
Internal Roundabout Intersection	Roundabout	AM	0.011	8.9	A	0.4
		PM	0.033	9.4	A	1.1
		SAT	0.058	9.6	A	2.1
Wyong Road and Site Access	Priority	AM	0.014	8.0	A	0
		PM	0.042	7.5	A	0
		SAT	0.026	7.6	A	0

It can be seen from Table 9 that the key intersections in the vicinity of the site currently operate at LoS 'D' or better in the AM and PM peak hour periods, with the exception of Wyong Road/Tumbi Creek Road/Mingara Drive and Wyong Road/Tumbi Road/Watsons Avenue, which operate at a LoS 'E' in the PM peak and LoS 'F' in the AM peak, respectively. These results reflect the SCATS user-given cycle times and phase frequencies requested by TfNSW in the base model and queue length observations along the critical Wyong Road travel route.

9.3.8 2023 Base Case Plus Development Scenario

Table 10: 2023 Base Case Plus Development Scenario

Intersection	Control Type	Period	Degree of Saturation	Intersection Delay	Level of Service	95%ile Queue (m)
Wyong Road and Pindarri Avenue	Roundabout	AM	0.686	13.4	A	52.6
		PM	0.169	14.9	B	7.1
		SAT	0.510	12.3	A	31.7
Wyong Road and Beckingham Road	Roundabout	AM	0.187	13.3	A	5.6
		PM	0.822	13.0	A	83.9
		SAT	0.554	12.2	A	32.2
Wyong Road, Tumby Creek Road and Mingara Drive	Signalised	AM	0.905	50.2	D	366.5
		PM	0.942	66.5	E	364.5
		SAT	0.911	47.0	D	307.6
Wyong Road, Tumby Road and Watsons Avenue	Signalised	AM	1.200	175.5	F	862.3
		PM	0.967	41.0	C	360.5
		SAT	0.882	33.5	C	283.6
Mingara Drive, Hansens Road and Site Access	Roundabout	AM	0.378	10.8	A	19.0
		PM	0.343	11.0	A	15.9
		SAT	0.252	11.0	A	9.5
Internal Roundabout Intersection	Roundabout	AM	0.011	8.9	A	0.4
		PM	0.034	9.5	A	1.1
		SAT	0.058	9.6	A	2.1
Wyong Road and Site Access	Priority	AM	0.014	8.0	A	0
		PM	0.053	7.5	A	0
		SAT	0.038	7.7	A	0

It can be seen from Table 10 that the key intersections in the vicinity of the site will continue to operate at existing levels of service. Most intersections experience small increases in degree of saturation and intersection delays; however, the increases are considered minor, and no concerns are raised in terms of intersection performance.

Based on the above results, no infrastructure upgrades are considered necessary to facilitate the proposed development. These results are expected noting the moderate increase in traffic associated with developments of this nature (senior living), and the distribution of traffic through the local network.

9.3.9 2023 Base Case Plus Development Plus Approved Developments Scenario

Table 11: 2023 Base Case Plus Development Plus Approved Scenario

Intersection	Control Type	Period	Degree of Saturation	Intersection Delay	Level of Service	95%ile Queue (m)
Wyong Road and Pindarri Avenue	Roundabout	AM	0.690	13.4	A	53.5
		PM	0.177	15.3	B	7.5
Wyong Road and Beckingham Road	Roundabout	AM	0.186	13.2	A	5.6
		PM	0.835	13.0	A	88.6
Wyong Road, Tumby Creek Road and Mingara Drive	Signalised	AM	0.933	52.1	D	378.5
		PM	0.950	69.3	E	382.8
Wyong Road, Tumby Road and Watsons Avenue	Signalised	AM	1.112	124.9	F	762.9
		PM	0.981	43.4	D	385.0
Mingara Drive, Hansens Road and Site Access	Roundabout	AM	0.398	10.8	A	20.6
		PM	0.388	11.0	A	19.2
Internal Roundabout Intersection	Roundabout	AM	0.047	8.9	A	1.6
		PM	0.040	9.9	A	1.4
Wyong Road and Site Access	Priority	AM	0.022	8.0	A	0
		PM	0.061	7.6	A	0

It can be seen from Table 11 that the key intersections in the vicinity of the site will continue to operate at existing levels of service, when compared to the '2023 Base Case Plus Development' scenario, with the exception of the Wyong Road / Tumby Road / Watsons Avenue intersection. This intersection will see an increase in average delay (2.4 seconds) and deteriorates from a LoS 'C' to a LoS 'D' in the PM peak only.

Other intersections experience small increases in degree of saturation and intersection delays; however, the increases are considered minor, and no concerns are raised in terms of intersection performance.

Based on the above results, no infrastructure upgrades are considered necessary.

9.3.10 2023 Base Case Plus Background Growth Plus Development

Table 12: 2023 Base Case Plus Background Growth Plus Development Scenario

Intersection	Control Type	Period	Degree of Saturation	Intersection Delay	Level of Service	95%ile Queue
Wyong Road and Pindarri Avenue	Roundabout	AM	0.728	14.6	B	65.9
		PM	0.357	23.1	B	17.0
		SAT	0.554	12.4	A	36.7
Wyong Road and Beckingham Road	Roundabout	AM	0.223	13.4	A	6.8
		PM	0.970	20.5	B	244.7
		SAT	0.651	12.4	A	44.4
Wyong Road, Tumbi Creek Road and Mingara Drive	Signalised	AM	0.953	52.4	D	345.7
		PM	1.200	160.5	F	489.6
		SAT	0.999	70.7	F	396.7
Wyong Road, Tumbi Road and Watsons Avenue	Signalised	AM	1.369	273.3	F	1141.8
		PM	1.103	74.2	F	572.5
		SAT	1.220	123.6	F	708.4
Mingara Drive, Hansens Road and Site Access	Roundabout	AM	0.404	10.8	A	21.5
		PM	0.388	11.0	A	19.5
		SAT	0.279	11.0	A	11.0
Internal Roundabout Intersection	Roundabout	AM	0.013	9.0	A	0.4
		PM	0.045	9.6	A	1.6
		SAT	0.069	9.8	A	2.5
Wyong Road and Site Access	Priority	AM	0.016	8.0	A	0
		PM	0.059	7.9	A	0
		SAT	0.042	7.9	A	0

The '2023 Base Case Plus 10 Year Growth Plus Development' scenario reflects traffic conditions arising from 10 years of 'background' traffic growth at a compounded rate of 1.5% per annum, which is a cumulative increase of 16% on all movements at all intersections. This growth rate scenario was requested by the Central Coast Council in their Pre-DA advice and considers the impacts of sustained growth in the Central Coast area generally, which is a scenario that Council and TfNSW will be required to address in any event (even without the development), in terms of road network performance and required associated infrastructure.

It can be seen from Table 12 that the intersections at Pindarri Avenue, Beckingham Road, Hansens Road and the site access points will continue to operate at LoS 'B' or better with moderate increases to intersection delays.

As expected, the signalised intersections at Mingara Drive and Tumbi Road will operate at a LoS 'D/F'. These intersections are already operating near saturation, and the 16% increase in traffic across all legs significantly impacts their performance. Consideration by TfNSW and Council should be given to infrastructure improvements at these intersections prior to 2033.

With respect to the proposed scheme, there are minor to moderate increases to traffic through these signalised intersections as shown in Figure 17, 18, and 19. In addition, the cumulative traffic growth represented by this scenario already takes account of future development of the subject site, as it does the region generally.

On this basis, the 10-year growth scenario is not considered to be a relevant consideration for a subsequent development application.

9.3.11 Summary

In summary, the '2023 Base Case Plus Development' and '2023 Base Case Plus Development Plus Approved' scenarios demonstrate that the proposed scheme does not have any adverse impacts to key intersections near the site, with all intersections maintaining their levels of services during the weekday and weekend peak periods.

Based on the above results and discussions, no infrastructure upgrades or mitigating measures are considered necessary to facilitate the proposed development.

9.4 TfNSW Post-Submission Comments

A summary of the TfNSW post-submission comments is provided in **Table 13** below.

Table 13: TfNSW Comments

TfNSW Comment	Project Response
95% Percentile Queue should be used instead of average queue	The model and model output has been updated to show the 95 th Percentile Queue.
For existing base model, user-given phase time should be specified for each phase to reflect per SCATS signal data, Optimum cycle time can only be used for future option testing when there is major geometry change to the intersection. If the intersection has variable phases, user-given cycle time should be used for existing base case. If there is no major change to the intersection geometry, user-given cycle time should be used for future year modelling, the cycle time should be consistent with the existing base case, so to let SIDRA decide the optimum phasing split based on future year demand.	SCATS data for the two signalised intersections have been obtained from TfNSW. Noting the intersections has variable phases, user-given cycle times and phase frequencies have been adopted based on the provided SCATS data. Reference should be made to the SCATS data included in Appendix G .
It is noticed there are big (>100veh) traffic demand differences at mid-block for multiple locations, some of them do not have any access roads in between, the mid-block traffic demand should be balanced in that case. Clarifications are needed.	Traffic survey data has been reanalysed and the model updated to ensure traffic demand differences at midblock locations with no access roads, or access driveways to points of interest, are within acceptable levels. It is also noted that <u>additional</u> traffic was added to multiple intersections along Wyong Road to balance midblock flows, as well as provide a more conservative assessment of the key intersections.
Ideally, for existing base model, DOS should be <1, which means the intersection is operating under the capacity.	Review of the survey results, as well as a follow up site inspection, confirm that the two (2) signalised intersections appear to be operating at/overcapacity. The DOS for the existing base model reflects the SCATS Data inputs (requested by TfNSW) and intersection observations.
Traffic survey data analysis should be included in the TIA report for review purpose. Peak hour identification should be clarified in the report.	Traffic survey data for all modelled intersections have been included in the TIA. Reference should be made to the data included in Appendix B .
For any existing base model, queue length calibration is required to ensure base model's quality. Modelled queue length in SIDRA	An onsite inspection was undertaken to gain a better understanding of the peak queue lengths at the key signalised intersection along Wyong Road. The below was

should match with surveyed queue length. Uncalibrated base model is not fit for purpose of any future year modelling.	noted during inspection and the model adjusted accordingly: - The AM peak saw a peak queue length of approximately 790 metres along the eastern approach of the Wyong Road/Tumbi Road intersection. Based on the above observations, the SIDRA model has been adjusted accordingly to more closely represent the existing traffic conditions. An initial queue was included in the AM peak period to better reflect the longer observed queue. - The PM peak saw a peak queue length of approximately 350 metres along the western approach of the Wyong Road/Mingara Drive intersection. The area factor was adjusted in the PM to more closely reflect the existing operation of the key intersection.
95% percentile Queue should be included in the modelling output table for table 6 to table 9.	The model and model output has been updated to show the 95 th Percentile Queue. A 95 th percentile queue column has been included in the results.
HV PCU should be 2 instead of 1.65	All heavy vehicle passenger car units (PCU) have been updated to 2.0.
Pedestrian average walking speed should be 1.2m/sec instead of 1.3m/sec.	The average pedestrian walking speed has been updated to 1.2m/sec for all intersection
SCATS signal data analysis in terms of phasing and timing information for each phase should be included in the report for review purpose.	SCATS data for the two signalised intersections have been obtained and included in the TIA. Reference should be made to the data included in Appendix G and Section 9.3.2 .
Where is this 1.5% annual growth come from? Is it from STFM traffic demand?	Council requested a 1.5% growth rate in their Pre-DA Advice. This rate is also consistent with advice provided by TfNSW for another State Significant Development Application that modelled an intersection on Wyong Road. (see SSD-67173718).
Bus Only lane is missing from Watsons Rd to Wyong Rd, bus phasing is also missing.	It was observed during the survey period that No buses utilised the bus only lane on Watsons Road except for one instance in the PM peak period. Due to this, the bus lane and subsequent right turn movement from Watsons Road has only been included for all PM peak period scenarios and removed for all other scenarios, as SIDRA requires all

	movements to consist of a minimum of one (1) vehicle undertaking the movement.
Many side roads are believed to have post speed limit of 50km/hr, rather than 60km/hr, such as Tumbi Creek Rd, Pindarri Ave etc.	All main roads and side roads have been set to the correct posted speed limits.
It is noticed DOS>1 for Base case+Development+10yr Growth scenarios, what are the potential mitigation measures for them?	The '2023 Base Case Plus 10 Year Growth Plus Development' scenario reflects traffic conditions arising from 10 years of 'background' traffic growth at a compounded rate of 1.5% per annum, which is a cumulative increase of 16% on all movements at all intersections. This growth rate scenario was requested by the Central Coast Council in their Pre-DA advice and considers the impacts of sustained growth in the Central Coast area generally, which is a scenario that Council and TfNSW will be required to address in any event (even without the development), in terms of road network performance and required associated infrastructure. We do not consider it the responsibility of a single applicant to provide intersection upgrade solutions to a strategic planning issue that impacts the wider Central Coast Region. It should also be noted that TfNSW's feedback on the SSDA submission (File No: NTH24/00835/001) stated <i>"TfNSW has reviewed the information provided and considers that the impacts are considered acceptable based on the assessment undertaken and noting proposed improvements to active and public transport facilities and connections in the area to support mode shift."</i> Noting the above, not further assessment is considered necessary.

9.5 Development Person Trip Generation

The Transport for NSW Technical Direction (TDT 2013/04a) provides person generation rates for a number of land uses, including seniors living developments. Specifically, Appendix C2 provides daily rates for a number of seniors living developments within the Sydney Metropolitan Area and Non-Metropolitan Areas.

It is noted that three (3) facilities within the Non-Metropolitan Area are located near the subject site at Bonnells Bay, Wamberal, and Kincumber. The average of these three (3) facilities has been adopted for this assessment with the following rates applicable:

- Daily Person Trips 3.7 person trips per dwelling (Average of 3 x Non-Metropolitan sites)

Application of this rate to the proposed 215 ILU dwellings results in the following:

- 796 person trips per day.

9.6 Pedestrian Connectivity

The proposed development provides a number of additional pedestrian linkages connecting to the existing pedestrian network within the club precinct. These include the following:

- A “spine” linkage connecting the centre of the subject site and this existing club;
- A new pedestrian path surrounding the development, including a path through the adjacent wetland area; and
- New connections across the existing internal road/car park, connecting to the existing footpath network, particularly, the connection to the parking to the north of the site. The location of the proposed marked pedestrian crossing adjacent to the porte-cochere drop-off/pickup area is considered appropriate noting the good sight lines for pedestrians/drivers, location of an entry only driveway and the low speed environment. It is recommended that the proposed crossing is raised to further reduce vehicle speeds.

The proposed pedestrian footpaths will be utilised by residents of the subject development and are available for use by the general public. The addition of the wetlands path is considered a significant improvement over existing conditions and will encourage residents to engage in outdoor activities.

The proposed pedestrian connections are best shown in **Figure 20** below:

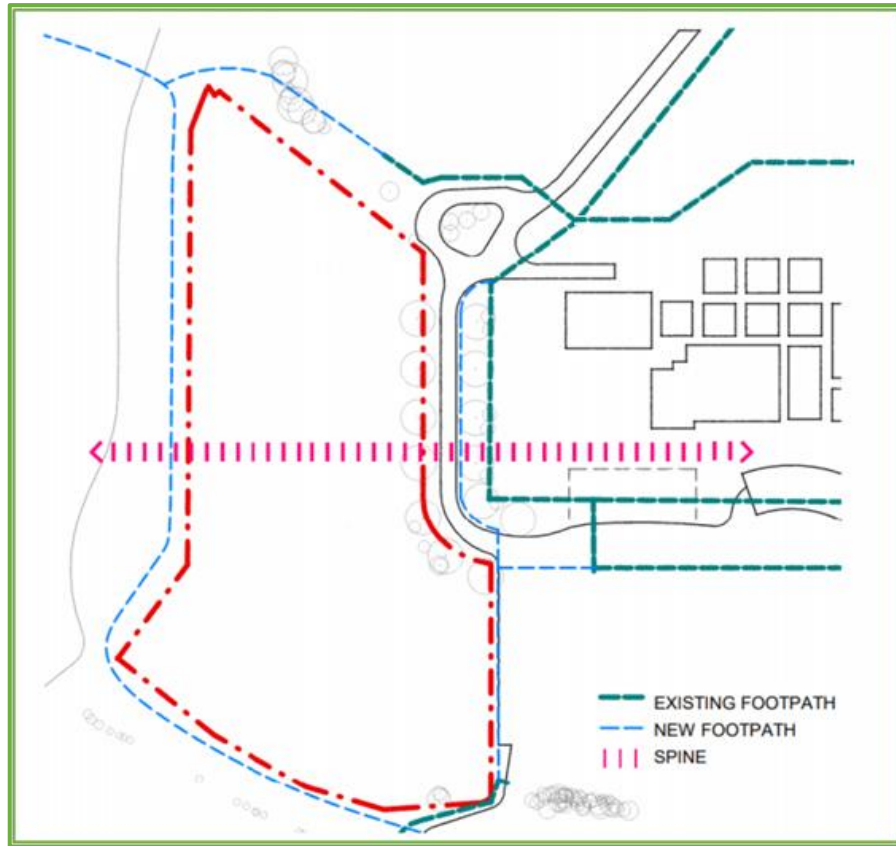


Figure 20: Proposed Pedestrian Linkages

9.7 Pedestrian Safety

As discussed above, the proposal seeks to provide additional pedestrian connections for ILU residents, club users, athletics track users, and the general public around this site. These off-road paths will increase safety for all pedestrians within the club precinct, by providing paved paths (excluding wetlands) separated from vehicular traffic. The existing club also provides a number of separated pedestrian paths, including marked crossing points at which drivers are to yield to pedestrians.

The internal roads within the club are subject to lower speed limits (10 or 40km/h) and multiple speed cushions are located throughout the road system to further reduce vehicle speeds and risks to pedestrian movements.

New access driveways provide sufficient visual splays in accordance with AS2890.1 (2004) to ensure pedestrians are clearly visible to motorists exiting the subject development. The

development itself will generate a moderate amount of traffic during the critical peak hour periods, equating to 15 vehicles per hour in the weekday AM peak, 88 vehicles per hour in the weekday PM peak and 64 vehicles per hour in the weekend peak. These movements are distributed across the precinct's two (2) vehicle access points, further reducing the number of vehicles at any given point.

External to the site, key intersections are provided with sufficient pedestrian crossing infrastructure, with two-staged priority crossings or signalised pedestrian crossings provided on most legs.

In summary, the proposed development will not have any adverse impacts on pedestrian safety, noting the nature of the development, the expected traffic generation, the existing pedestrian infrastructure in place and the additional pedestrian infrastructure proposed under the subject SSDA. Nevertheless, pedestrian safety could be further improved through simple mitigation measures, and these are discussed in **Section 9.9** below.

9.8 Bicycle Safety

As outlined in Figure 15 above, the roads surround the subject development accommodate off-road and on-road bicycle infrastructure. With regards to conflicts with the subject development, the majority of vehicle movements will be undertaken via the existing access road to Wyong Road. This intersection is restricted to left-in / left-out movements and has a two-staged crossing point for shared path users and an on-road bicycle lane that separates the left turn lanes to/from the site.

The additional traffic through this access point is approximately 37 vehicles per hour during the weekday PM peak, equating to 1 vehicle every 90 seconds. During the AM and PM peak periods, only a single cyclist was captured travelling west along Wyong Road, suggesting that potential conflicts with cyclists traversing the frontage is low.

It is also noteworthy that the Wyong Road cycle lane appears to be line marked appropriately, with pavement bicycles symbols visible to drivers entering and exiting the club.

In summary, the proposed development will not have any adverse impacts on cyclist safety, noting the nature of the development, the expected traffic generation, existing number of cyclists and the existing bicycle infrastructure in place.

9.9 Mitigation Measures

Noting the discussion in Sections 9.3, no vehicle traffic mitigation measures (intersection upgrades etc.) are considered necessary to facilitate the proposed development.

TRAFFIX has reviewed the internal road system, and pedestrian safety near the proposed development could be further improved through the following mitigation measures:

- Additional speed humps on the approach to the bend (near main entry driveway);
- Additional traffic warning signage on the approach to the bend (near main entry driveway);
- More consistent speed signage along the internal roads. A 10km/h speed limit along the frontage of the proposed development would be consistent with restrictions through the rest of the site; and
- New pedestrian crossings on internal roads;
- Directional signage at the exit of the TURL to direct visitors to Wyong Road or towards Mingara Drive.

The above measures can be further detailed at Construction Certificate stage in response to suitable Condition of Consent.

9.10 Traffic Calming of Internal Roads

The proposed internal roads provide coloured/textured elements and will be posted as 10km/h shared zones, which is consistent with neighbouring aged care facilities. Noting the shared zone status of the internal roads, the one-way sections of road (acts as traffic calming), and the low posted speed limit, no speed humps are proposed at this stage. Speed humps may be a tripping hazard for residents walking through the site and may cause accessibility issues for residents in wheelchairs/scooters. Residents will be well aware of the road environment and will drive accordingly. Shared zone signage and positioning can be further detailed at Construction Certificate stage in response to suitable Condition of Consent.

10. ACCESS AND INTERNAL DESIGN ASPECTS

10.1 Vehicular Access

The proposed development provides the following vehicle access points to the internal road network:

- An eastern driveway to the existing internal roadway. This driveway has a width of 6 metres and will facilitate one-way outbound movements from the drop-off/pick-up area and Building 1 and 2 parking areas. The driveway will also accommodate service vehicles, ambulances, Council's waste truck, courtesy bus, and taxis;
- An eastern driveway to the existing internal roadway. This driveway has a width of 6 metres and will facilitate one-way inbound movements to the drop-off/pick-up area and Building 1 and 2 parking areas. The driveway will also accommodate service vehicles, ambulances, Council's waste truck, courtesy bus, and taxis; and
- An eastern driveway to the existing internal roadway. This driveway has a width of 8.4 metres and will facilitate two-way movements from the Villas, Building 3 and Building 4. The driveway will also accommodate NSW Fire Trucks in the event of an emergency.

The above internal driveways have been designed in accordance with AS2890.1 (2004) and have been tested in accordance with AS2890.2 (2018) to ensure satisfactory operation. Reference is made to the swept path analysis presented in **Appendix D**.

10.2 Internal Design

The carpark areas comply with the requirements of AS2890.1 (2004), AS2890.2 (2018) and AS2890.6 (2022), and the following characteristics are noteworthy:

10.2.1 Parking Modules

- All residential and staff car parking spaces are designed in accordance with AS2890.1 (2004) User Class 1A, being a minimum width of 2.4 metres and length of 5.4 metres.
- All residential internal garages are designed with a minimum internal width of 3.2m in accordance with the SEPP (Housing) 2021.

- All accessible parking spaces are designed in accordance with AS2890.6 (2022), being a minimum width of 2.4 metres, length of 5.4 metres and provided an adjacent shared area with the same dimensions.
- All spaces located adjacent obstructions of greater than 150mm in height are provided with an additional width of 300mm.
- All dead-end aisles are provided with a 1.0 metre aisle extension, as required under Figure 2.3 of AS2890.1 (2004).
- All columns are to be located outside of the parking space design envelope, as required under Figure 5.2 of AS2890.1 (2004).
- All residential tandem parking spaces are provided as tandem parking spaces and assigned to the same unit.
- Appropriate visual sight splays are to be provided at all vehicular accesses, as required under Figure 3.3 of AS2890.1 (2004).

10.2.2 Ambulance Bay

- The on-site ambulance bay (shared service bay) is designed to accommodate a 6.4m small rigid vehicle (comparable to a standard NSW ambulance) in accordance with AS2890.2 (2018). Reference is made to the swept path analysis in Appendix D which demonstrates satisfactory vehicle movements.

10.2.3 Waste/Service Bay

- The on-site servicing/waste collection bay is designed to accommodate a 12.5m HRV in accordance with AS2890.2 (2018) and Council specifications. Reference is made to the swept path analysis in Appendix D. The minor conflict with the adjacent garden bed can be addressed at CC stage.

10.2.4 Courtesy Bus Bay

- The on-site bus parking space is designed to accommodate a long wheel base Toyota HiAce Commuter in accordance with AS2890.1 (2004). Reference is made to the swept path analysis in Appendix D which demonstrates satisfactory vehicle movements.

10.2.5 Fire Truck Access

- The internal road and fire truck hardstand area is designed to accommodate a 12.5m heavy rigid vehicle (comparable to a Specialist Fire Appliance) in accordance with AS2890.2 (2018) and NSW Fire and Rescue Access Guidelines. Reference is made to the swept path analysis in Appendix D which demonstrates satisfactory vehicle movements.

10.2.6 Clear Head Heights

- A minimum clear head height of 2.2 metres is to be provided for all trafficable areas within the carpark areas, as required under AS2890.1 (2004).
- A minimum clear head height of 2.5 metres is to be provided for all accessible spaces, as required under AS2890.6 (2022).
- Minimum clear head height clearances within dock areas/truck travel paths are to be in accordance with AS2890.2 (2018).

10.2.7 Ramps

- All residential internal ramps are designed in accordance with AS2890.1 (2004), being a maximum gradient of 1 in 4 (25%).
- All internal ramps are designed with sag/summit transitions with a maximum change of grade of 1 in 8 (12.5%), as required under AS2890.1 (2004).

10.2.8 Coach/bus Drop-off and Pick-up

The proposed coach/bus drop-off/pick-up area has been designed in accordance with Austroads and AS2890.2 (2018) with the following noteworthy:

- The turning area is sufficient to allow a 12.5m long coach/bus to complete a turning manoeuvre.
- Three (3) x 12.5m long coaches/buses can park nose to tail within the roadway.

10.3 Summary

In summary, the internal carpark areas have been designed in accordance with AS2890.1 (2004), AS2890.2 (2018) and AS2890.6 (2022). It is however envisaged that a standard

condition of consent could be imposed requiring compliance with these standards and as such any minor amendments considered necessary (if any) can be dealt with prior to the release of any Construction Certificate.

11. CONSULTATION

A summary of the stakeholder correspondence is provided in **Table 14** below.

Table 14: Stakeholder Consultation Summary

Stakeholder	How this group was consulted and when	Issues Discussed	Project Response
Transport for NSW Tim Chapman – Development Services Case Officer	Email correspondence on 22 November 2023.	The following matters were discussed in the email correspondence: • Scope of traffic surveys at public intersections. • Scope of traffic surveys at private access roads. • What days the surveys will be undertaken on. • Times the surveys.	TRAFFIX reviewed the feedback provided by Tim Chapman in his email dated 23 November 2023 and updated the study methodology, including: • Extending the survey times as requested. • Collecting light, heavy, pedestrian and cyclist movements. • Ensuring the weekday surveys were conducted on a Tuesday, Wednesday, or Thursday. • Extending the surveys to also capture the Saturday peak.

The email correspondence referenced in Table 14 is provided in **Appendix F** for ease of reference.

12. CONCLUSIONS

The following is noteworthy:

- The State Significant Development Application seeks approval for a retirement living development at 14 Mingara Drive, Tumby Umbi. The proposed development comprises subdivision of land and the construction and operation of a seniors housing development. The proposal includes 13 villa buildings, three (3) multi-storey independent living unit (ILU) buildings and one (1) mixed high-care and ILU building housing communal facilities together with car parking, open space and associated works including site preparation works and landscaping.
- The broader Mingara Club Precinct also encompasses Lot 1 and Lot 2 in DP 1010532 and Lot 71 DP1011971 and currently contains a registered club, health and wellness centre (including aquatics, gym facilities, physio, hairdresser, beautician, and martial arts studio), car parking, creche, bowling greens and green space with a regional athletics centre. A hotel is currently under construction.
- The subject site is within optimal walking distance (400 metres) of several bus stops operating along Wyong Road, Mingara Drive, and Tumby Creek Road. These bus services provide connections to The Entrance, Tuggerah, Wyong, Gosford, and Bateau Bay West.
- The proposed development provides a total of 301 car parking spaces across the subject development.
- In addition to car parking, the proposed development provides suitable facilities for passenger drop-off/pick-up, bicycle parking, servicing, waste collection, ambulance parking, courtesy bus parking, and coach/bus parking. Suitable provisions are also made for NSW Fire vehicles.
- The 300 athletics track parking spaces can be accommodated within the existing club parking areas as demonstrated in Section 8.11. The cumulative parking assessment is considered highly conservative and a 'worse case' scenario.
- The traffic generation arising from the development has been assessed as a net change over existing conditions and equates to an additional 15 vehicle trips per hour during the weekday AM peak, 88 vehicle trips per hour in the weekday PM peak and 64 vehicle trips per hour in the weekend peak. The net impacts have been distributed across the adjacent

road network and the SIDRA Intersection results demonstrate satisfactory results for key intersections in the vicinity of the site.

- The development's person trip generation has been assessed in Section 9.5 and pedestrian/cycling safety is addressed in Sections 9.7 and 9.8, respectively.
- Mitigation measures are discussed in Section 9.9.
- The internal carpark/servicing areas have been designed in accordance with AS2890.1 (2004), AS2890.2 (2018) and AS2890.6 (2022).
- A summary of agency consultation is presented in Section 11.
- Responses to RTS from the Department of Planning, Housing and Infrastructure, and from Central Coast Council advice have been provided in Section 5.

This traffic impact assessment therefore demonstrates that the subject application is supportable on traffic planning grounds. TRAFFIX anticipates an ongoing involvement during the development approval process.

APPENDIX A

Photographic Record



Internal road adjacent to coach/bus drop-off/pick-up area



Internal road adjacent subject development site (site on right)



View of subject site from existing club car park



View of subject development site from the north

APPENDIX B

Survey Data

Location Wyong Road
Pindarri Avenue
Wyong Road
-
Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
Day/Date Thursday, 30 November 2023
Weather -

All Vehicles Time Per 15 Mins	NORTH Wyong Road														EAST Pindarri Avenue														TOTAL			TOTAL														
	L				I				R				U				TOTAL				TOTAL																									
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS												
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS												
7:30 - 7:45	8	2	0	10	237	15	0	252					9	0	0	9	271	0							10	0	0	10					34	2	0	36	0	0	0	0	46	0	720	40	0	760
7:45 - 8:00	7	3	0	10	236	24	0	260					7	1	0	8	278	0							11	1	0	12					34	0	0	34	0	0	0	0	46	0	742	51	0	793
8:00 - 8:15	22	1	0	23	277	19	0	296					8	0	0	8	327	0							3	1	0	4					30	1	0	31	0	0	0	0	35	0	774	44	0	818
8:15 - 8:30	36	0	0	36	276	21	0	297					10	0	0	10	343	0							17	0	0	17					51	0	0	51	0	0	0	0	68	0	866	42	0	908
8:30 - 8:45	21	0	0	21	264	14	0	278					5	1	0	6	305	0							33	1	0	34					41	0	0	41	0	0	0	0	75	0	807	41	2	850
8:45 - 9:00	20	2	0	22	302	24	0	326					5	0	0	5	353	0							14	0	0	14					35	2	0	37	0	0	0	0	51	0	779	54	1	834
Period End	114	8	0	122	1592	117	0	1709					44	2	0	46	1877	0							88	3	0	91					225	5	0	230	0	0	0	0	321	0	4688	272	3	4963
14:30 - 14:45	22	0	0	22	345	7	0	352					3	0	0	3	377	0							4	0	0	4					13	0	0	13	0	0	0	0	17	0	736	34	3	773
14:45 - 15:00	26	2	0	28	418	20	0	438					5	1	0	6	472	0							5	0	0	5					21	1	0	22	0	0	0	0	27	0	828	48	0	876
15:00 - 15:15	10	0	0	10	461	13	0	474					4	0	0	4	488	0							26	0	0	26					36	1	0	37	0	0	0	0	63	0	841	38	0	879
15:15 - 15:30	21	1	0	22	536	4	0	540					6	1	0	7	569	0							10	0	0	10					15	2	0	17	0	0	0	0	27	0	926	29	1	956
15:30 - 15:45	20	2	0	22	504	9	0	513					5	0	0	5	540	0							11	0	0	11					16	0	0	16	0	0	0	0	27	0	922	31	1	954
15:45 - 16:00	35	1	0	36	528	16	0	544					5	0	0	5	585	0							7	1	0	8					17	3	0	20	0	0	0	0	28	0	944	46	0	990
16:00 - 16:15	35	0	0	35	506	9	0	515					4	0	0	4	554	0							4	0	0	4					18	2	0	20	0	0	0	0	24	0	885	37	1	923
16:15 - 16:30	26	1	0	27	481	13	0	494					2	0	0	2	523	0							2	0	0	2					23	0	0	23	0	0	0	0	25	0	843	23	2	868
16:30 - 16:45	27	1	0	28	509	8	0	517					2	0	0	2	547	0							6	1	0	7					14	0	0	14	0	0	0	0	21	0	924	35	1	960
16:45 - 17:00	33	1	0	34	480	7	0	487					1	0	0	1	522	0							6	0	0	6					10	0	0	10	0	0	0	0	16	0	802	22	0	824
17:00 - 17:15	41	0	0	41	482	10	0	492					1	0	0	1	534	0							9	0	0	9					13	1	0	14	0	0	0	0	23	0	856	19	0	875
17:15 - 17:30	42	0	0	42	498	3	0	501					1	0	0	1	544	0							6	0	0	6					11	0	0	11	0	0	0	0	17	0	840	13	1	854
17:30 - 17:45	32	1	0	33	478	5	0	483					3	0	0	3	519	0							5	0	0	5					12	0	0	12	0	0	0	0	17	0	806	19	0	825
17:45 - 18:00	15	0	0	15	362	9	0	371					2	0	0	2	388	0							5	0	0	5					18	0	0	18	0	0	0	0	23	0	663	15	0	678
Period End	385	10	0	395	6588	133	0	6721					44	2	0	46	7162	0							106	2	0	108					237	10	0	247	0	0	0	0	355	0	11816	409	10	12235

All Vehicles Time Per 5 Mins	SOUTH Wyong Road														WEST -																									
	L				I				R				U				TOTAL	PEDS	L				I				R				U				TOTAL	PEDS	TOTAL			TOTAL
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST							
7:30 - 7:45					414	21	0	435	7	0	0	7	1	0	0	1	443	0																	720	40	0	760		
7:45 - 8:00					437	22	0	459	9	0	0	9	1	0	0	1	469	0																	742	51	0	793		
8:00 - 8:15					422	21	0	443	11	1	0	12	1	0	0	1	456	0																	774	44	0	818		
8:15 - 8:30					460	21	0	481	15	0	0	15	1	0	0	1	497	0																	866	42	0	908		
8:30 - 8:45					421	24	2	447	19	1	0	20	3	0	0	3	470	0																	807	41	2	850		
8:45 - 9:00					383	26	1	410	18	0	0	18	2	0	0	2	430	0																	779	54	1	834		
Period End					2537	135	3	2675	79	2	0	81	9	0	0	9	2765	0																		4688	272	3	4963	
14:30 - 14:45					335	26	3	364	13	1	0	14	1	0	0	1	379	0																			736	34	3	773
14:45 - 15:00					334	24	0	358	17	0	0	17	2	0	0	2	377	0																			828	48	0	876
15:00 - 15:15					284	21	0	305	19	3	0	22	1	0	0	1	328	0																			841	38	0	879
15:15 - 15:30					320	21	1	342	16	0	0	16	2	0	0	2	360	0																			926	29	1	956
15:30 - 15:45					343	20	1	364	22	0	0	22	1	0	0	1	387	0																			922	31	1	954
15:45 - 16:00					321	24	0	345	28	1	0	29	3	0	0	3	377	0																			944	46	0	990
16:00 - 16:15					296	25	1	322	18	1	0	19	4	0	0	4	345	0																			885	37	1	923
16:15 - 16:30					280	9	2	291	26	0	0	26	3	0	0	3	320	0																			843	23	2	868
16:30 - 16:45					334	25	1	360	29	0	0	29	3	0	0	3	392	0																			924	35	1	960
16:45 - 17:00					239	13	0	252	28	1	0	29	5	0	0	5	286	0																			802	22	0	824
17:00 - 17:15					277	8	0	285	29	0	0	29	4	0	0	4	318	0																			856	19	0	875
17:15 - 17:30					263	10	1	274	17	0	0	17	2	0	0	2	293	0																			840	13	1	854
17:30 - 17:45					262	13	0	275	12	0	0	12	2	0	0	2	289	0																			806	19	0	825
17:45 - 18:00					247	6	0	253	11	0	0	11	3	0	0	3	267	0																			663	15	0	678
Period End					4135	245	10	4390	285	7	0	292	36	0	0	36	4718	0																			11816	409	10	12235

Location Wyong Road
Pindarri Avenue
Wyong Road
-
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Thursday, 30 November 2023
 Weather -

All Vehicles Time Per Hour	NORTH Wyong Road														EAST Pindarri Avenue																									
	L				T				R				U				TOTAL	PEDS	L				T				R				U				TOTAL	PEDS	TOTAL			TOTAL
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST							
7:30 - 8:30	73	6	0	79	1026	79	0	1105					34	1	0	35	1219	0	41	2	0	43			149	3	0	152	0	0	0	0	195	0	3102	177	0	3279		
7:45 - 8:45	86	4	0	90	1053	78	0	1131					30	2	0	32	1253	0	64	3	0	67			156	1	0	157	0	0	0	0	224	0	3189	178	2	3369		
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Period End																																								
14:30 - 15:30	79	3	0	82	1760	44	0	1804					18	2	0	20	1906	0	45	0	0	45			85	4	0	89	0	0	0	0	134	0	3331	149	4	3484		
14:45 - 15:45	77	5	0	82	1919	46	0	1965					20	2	0	22	2069	0	52	0	0	52			88	4	0	92	0	0	0	0	144	0	3517	146	2	3665		
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15:45 - 16:45	123	3	0	126	2024	46	0	2070					13	0	0	13	2209	0	19	2	0	21			72	5	0	77	0	0	0	0	98	0	3596	141	4	3741		
16:00 - 17:00	121	3	0	124	1976	37	0	2013					9	0	0	9	2146	0	18	1	0	19			65	2	0	67	0	0	0	0	86	0	3454	117	4	3575		
16:15 - 17:15	127	3	0	130	1952	38	0	1990					6	0	0	6	2126	0	23	1	0	24			60	1	0	61	0	0	0	0	85	0	3425	99	3	3527		
16:30 - 17:30	143	2	0	145	1969	28	0	1997					5	0	0	5	2147	0	27	1	0	28			48	1	0	49	0	0	0	0	77	0	3422	89	2	3513		
16:45 - 17:45	148	2	0	150	1938	25	0	1963					6	0	0	6	2119	0	26	0	0	26			46	1	0	47	0	0	0	0	73	0	3304	73	1	3378		
17:00 - 18:00	130	1	0	131	1820	27	0	1847					7	0	0	7	1985	0	25	0	0	25			54	1	0	55	0	0	0	0	80	0	3165	66	1	3232		
Period End																																								

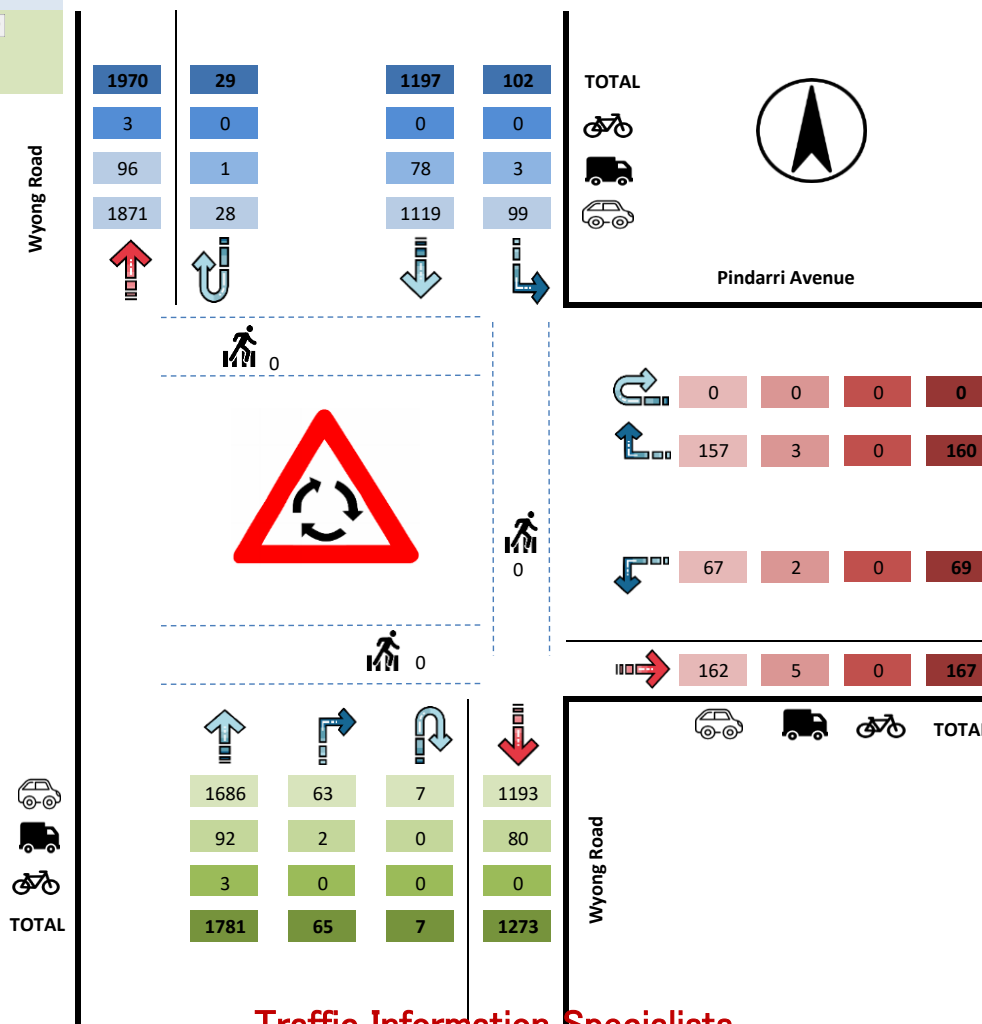
All Vehicles Time Per Hour	SOUTH Wyong Road														WEST -														TOTAL			TOTAL			
	L				I				R				U				L				I				R								U		
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS					
7:30 - 8:30					1733	85	0	1818	42	1	0	43	4	0	0	4	1865	0														3102	177	0	3279
7:45 - 8:45					1740	88	2	1830	54	2	0	56	6	0	0	6	1892	0														3189	178	2	3369
8:00 - 9:00					1686	92	3	1781	63	2	0	65	7	0	0	7	1853	0														3226	181	3	3410
Period End																																			
14:30 - 15:30					1273	92	4	1369	65	4	0	69	6	0	0	6	1444	0														3331	149	4	3484
14:45 - 15:45					1281	86	2	1369	74	3	0	77	6	0	0	6	1452	0														3517	146	2	3665
15:00 - 16:00					1268	86	2	1356	85	4	0	89	7	0	0	7	1452	0														3633	144	2	3779
15:15 - 16:15					1280	90	3	1373	84	2	0	86	10	0	0	10	1469	0														3677	143	3	3823
15:30 - 16:30					1240	78	4	1322	94	2	0	96	11	0	0	11	1429	0														3594	137	4	3735
15:45 - 16:45					1231	83	4	1318	101	2	0	103	13	0	0	13	1434	0														3596	141	4	3741
16:00 - 17:00					1149	72	4	1225	101	2	0	103	15	0	0	15	1343	0														3454	117	4	3575
16:15 - 17:15					1130	55	3	1188	112	1	0	113	15	0	0	15	1316	0														3425	99	3	3527
16:30 - 17:30					1113	56	2	1171	103	1	0	104	14	0	0	14	1289	0														3422	89	2	3513
16:45 - 17:45					1041	44	1	1086	86	1	0	87	13	0	0	13	1186	0														3304	73	1	3378
17:00 - 18:00					1049	37	1	1087	69	0	0	69	11	0	0	11	1167	0														3165	66	1	3232
Period End																																			

Location Wyong Road
Pindarri Avenue
Wyong Road
-
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Thursday, 30 November 2023
 Weather -

DATA SELECTION
 Select Time:

TIME RANGE		
PEAK	-	AM
PEAK		
8:00	-	9:00



Traffic Information Specialists

ABN: 42 613 389 923

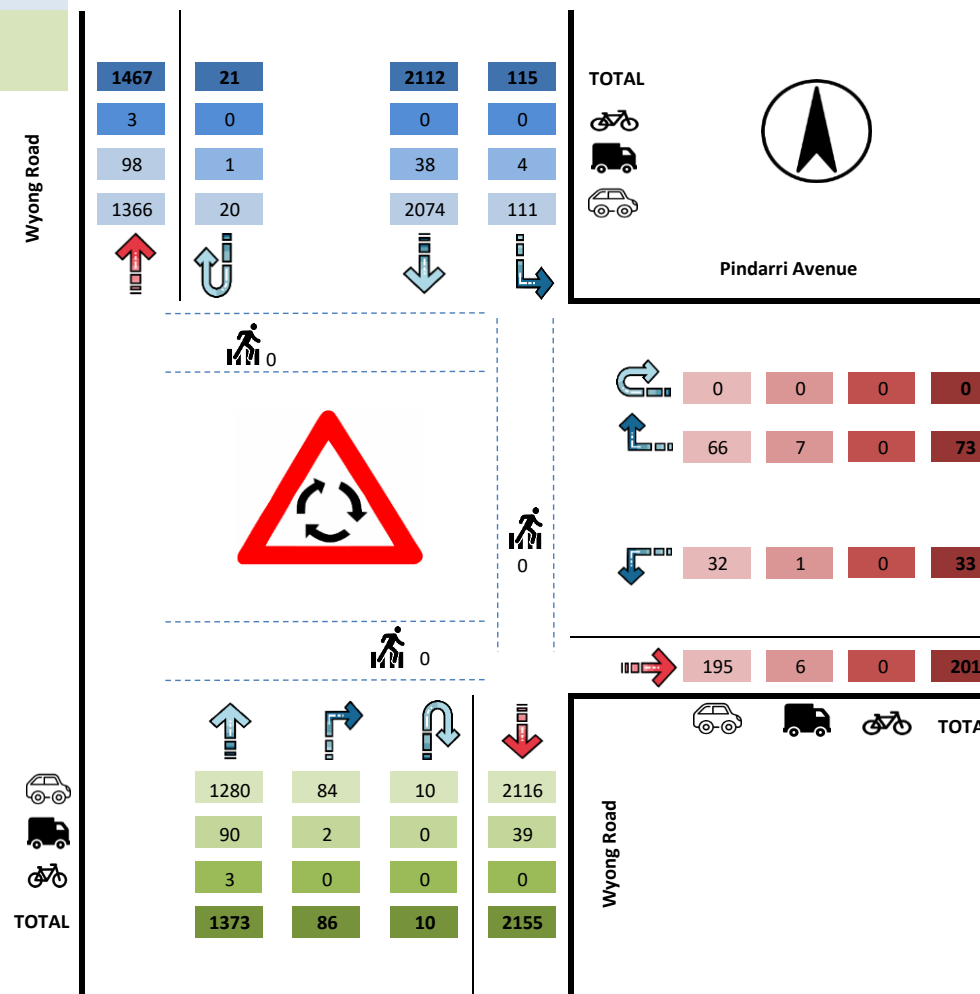
Email info@trafficinfospecialist.com.au

Location Wyong Road
Pindarri Avenue
Wyong Road
-
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Thursday, 30 November 2023
 Weather -

DATA SELECTION
 Select Time:

TIME RANGE		
PEAK	-	PM
PEAK		
15:15	-	16:15



Traffic Information Specialists

ABN: 42 613 389 923

Email info@trafficinfospecialist.com.au

Location Wyong Road
-
Wyong Road
Beckingham Road
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Thursday, 30 November 2023
 Weather -

All Vehicles Time Per 15 Mins	NORTH Wyong Road																	EAST																	TOTAL				
	L				I				R				U				TOTAL	PEDS	L				I				R				U				TOTAL	PEDS	TOTAL		
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ					
7:30 - 7:45					240	16	0	6	6	0	0	256	2	0	0	2	264	0																	723	30	0	753	
7:45 - 8:00					254	20	0	6	5	1	0	274	3	0	0	3	283	0																	777	47	0	824	
8:00 - 8:15					260	20	0	3	3	0	0	280	2	0	0	2	285	0																	740	43	0	783	
8:15 - 8:30					274	23	0	13	13	0	0	297	1	0	0	1	311	0																	801	43	0	844	
8:30 - 8:45					290	12	0	10	10	0	0	302	4	0	0	4	316	0																	787	31	0	818	
8:45 - 9:00					293	23	0	11	11	0	0	316	2	0	0	2	329	0																	748	45	0	793	
Period End					1611	114	0	49	48	1	0	1725	14	0	0	14	1788	0																	4576	239	0	4815	
14:30 - 14:45					349	9	0	12	12	0	0	358	2	0	0	2	372	0																	764	33	0	797	
14:45 - 15:00					413	15	0	15	13	2	0	428	2	0	0	2	445	0																	805	39	0	844	
15:00 - 15:15					432	12	0	21	19	2	0	444	4	0	0	4	469	0																	824	33	0	857	
15:15 - 15:30					506	6	0	21	21	0	0	512	2	0	0	2	535	0																	913	21	0	934	
15:30 - 15:45					509	9	0	24	24	0	0	518	2	0	0	2	544	0																	957	20	0	977	
15:45 - 16:00					494	12	0	23	20	3	0	506	2	0	0	2	531	0																	919	30	0	949	
16:00 - 16:15					521	11	0	15	14	1	0	532	0	0	0	0	547	0																	918	27	0	945	
16:15 - 16:30					425	13	0	19	19	0	0	438	4	0	0	4	461	0																	816	24	0	840	
16:30 - 16:45					508	8	0	14	12	2	0	516	3	1	0	4	534	0																	959	27	0	986	
16:45 - 17:00					476	6	0	22	22	0	0	482	5	0	0	5	509	0																	827	12	0	839	
17:00 - 17:15					479	9	0	12	11	1	0	488	3	0	0	3	503	0																	856	16	0	872	
17:15 - 17:30					473	5	0	14	14	0	0	478	0	0	0	0	492	0																	860	12	0	872	
17:30 - 17:45					479	2	0	19	19	0	0	481	0	0	0	0	500	0																	834	9	0	843	
17:45 - 18:00					378	10	0	13	11	2	0	388	1	1	0	2	403	0																	705	14	0	719	
Period End					6442	127	0	244	231	13	0	6569	30	2	0	32	6845	0																	11957	317	0	12274	

All Vehicles Time Per 5 Mins	SOUTH Wyong Road													WEST Beckingham Road													TOTAL															
	L				I				R				U				TOTAL	PEDS	L				I				R				U				TOTAL	PEDS	TOTAL					
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ								
7:30 - 7:45	19	0	0	19	404	13	0	417					1	0	0	1	437	0			26	0	0	26					25	1	0	26	0	0	0	0	52	0	723	30	0	753
7:45 - 8:00	19	0	0	19	426	24	0	450					0	0	0	0	469	0			41	1	0	42					29	1	0	30	0	0	0	0	72	0	777	47	0	824
8:00 - 8:15	14	1	0	15	400	20	0	420					0	1	0	1	436	1			43	0	0	43					18	1	0	19	0	0	0	0	62	0	740	43	0	783
8:15 - 8:30	9	0	0	9	437	16	0	453					2	1	0	3	465	0			47	3	0	50					18	0	0	18	0	0	0	0	68	0	801	43	0	844
8:30 - 8:45	12	2	0	14	405	17	0	422					0	0	0	0	436	0			36	0	0	36					30	0	0	30	0	0	0	0	66	0	787	31	0	818
8:45 - 9:00	26	0	0	26	367	21	0	388					0	0	0	0	414	0			22	1	0	23					27	0	0	27	0	0	0	0	50	0	748	45	0	793
Period End	99	3	0	102	2439	111	0	2550					3	2	0	5	2657	1			215	5	0	220					147	3	0	150	0	0	0	0	370	0	4576	239	0	4815
14:30 - 14:45	17	0	0	17	347	24	0	371					1	0	0	1	389	1			14	0	0	14					22	0	0	22	0	0	0	0	36	1	764	33	0	797
14:45 - 15:00	14	0	0	14	330	19	0	349					0	0	0	0	363	0			14	3	0	17					19	0	0	19	0	0	0	0	36	0	805	39	0	844
15:00 - 15:15	24	1	0	25	315	17	0	332					1	0	0	1	358	0			10	1	0	11					19	0	0	19	0	0	0	0	30	0	824	33	0	857
15:15 - 15:30	22	0	0	22	311	14	0	325					0	0	0	0	347	0			20	1	0	21					31	0	0	31	0	0	0	0	52	0	913	21	0	934
15:30 - 15:45	23	0	0	23	356	11	0	367					1	0	0	1	391	0			9	0	0	9					33	0	0	33	0	0	0	0	42	0	957	20	0	977
15:45 - 16:00	24	1	0	25	338	11	0	349					0	0	0	0	374	0			17	2	0	19					24	1	0	25	0	0	0	0	44	0	919	30	0	949
16:00 - 16:15	21	0	0	21	326	13	0	339					1	0	0	1	361	2			14	1	0	15					21	1	0	22	0	0	0	0	37	0	918	27	0	945
16:15 - 16:30	30	1	0	31	289	7	0	296					1	0	0	1	328	0			18	1	0	19					30	2	0	32	0	0	0	0	51	0	816	24	0	840
16:30 - 16:45	26	2	0	28	364	13	0	377					1	0	0	1	406	1			13	1	0	14					32	0	0	32	0	0	0	0	46	0	959	27	0	986
16:45 - 17:00	24	1	0	25	251	4	0	255					3	0	0	3	283	0			18	1	0	19					28	0	0	28	0	0	0	0	47	0	827	12	0	839
17:00 - 17:15	19	0	0	19	296	6	0	302					1	0	0	1	322	3			15	0	0	15					32	0	0	32	0	0	0	0	47	0	856	16	0	872
17:15 - 17:30	35	0	0	35	288	7	0	295					1	0	0	1	331	0			17	0	0	17					32	0	0	32	0	0	0	0	49	0	860	12	0	872
17:30 - 17:45	20	1	0	21	269	5	0	274					6	0	0	6	301	0			12	1	0	13					29	0	0	29	0	0	0	0	42	0	834	9	0	843
17:45 - 18:00	28	0	0	28	251	1	0	252					2	0	0	2	282	0			12	0	0	12					22	0	0	22	0	0	0	0	34	0	705	14	0	719
Period End	327	7	0	334	4331	152	0	4483					19	0	0	19	4836	7			203	12	0	215					374	4	0	378	0	0	0	0	593	1	11957	317	0	12274

Location Wyong Road
-
Wyong Road
Beckingham Road
Suburb TUMBI UMBI

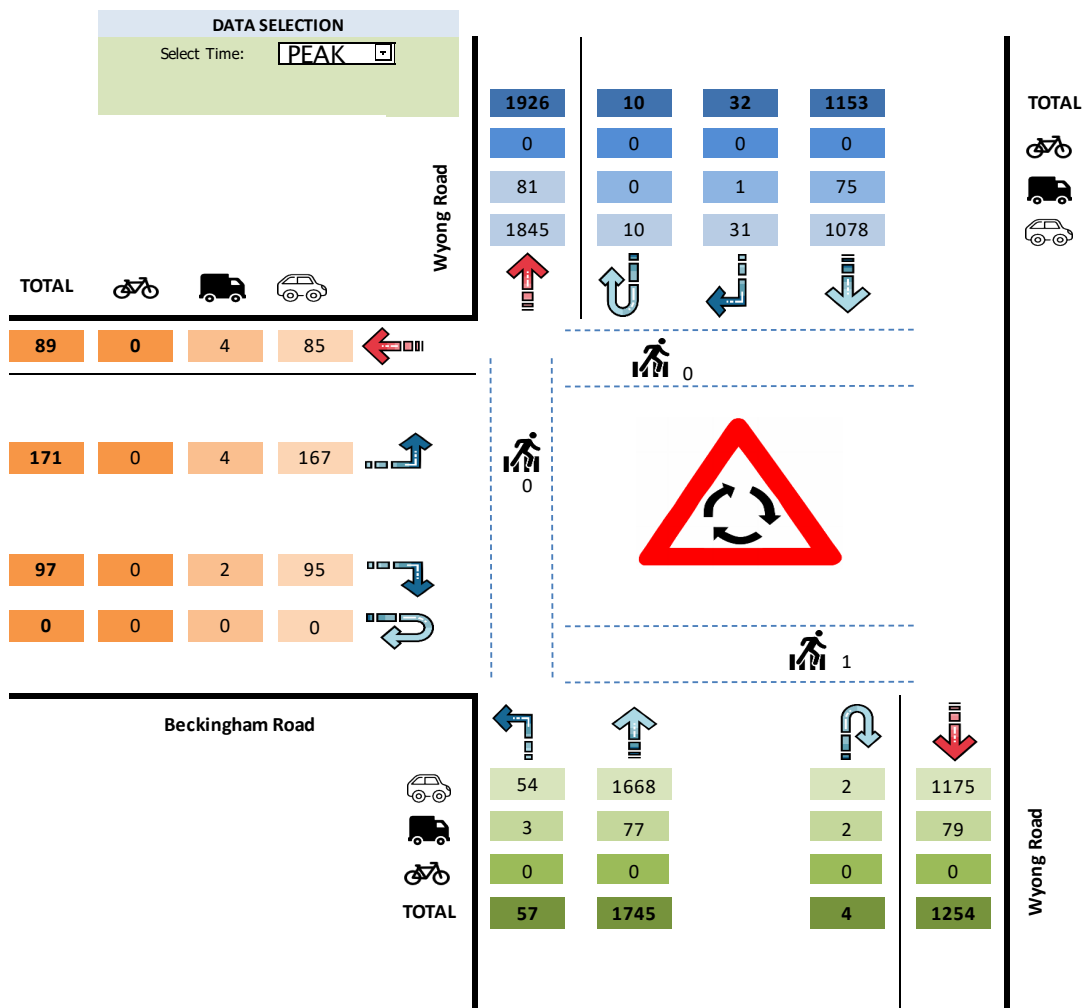
Duration 0730 - 0900
1430 - 1800
-
Day/Date Thursday, 30 November 2023
Weather -

All Vehicles Time Per Hour	NORTH Wyong Road														EAST -																						
	L				I				R				U				L				I				R				U				TOTAL				
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	
	TOTAL				TOTAL				TOTAL				TOTAL				TOTAL				TOTAL				TOTAL				TOTAL				TOTAL				
7:30 - 8:30	1028	79	0	28	27	1	0	1107	8	0	0	8	1143	0																							
7:45 - 8:45	1078	75	0	32	31	1	0	1153	10	0	0	10	1195	0																							
8:00 - 9:00	1117	78	0	37	37	0	0	1195	9	0	0	9	1241	0																							
Period End																																					
14:30 - 15:30	1700	42	0	69	65	4	0	1742	10	0	0	10	1821	0																							
14:45 - 15:45	1860	42	0	81	77	4	0	1902	10	0	0	10	1993	0																							
15:00 - 16:00	1941	39	0	89	84	5	0	1980	10	0	0	10	2079	0																							
15:15 - 16:15	2030	38	0	83	79	4	0	2068	6	0	0	6	2157	0																							
15:30 - 16:30	1949	45	0	81	77	4	0	1994	8	0	0	8	2083	0																							
15:45 - 16:45	1948	44	0	71	65	6	0	1992	9	1	0	10	2073	0																							
16:00 - 17:00	1930	38	0	70	67	3	0	1968	12	1	0	13	2051	0																							
16:15 - 17:15	1888	36	0	67	64	3	0	1924	15	1	0	16	2007	0																							
16:30 - 17:30	1936	28	0	62	59	3	0	1964	11	1	0	12	2038	0																							
16:45 - 17:45	1907	22	0	67	66	1	0	1929	8	0	0	8	2004	0																							
17:00 - 18:00	1809	26	0	58	55	3	0	1835	4	1	0	5	1898	0																							
Period End																																					

All Vehicles Time Per Hour	SOUTH Wyong Road														WEST Beckingham Road														TOTAL													
	L				I				R				U				L				I				R								U									
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS								
	TOTAL	PEDS			TOTAL	PEDS			TOTAL	PEDS			TOTAL	PEDS			TOTAL	PEDS			TOTAL	PEDS			TOTAL	PEDS			TOTAL	PEDS												
7:30 - 8:30	61	1	0	62	1667	73	0	1740					3	2	0	5	1807	1			157	4	0	161					90	3	0	93	0	0	0	0	254	0	3041	163	0	3204
7:45 - 8:45	54	3	0	57	1668	77	0	1745					2	2	0	4	1806	1			167	4	0	171					95	2	0	97	0	0	0	0	268	0	3105	164	0	3269
8:00 - 9:00	61	3	0	64	1609	74	0	1683					2	2	0	4	1751	1			148	4	0	152					93	1	0	94	0	0	0	0	246	0	3076	162	0	3238
Period End																																										
14:30 - 15:30	77	1	0	78	1303	74	0	1377					2	0	0	2	1457	1			58	5	0	63					91	0	0	91	0	0	0	0	154	1	3306	126	0	3432
14:45 - 15:45	83	1	0	84	1312	61	0	1373					2	0	0	2	1459	0			53	5	0	58					102	0	0	102	0	0	0	0	160	0	3499	113	0	3612
15:00 - 16:00	93	2	0	95	1320	53	0	1373					2	0	0	2	1470	0			56	4	0	60					107	1	0	108	0	0	0	0	168	0	3613	104	0	3717
15:15 - 16:15	90	1	0	91	1331	49	0	1380					2	0	0	2	1473	2			60	4	0	64					109	2	0	111	0	0	0	0	175	0	3707	98	0	3805
15:30 - 16:30	98	2	0	100	1309	42	0	1351					3	0	0	3	1454	2			58	4	0	62					108	4	0	112	0	0	0	0	174	0	3610	101	0	3711
15:45 - 16:45	101	4	0	105	1317	44	0	1361					3	0	0	3	1469	3			62	5	0	67					107	4	0	111	0	0	0	0	178	0	3612	108	0	3720
16:00 - 17:00	101	4	0	105	1230	37	0	1267					6	0	0	6	1378	3			63	4	0	67					111	3	0	114	0	0	0	0	181	0	3520	90	0	3610
16:15 - 17:15	99	4	0	103	1200	30	0	1230					6	0	0	6	1339	4			64	3	0	67					122	2	0	124	0	0	0	0	191	0	3458	79	0	3537
16:30 - 17:30	104	3	0	107	1199	30	0	1229					6	0	0	6	1342	4			63	2	0	65					124	0	0	124	0	0	0	0	189	0	3502	67	0	3569
16:45 - 17:45	98	2	0	100	1104	22	0	1126					11	0	0	11	1237	3			62	2	0	64					121	0	0	121	0	0	0	0	185	0	3377	49	0	3426
17:00 - 18:00	102	1	0	103	1104	19	0	1123					10	0	0	10	1236	3			56	1	0	57					115	0	0	115	0	0	0	0	172	0	3255	51	0	3306
Period End																																										

Location Wyong Road
-
Wyong Road
Beckingham Road
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Thursday, 30 November 2023
 Weather -



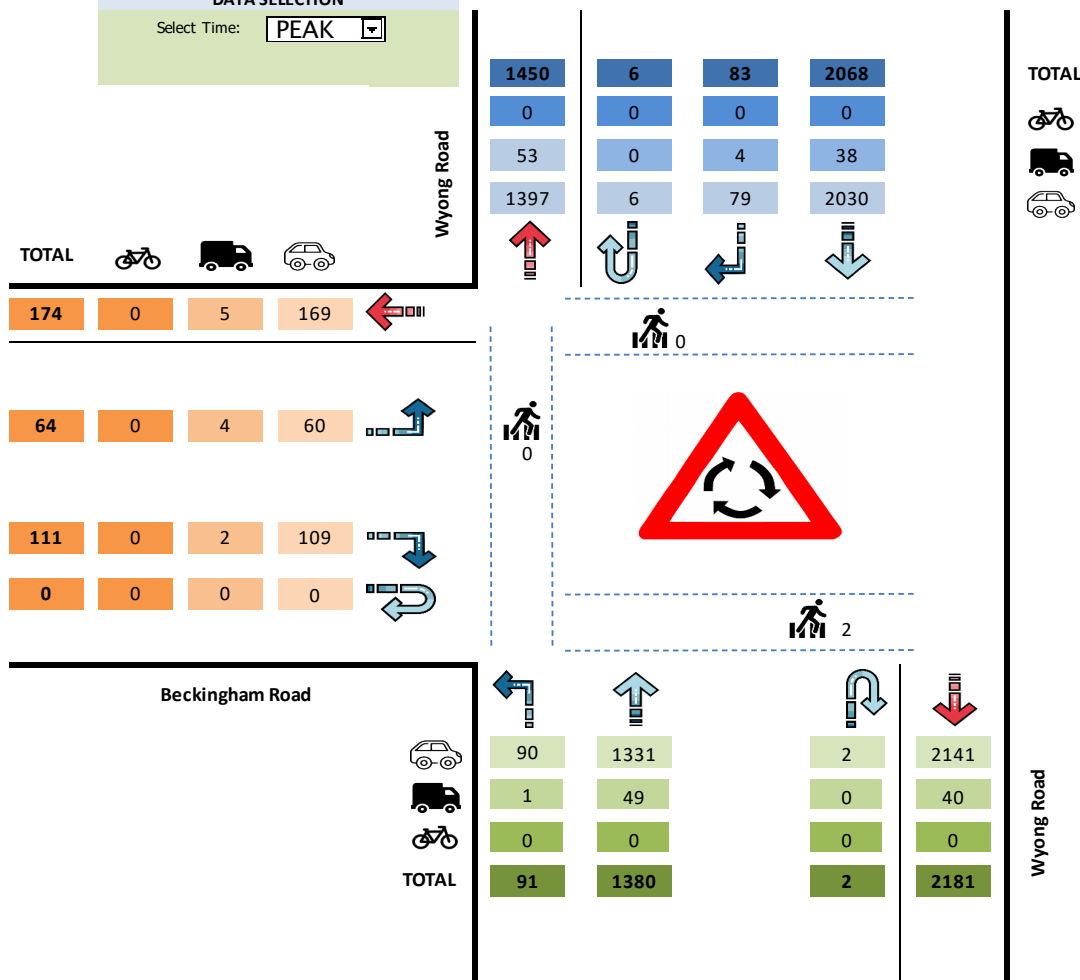
TIME RANGE		
PEAK	-	AM
7:45	-	8:45

Location Wyong Road
-
Wyong Road
Beckingham Road
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Thursday, 30 November 2023
 Weather -

DATA SELECTION
 Select Time: PEAK

TIME RANGE		
PEAK	-	PM
PEAK		
15:15	-	16:15



Traffic Information Specialists

ABN: 42 613 389 923
 Email info@trafficinfospecialist.com.au

Location Tumbi Creek Road
Wyong Road
Mingara Drive
Wyong Road
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Tuesday, 28 November 2023
 Weather Dry

All Vehicles Time Per 15 Mins	NORTH Tumbi Creek Road														EAST Wyong Road														TOTAL		TOTAL	
	L				I				R				TOTAL	PEDS	L				I				R				TOTAL	PEDS				TOTAL
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ
	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS
7:30 - 7:45	67	7	0	74	21	0	0	21	8	0	0	8	103	1	53	1	0	54	344	13	0	357	49	8	0	57	468	0	888	49	0	937
7:45 - 8:00	94	4	0	98	24	0	0	24	23	4	0	27	149	1	54	2	0	56	320	24	0	344	63	3	0	66	466	0	956	64	0	1020
8:00 - 8:15	51	4	0	55	32	1	0	33	12	0	0	12	100	0	72	1	0	73	348	17	0	365	67	6	0	73	511	0	979	53	0	1032
8:15 - 8:30	67	6	0	73	32	0	0	32	15	2	1	18	123	0	62	1	0	63	338	19	0	357	66	5	0	71	491	0	988	57	1	1046
8:30 - 8:45	113	8	0	121	32	0	0	32	16	4	0	20	173	0	71	0	0	71	326	19	0	345	57	4	0	61	477	0	1036	51	0	1087
8:45 - 9:00	88	10	1	99	20	1	0	21	16	1	3	20	140	0	87	1	0	88	306	18	0	324	87	6	0	93	505	0	1039	61	4	1104
Period End	480	39	1	520	161	2	0	163	90	11	4	105	788	2	399	6	0	405	1982	110	0	2092	389	32	0	421	2918	0	5886	335	5	6226
14:30 - 14:45	66	4	0	70	25	2	0	27	19	1	0	20	117	0	47	1	0	48	228	21	0	249	81	3	0	84	381	0	952	46	1	999
14:45 - 15:00	50	2	0	52	15	0	0	15	19	0	1	20	87	3	66	2	0	68	268	18	0	286	79	5	0	84	438	0	1039	48	1	1088
15:00 - 15:15	103	7	0	110	32	1	0	33	12	2	0	14	157	2	85	0	0	85	231	18	0	249	87	5	0	92	426	0	1112	47	1	1160
15:15 - 15:30	83	4	0	87	27	1	0	28	21	1	0	22	137	0	94	2	0	96	243	12	0	255	84	1	0	85	436	0	1280	29	3	1312
15:30 - 15:45	90	3	0	93	23	1	0	24	19	2	1	22	139	3	72	3	0	75	283	7	0	290	98	0	0	98	463	0	1305	30	1	1336
15:45 - 16:00	96	8	0	104	28	0	0	28	15	0	0	15	147	2	81	2	0	83	265	18	0	283	86	2	0	88	454	0	1206	46	0	1252
16:00 - 16:15	84	6	0	90	22	0	0	22	25	2	0	27	139	3	70	0	0	70	239	10	0	249	64	4	0	68	387	0	1171	37	0	1208
16:15 - 16:30	80	4	0	84	25	1	0	26	22	0	0	22	132	0	66	2	0	68	241	12	0	253	98	3	0	101	422	0	1153	38	0	1191
16:30 - 16:45	97	5	0	102	23	0	0	23	17	1	0	18	143	0	70	2	0	72	272	14	0	286	97	2	0	99	457	0	1259	33	2	1294
16:45 - 17:00	103	4	0	107	29	2	0	31	14	0	0	14	152	0	75	0	0	75	224	8	0	232	107	2	0	109	416	0	1224	24	1	1249
17:00 - 17:15	101	0	0	101	30	0	0	30	18	1	1	20	151	2	73	2	0	75	228	7	0	235	97	1	0	98	408	0	1190	24	2	1216
17:15 - 17:30	104	4	0	108	19	0	0	19	17	1	2	20	147	1	92	2	0	94	202	7	0	209	79	0	0	79	382	0	1196	17	2	1215
17:30 - 17:45	83	1	0	84	24	0	0	24	19	0	0	19	127	0	87	1	0	88	216	6	0	222	68	1	0	69	379	0	1148	12	0	1160
17:45 - 18:00	81	2	0	83	23	0	0	23	18	0	0	18	124	2	78	0	0	78	208	2	0	210	77	1	0	78	366	0	1049	19	0	1068
Period End	1221	54	0	1275	345	8	0	353	255	11	5	271	1899	18	1056	19	0	1075	3348	160	0	3508	1202	30	0	1232	5815	0	16284	450	14	16748

All Vehicles Time Per 5 Mins	SOUTH Mingara Drive														WEST Wyong Road														TOTAL			TOTAL
	L				I				R				TOTAL	PEDS	L				I				R				TOTAL	PEDS				
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ
	7:30 - 7:45	49	1	0	50	16	0	0	16	32	1	0	33	99	2	16	3	0	19	195	15	0	210	38	0	0	38	267	9	888	49	0
7:45 - 8:00	44	0	0	44	22	1	0	23	44	0	0	44	111	0	25	1	0	26	189	22	0	211	54	3	0	57	294	5	956	64	0	1020
8:00 - 8:15	64	2	0	66	23	0	0	23	34	2	0	36	125	0	22	4	0	26	202	15	0	217	52	1	0	53	296	1	979	53	0	1032
8:15 - 8:30	37	1	0	38	25	0	0	25	74	1	0	75	138	0	17	5	0	22	213	16	0	229	42	1	0	43	294	4	988	57	1	1046
8:30 - 8:45	33	0	0	33	24	2	0	26	47	2	0	49	108	0	20	2	0	22	243	9	0	252	54	1	0	55	329	1	1036	51	0	1087
8:45 - 9:00	45	2	0	47	30	0	0	30	61	0	0	61	138	3	22	1	0	23	228	20	0	248	49	1	0	50	321	0	1039	61	4	1104
Period End	272	6	0	278	140	3	0	143	292	6	0	298	719	5	122	16	0	138	1270	97	0	1367	289	7	0	296	1801	20	5886	335	5	6226
14:30 - 14:45	53	1	0	54	24	0	0	24	56	2	1	59	137	2	19	1	0	20	288	10	0	298	46	0	0	46	364	3	952	46	1	999
14:45 - 15:00	49	2	0	51	16	0	0	16	52	0	0	52	119	3	36	3	0	39	350	13	0	363	39	3	0	42	444	4	1039	48	1	1088
15:00 - 15:15	49	4	0	53	21	0	1	22	47	0	0	47	122	0	26	0	0	26	334	10	0	344	85	0	0	85	455	3	1112	47	1	1160
15:15 - 15:30	49	0	0	49	37	0	3	40	103	1	0	104	193	0	25	2	0	27	449	5	0	454	65	0	0	65	546	0	1280	29	3	1312
15:30 - 15:45	67	3	0	70	23	1	0	24	82	0	0	82	176	0	33	1	0	34	437	9	0	446	78	0	0	78	558	6	1305	30	1	1336
15:45 - 16:00	38	1	0	39	31	0	0	31	81	0	0	81	151	0	26	1	0	27	392	13	0	405	67	1	0	68	500	17	1206	46	0	1252
16:00 - 16:15	48	1	0	49	25	0	0	25	76	1	0	77	151	3	30	2	0	32	438	11	0	449	50	0	0	50	531	10	1171	37	0	1208
16:15 - 16:30	46	0	0	46	32	0	0	32	69	1	0	70	148	3	26	2	0	28	393	13	0	406	55	0	0	55	489	5	1153	38	0	1191
16:30 - 16:45	49	1	0	50	31	0	0	31	99	1	2	102	183	0	21	0	0	21	424	7	0	431	59	0	0	59	511	11	1259	33	2	1294
16:45 - 17:00	39	0	0	39	41	0	1	42	76	2	0	78	159	2	36	1	0	37	419	4	0	423	61	1	0	62	522	2	1224	24	1	1249
17:00 - 17:15	45	1	0	46	24	1	0	25	85	1	1	87	158	0	16	0	0	16	411	10	0	421	62	0	0	62	499	10	1190	24	2	1216
17:15 - 17:30	53	0	0	53	32	0	0	32	92	0	0	92	177	2	26	0	0	26	412	3	0	415	68	0	0	68	509	3	1196	17	2	1215
17:30 - 17:45	37	1	0	38	31	0	0	31	93	0	0	93	162	0	19	0	0	19	414	2	0	416	57	0	0	57	492	1	1148	12	0	1160
17:45 - 18:00	28	2	0	30	32	0	0	32	76	0	0	76	138	0	22	0	0	22	336	10	0	346	70	2	0	72	440	5	1049	19	0	1068
Period End	650	17	0	667	400	2	5	407	1087	9	4	1100	2174	15	361	13	0	374	5497	120	0	5617	862	7	0	869	8660	80	16284	450	14	16748

Location Tumbi Creek Road
Wyong Road
Mingara Drive
Wyong Road
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Tuesday, 28 November 2023
 Weather Dry

All Vehicles Time Per Hour	NORTH Tumbi Creek Road														EAST Wyong Road																	
	L				I				R				TOTAL	PEDS	L				I				R				TOTAL	PEDS	TOTAL			TOTAL
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	
7:30 - 8:30	279	21	0	300	109	1	0	110	58	6	1	65	475	2	241	5	0	246	1350	73	0	1423	245	22	0	267	1936	0	3811	223	1	4035
7:45 - 8:45	325	22	0	347	120	1	0	121	66	10	1	77	545	1	259	4	0	263	1332	79	0	1411	253	18	0	271	1945	0	3959	225	1	4185
8:00 - 9:00	319	28	1	348	116	2	0	118	59	7	4	70	536	0	292	3	0	295	1318	73	0	1391	277	21	0	298	1984	0	4042	222	5	4269
Period End																																
14:30 - 15:30	302	17	0	319	99	4	0	103	71	4	1	76	498	5	292	5	0	297	970	69	0	1039	331	14	0	345	1681	0	4383	170	6	4559
14:45 - 15:45	326	16	0	342	97	3	0	100	71	5	2	78	520	8	317	7	0	324	1025	55	0	1080	348	11	0	359	1763	0	4736	154	6	4896
15:00 - 16:00	372	22	0	394	110	3	0	113	67	5	1	73	580	7	332	7	0	339	1022	55	0	1077	355	8	0	363	1779	0	4903	152	5	5060
15:15 - 16:15	353	21	0	374	100	2	0	102	80	5	1	86	562	8	317	7	0	324	1030	47	0	1077	332	7	0	339	1740	0	4962	142	4	5108
15:30 - 16:30	350	21	0	371	98	2	0	100	81	4	1	86	557	8	289	7	0	296	1028	47	0	1075	346	9	0	355	1726	0	4835	151	1	4987
15:45 - 16:45	357	23	0	380	98	1	0	99	79	3	0	82	561	5	287	6	0	293	1017	54	0	1071	345	11	0	356	1720	0	4789	154	2	4945
16:00 - 17:00	364	19	0	383	99	3	0	102	78	3	0	81	566	3	281	4	0	285	976	44	0	1020	366	11	0	377	1682	0	4807	132	3	4942
16:15 - 17:15	381	13	0	394	107	3	0	110	71	2	1	74	578	2	284	6	0	290	965	41	0	1006	399	8	0	407	1703	0	4826	119	5	4950
16:30 - 17:30	405	13	0	418	101	2	0	103	66	3	3	72	593	3	310	6	0	316	926	36	0	962	380	5	0	385	1663	0	4869	98	7	4974
16:45 - 17:45	391	9	0	400	102	2	0	104	68	2	3	73	577	3	327	5	0	332	870	28	0	898	351	4	0	355	1585	0	4758	77	5	4840
17:00 - 18:00	369	7	0	376	96	0	0	96	72	2	3	77	549	5	330	5	0	335	854	22	0	876	321	3	0	324	1535	0	4583	72	4	4659
Period End																																

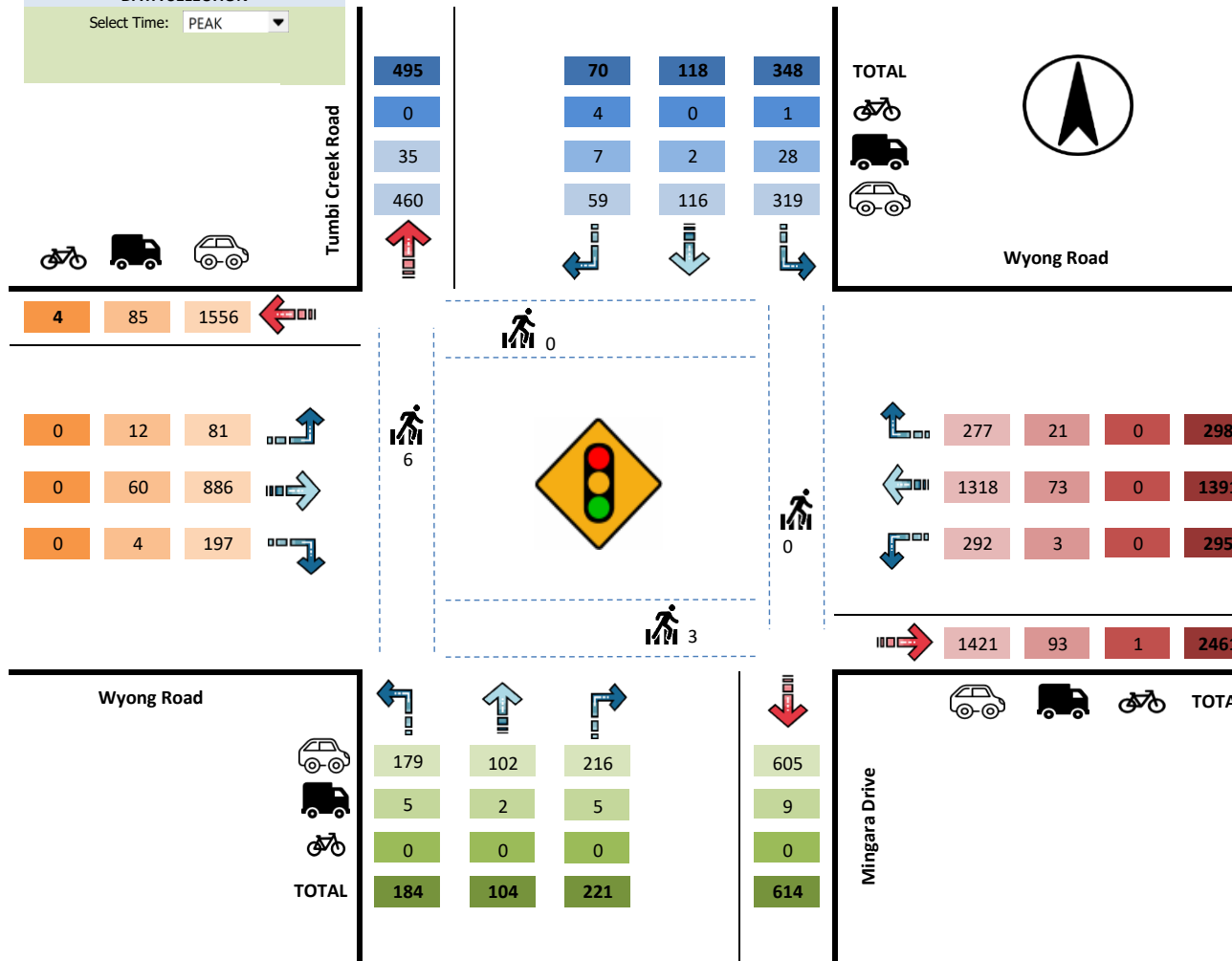
All Vehicles Time Per Hour		SOUTH Mingara Drive													WEST Wyong Road													TOTAL		TOTAL		TOTAL	
		L				I				R				L				I				R											
		LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY						CYCLIST
7:30	- 8:30	194	4	0	198	86	1	0	87	184	4	0	188	473	2	80	13	0	93	799	68	0	867	186	5	0	191	1151	19	3811	223	1	4035
7:45	- 8:45	178	3	0	181	94	3	0	97	199	5	0	204	482	0	84	12	0	96	847	62	0	909	202	6	0	208	1213	11	3959	225	1	4185
8:00	- 9:00	179	5	0	184	102	2	0	104	216	5	0	221	509	3	81	12	0	93	886	60	0	946	197	4	0	201	1240	6	4042	222	5	4269
Period End																																	
14:30	- 15:30	200	7	0	207	98	0	4	102	258	3	1	262	571	5	106	6	0	112	1421	38	0	1459	235	3	0	238	1809	10	4383	170	6	4559
14:45	- 15:45	214	9	0	223	97	1	4	102	284	1	0	285	610	3	120	6	0	126	1570	37	0	1607	267	3	0	270	2003	13	4736	154	6	4896
15:00	- 16:00	203	8	0	211	112	1	4	117	313	1	0	314	642	0	110	4	0	114	1612	37	0	1649	295	1	0	296	2059	26	4903	152	5	5060
15:15	- 16:15	202	5	0	207	116	1	3	120	342	2	0	344	671	3	114	6	0	120	1716	38	0	1754	260	1	0	261	2135	33	4962	142	4	5108
15:30	- 16:30	199	5	0	204	111	1	0	112	308	2	0	310	626	6	115	6	0	121	1660	46	0	1706	250	1	0	251	2078	38	4835	151	1	4987
15:45	- 16:45	181	3	0	184	119	0	0	119	325	3	2	330	633	6	103	5	0	108	1647	44	0	1691	231	1	0	232	2031	43	4789	154	2	4945
16:00	- 17:00	182	2	0	184	129	0	1	130	320	5	2	327	641	8	113	5	0	118	1674	35	0	1709	225	1	0	226	2053	28	4807	132	3	4942
16:15	- 17:15	179	2	0	181	128	1	1	130	329	5	3	337	648	5	99	3	0	102	1647	34	0	1681	237	1	0	238	2021	28	4826	119	5	4950
16:30	- 17:30	186	2	0	188	128	1	1	130	352	4	3	359	677	4	99	1	0	100	1666	24	0	1690	250	1	0	251	2041	26	4869	98	7	4974
16:45	- 17:45	174	2	0	176	128	1	1	130	346	3	1	350	656	4	97	1	0	98	1656	19	0	1675	248	1	0	249	2022	16	4758	77	5	4840
17:00	- 18:00	163	4	0	167	119	1	0	120	346	1	1	348	635	2	83	0	0	83	1573	25	0	1598	257	2	0	259	1940	19	4583	72	4	4659
Period End																																	

Location Tumbl Creek Road
Wyong Road
Mingara Drive
Wyong Road
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Tuesday, 28 November 2023
 Weather Dry

DATA SELECTION
 Select Time:

TIME RANGE		
PEAK	-	AM
PEAK		
8:00	-	9:00



Traffic Information Specialists

ABN: 42 613 389 923

Email info@trafficinfospecialist.com.au

Location _____

 Suburb _____

Duration _____

 Day/Date _____
 Weather _____

All Vehicles Time Per 15 Mins	NORTH														EAST																					
	-														Mingara Drive																					
	L				I				R				U																							
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	TOTAL			TOTAL						
7:30 - 7:45																	46	0	0	46	41	0	0	41			1	0	0	1	88	2	179	2	0	181
7:45 - 8:00																	49	2	0	51	41	0	0	41			4	0	0	4	96	0	185	3	0	188
8:00 - 8:15																	79	1	0	80	32	0	0	32			3	1	0	4	116	1	215	5	0	220
8:15 - 8:30																	58	2	0	60	45	0	0	45			4	0	0	4	109	3	238	3	0	241
8:30 - 8:45																	72	0	0	72	43	0	0	43			4	0	0	4	119	0	228	3	0	231
8:45 - 9:00																	54	3	0	57	72	0	0	72			7	0	0	7	136	0	260	4	0	264
Period End																	358	8	0	366	274	0	0	274			23	1	0	24	664	6	1305	20	0	1325
14:30 - 14:45																	34	0	0	34	28	0	0	28			11	1	0	12	74	0	142	4	0	146
14:45 - 15:00																	38	1	0	39	45	0	0	45			5	1	0	6	90	0	161	2	0	163
15:00 - 15:15																	102	0	0	102	36	0	0	36			7	0	0	7	145	0	246	1	0	247
15:15 - 15:30																	73	1	0	74	68	0	0	68			4	1	0	5	147	1	327	2	0	329
15:30 - 15:45																	43	2	0	45	61	0	0	61			4	1	0	5	111	0	226	4	0	230
15:45 - 16:00																	39	1	0	40	73	0	0	73			6	0	0	6	119	0	211	1	0	212
16:00 - 16:15																	38	0	0	38	59	0	0	59			3	0	0	3	100	2	210	1	0	211
16:15 - 16:30																	41	0	1	42	62	1	0	63			7	1	0	8	113	0	213	2	1	216
16:30 - 16:45																	43	2	1	46	64	0	0	64			11	1	0	12	122	1	229	3	1	233
16:45 - 17:00																	41	2	0	43	76	0	0	76			8	0	0	8	127	2	242	4	0	246
17:00 - 17:15																	52	1	0	53	66	0	0	66			9	0	0	9	128	1	246	3	0	249
17:15 - 17:30																	42	1	1	44	104	0	0	104			3	0	0	3	151	2	286	1	1	288
17:30 - 17:45																	39	0	0	39	79	0	0	79			6	0	0	6	124	2	284	0	0	284
17:45 - 18:00																	35	1	0	36	82	1	0	83			7	0	0	7	126	2	225	2	0	227
Period End																	660	12	3	675	903	2	0	905			91	6	0	97	1677	13	3248	30	3	3281

All Vehicles Time Per 5 Mins	SOUTH														WEST																									
	Hansens Road														Mingara Recreation Club																									
	L				I				R				U				TOTAL	PEDS	L				I				R				U				TOTAL	PEDS	TOTAL			TOTAL
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST							
7:30 - 7:45	14	0	0	14					57	1	0	58	0	0	0	0	72	0					15	0	0	15	5	1	0	6	0	0	0	21	1	179	2	0	181	
7:45 - 8:00	11	0	0	11					66	1	0	67	0	0	0	0	78	0					13	0	0	13	1	0	0	1	0	0	0	14	0	185	3	0	188	
8:00 - 8:15	16	0	0	16					71	3	0	74	0	0	0	0	90	0					14	0	0	14	0	0	0	0	0	0	0	14	3	215	5	0	220	
8:15 - 8:30	15	0	0	15					94	1	0	95	0	0	0	0	110	0					19	0	0	19	3	0	0	3	0	0	0	22	0	238	3	0	241	
8:30 - 8:45	20	0	0	20					71	3	0	74	0	0	0	0	94	0					17	0	0	17	1	0	0	1	0	0	0	18	2	228	3	0	231	
8:45 - 9:00	16	0	0	16					78	1	0	79	0	0	0	0	95	0					28	0	0	28	5	0	0	5	0	0	0	33	3	260	4	0	264	
Period End	92	0	0	92					437	10	0	447	0	0	0	0	539	0					106	0	0	106	15	1	0	16	0	0	0	122	9	1305	20	0	1325	
14:30 - 14:45	7	0	0	7					21	3	0	24	0	0	0	0	31	0					36	0	0	36	5	0	0	5	0	0	0	41	2	142	4	0	146	
14:45 - 15:00	4	0	0	4					26	0	0	26	0	0	0	0	30	0					32	0	0	32	11	0	0	11	0	0	0	43	0	161	2	0	163	
15:00 - 15:15	13	0	0	13					52	1	0	53	0	0	0	0	66	0					32	0	0	32	4	0	0	4	0	0	0	36	5	246	1	0	247	
15:15 - 15:30	28	0	0	28					108	0	0	108	0	0	0	0	136	0					40	0	0	40	6	0	0	6	0	0	0	46	4	327	2	0	329	
15:30 - 15:45	12	0	0	12					60	1	0	61	0	0	0	0	73	0					41	0	0	41	5	0	0	5	0	0	0	46	5	226	4	0	230	
15:45 - 16:00	14	0	0	14					38	0	0	38	0	0	0	0	52	3					36	0	0	36	5	0	0	5	0	0	0	41	0	211	1	0	212	
16:00 - 16:15	13	0	0	13					37	1	0	38	0	0	0	0	51	1					53	0	0	53	7	0	0	7	0	0	0	60	0	210	1	0	211	
16:15 - 16:30	15	0	0	15					36	0	0	36	0	0	0	0	51	0					44	0	0	44	8	0	0	8	0	0	0	52	3	213	2	1	216	
16:30 - 16:45	9	0	0	9					41	0	0	41	0	0	0	0	50	0					55	0	0	55	6	0	0	6	0	0	0	61	1	229	3	1	233	
16:45 - 17:00	15	0	0	15					47	2	0	49	0	0	0	0	64	0					49	0	0	49	6	0	0	6	0	0	0	55	3	242	4	0	246	
17:00 - 17:15	20	0	0	20					31	2	0	33	0	0	0	0	53	0					57	0	0	57	11	0	0	11	0	0	0	68	2	246	3	0	249	
17:15 - 17:30	30	0	0	30					39	0	0	39	0	0	0	0	69	1					57	0	0	57	11	0	0	11	0	0	0	68	4	286	1	1	288	
17:30 - 17:45	32	0	0	32					33	0	0	33	0	0	0	0	65	0					74	0	0	74	21	0	0	21	0	0	0	95	1	284	0	0	284	
17:45 - 18:00	15	0	0	15					30	0	0	30	0	0	0	0	45	0					43	0	0	43	13	0	0	13	0	0	0	56	1	225	2	0	227	
Period End	227	0	0	227					599	10	0	609	0	0	0	0	836	5					649	0	0	649	119	0	0	119	0	0	0	768	31	3248	30	3	3281	

Location _____

 Suburb _____

Duration _____

 Day/Date _____
 Weather _____

All Vehicles Time Per Hour	NORTH -														EAST Mingara Drive																													
																																					TOTAL							
	L				T				R				U								L				T				R				U								TOTAL			
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	TOTAL								
7:30 - 8:30																																												
7:45 - 8:45																																												
8:00 - 9:00																																												
Period End																																												
14:30 - 15:30																																												
14:45 - 15:45																																												
15:00 - 16:00																																												
15:15 - 16:15																																												
15:30 - 16:30																																												
15:45 - 16:45																																												
16:00 - 17:00																																												
16:15 - 17:15																																												
16:30 - 17:30																																												
16:45 - 17:45																																												
17:00 - 18:00																																												
Period End																																												

All Vehicles Time Per Hour	SOUTH														WEST														TOTAL		TOTAL									
	Hansens Road														Mingara Recreation Club																									
	L				I				R				U				L				I				R								U				TOTAL		TOTAL	
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ					TOTAL	PEDS						
7:30 - 8:30	56	0	0	56					288	6	0	294	0	0	0	0	350	0			61	0	0	61	9	1	0	10	0	0	0	71	4	817	13	0	830			
7:45 - 8:45	62	0	0	62					302	8	0	310	0	0	0	0	372	0			63	0	0	63	5	0	0	5	0	0	0	68	5	866	14	0	880			
8:00 - 9:00	67	0	0	67					314	8	0	322	0	0	0	0	389	0			78	0	0	78	9	0	0	9	0	0	0	87	8	941	15	0	956			
Period End																																								
14:30 - 15:30	52	0	0	52					207	4	0	211	0	0	0	0	263	0			140	0	0	140	26	0	0	26	0	0	0	0	166	11	876	9	0	885		
14:45 - 15:45	57	0	0	57					246	2	0	248	0	0	0	0	305	0			145	0	0	145	26	0	0	26	0	0	0	0	171	14	960	9	0	969		
15:00 - 16:00	67	0	0	67					258	2	0	260	0	0	0	0	327	3			149	0	0	149	20	0	0	20	0	0	0	0	169	14	1010	8	0	1018		
15:15 - 16:15	67	0	0	67					243	2	0	245	0	0	0	0	312	4			170	0	0	170	23	0	0	23	0	0	0	0	193	9	974	8	0	982		
15:30 - 16:30	54	0	0	54					171	2	0	173	0	0	0	0	227	4			174	0	0	174	25	0	0	25	0	0	0	0	199	8	860	8	1	869		
15:45 - 16:45	51	0	0	51					152	1	0	153	0	0	0	0	204	4			188	0	0	188	26	0	0	26	0	0	0	0	214	4	863	7	2	872		
16:00 - 17:00	52	0	0	52					161	3	0	164	0	0	0	0	216	1			201	0	0	201	27	0	0	27	0	0	0	0	228	7	894	10	2	906		
16:15 - 17:15	59	0	0	59					155	4	0	159	0	0	0	0	218	0			205	0	0	205	31	0	0	31	0	0	0	0	236	9	930	12	2	944		
16:30 - 17:30	74	0	0	74					158	4	0	162	0	0	0	0	236	1			218	0	0	218	34	0	0	34	0	0	0	0	252	10	1003	11	2	1016		
16:45 - 17:45	97	0	0	97					150	4	0	154	0	0	0	0	251	1			237	0	0	237	49	0	0	49	0	0	0	0	286	10	1058	8	1	1067		
17:00 - 18:00	97	0	0	97					133	2	0	135	0	0	0	0	232	1			231	0	0	231	56	0	0	56	0	0	0	0	287	8	1041	6	1	1048		
Period End																																								

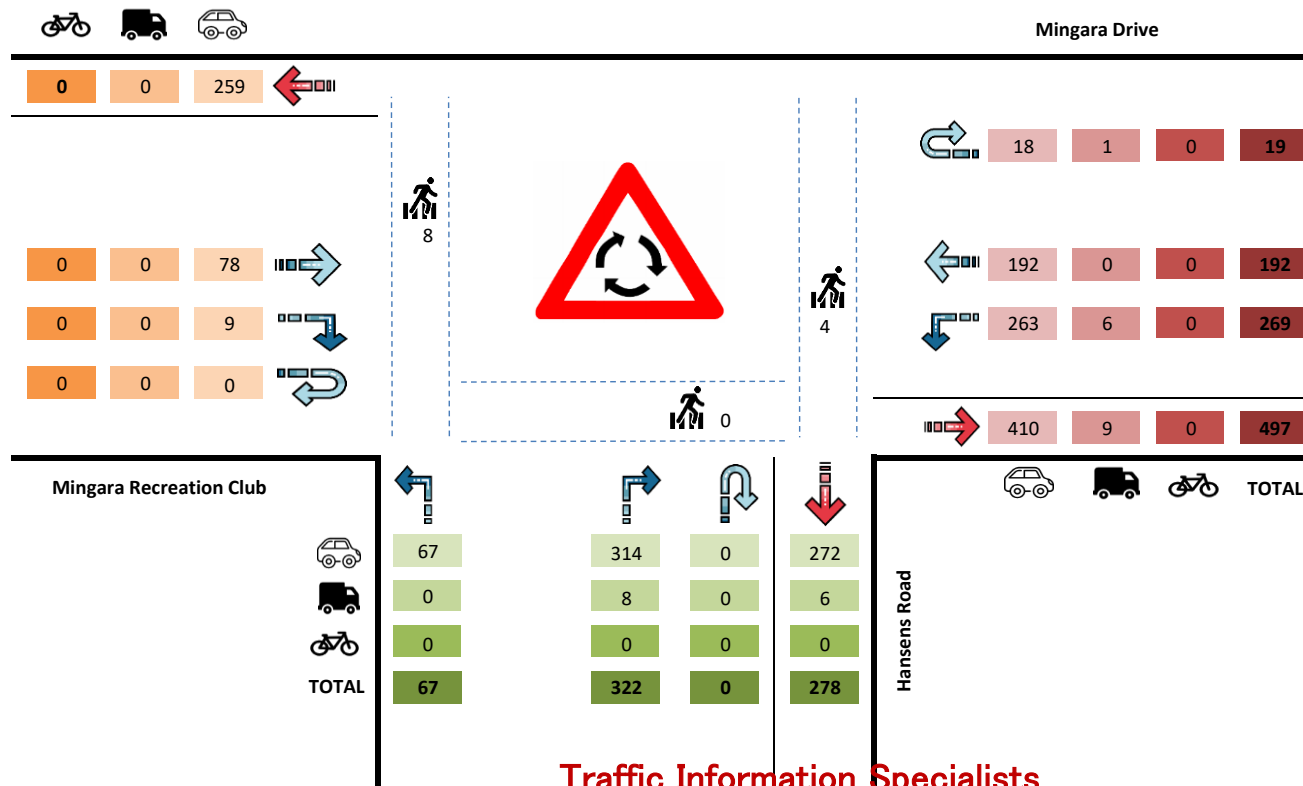
Location -
Mingara Drive
Hansens Road
Mingara Recreation Club
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Thursday, 30 November 2023
 Weather -

DATA SELECTION

Select Time:

TIME RANGE		
PEAK	-	AM
PEAK		
8:00	-	9:00



Traffic Information Specialists

ABN: 42 613 389 923

Email info@trafficinfospecialist.com.au

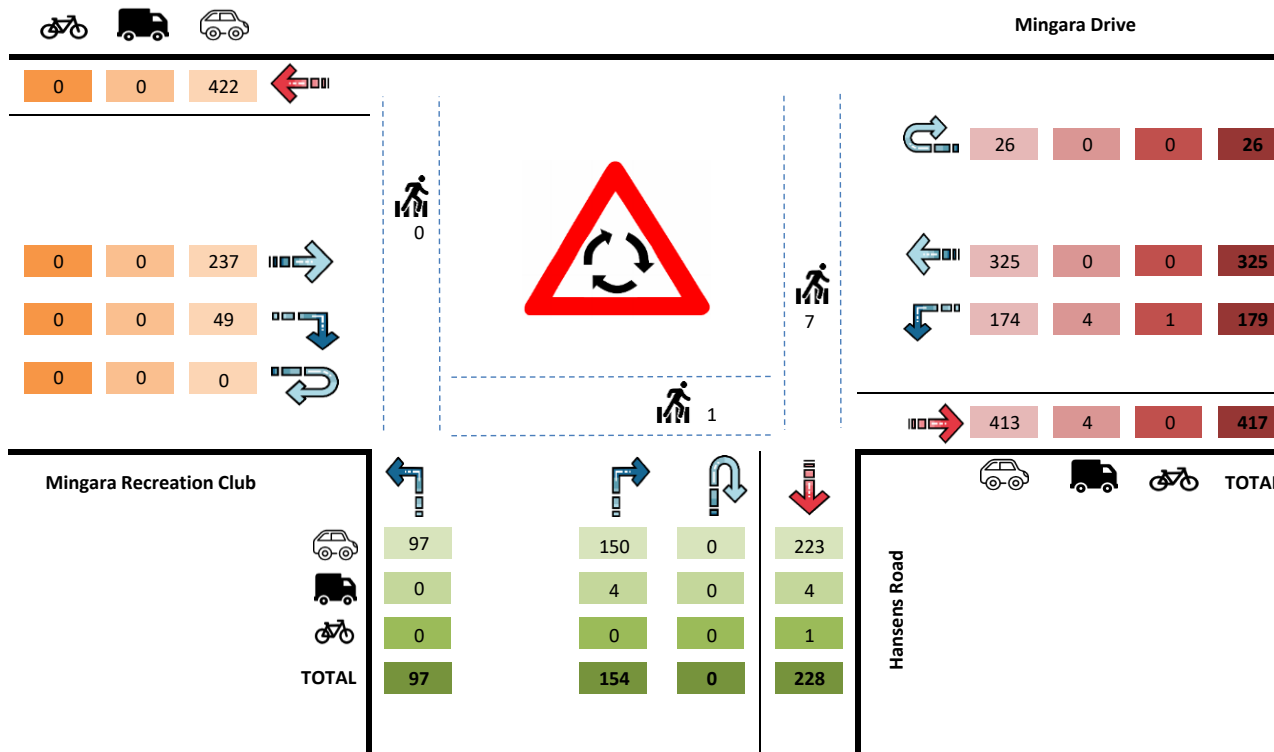
Location -
Mingara Drive
Hansens Road
Mingara Recreation Club
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Thursday, 30 November 2023
 Weather -

DATA SELECTION

Select Time:

TIME RANGE		
PEAK	-	PM
PEAK		
16:45	-	17:45



Traffic Information Specialists

ABN: 42 613 389 923

Email info@trafficinfospecialist.com.au

Location -
 Wyong Road
 Tumbi Road
 Wyong Road
 Suburb TUMBI UMBI

Duration 0730 - 0900
 1430 - 1800
 -
 Day/Date Thursday, 30 November 2023
 Weather Dry

All Vehicles Time Per 15 Mins	NORTH												EAST																			
	-												Wyong Road																			
	L				I				R				TOTAL	PEDS	L				I				R				TOTAL	PEDS	TOTAL			TOTAL
LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT			HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT			HEAVY	CYCLIST		
7:30 - 7:45																	12	1	0	13	252	10	0	262			275	0	837	40	0	877
7:45 - 8:00																	7	0	0	7	237	18	0	255			262	0	866	54	0	920
8:00 - 8:15																	2	0	0	2	271	16	0	287			289	0	805	49	0	854
8:15 - 8:30																	4	0	0	4	254	10	0	264			268	0	944	44	0	988
8:30 - 8:45																	1	0	0	1	246	10	0	256			257	1	933	41	0	974
8:45 - 9:00																	1	0	0	1	302	16	0	318			319	0	945	58	0	1003
Period End																	27	1	0	28	1562	80	0	1642			1670	1	5330	286	0	5616
14:30 - 14:45																	24	0	0	24	222	9	0	231			255	0	925	39	0	964
14:45 - 15:00																	16	0	0	16	241	15	0	256			272	0	921	42	0	963
15:00 - 15:15																	15	0	0	15	249	15	0	264			279	0	991	37	0	1028
15:15 - 15:30																	14	1	0	15	236	4	0	240			255	0	1101	23	0	1124
15:30 - 15:45																	15	1	0	16	237	2	0	239			255	0	1119	25	0	1144
15:45 - 16:00																	18	0	0	18	258	8	0	266			284	0	1053	33	0	1086
16:00 - 16:15																	19	0	0	19	212	5	0	217			236	0	1106	26	0	1132
16:15 - 16:30																	16	1	0	17	241	12	0	253			270	0	1023	37	0	1060
16:30 - 16:45																	12	2	0	14	214	8	0	222			236	0	1155	28	0	1183
16:45 - 17:00																	19	2	0	21	235	4	0	239			260	0	1077	19	0	1096
17:00 - 17:15																	20	0	0	20	225	3	0	228			248	0	1066	17	0	1083
17:15 - 17:30																	10	0	0	10	197	4	0	201			211	0	1042	11	0	1053
17:30 - 17:45																	20	0	0	20	168	3	0	171			191	0	1052	9	0	1061
17:45 - 18:00																	12	0	0	12	203	2	0	205			217	0	893	15	0	908
Period End																	230	7	0	237	3138	94	0	3232			3469	0	14524	361	0	14885

All Vehicles Time Per 5 Mins	SOUTH												WEST																			
	Tumbi Road												Wyong Road																			
	L				I				R				L				I				R											
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	TOTAL		TOTAL					
7:30 - 7:45	253	11	0	264					15	0	0	15	279	1					157	11	0	168	148	7	0	155	323	2	837	40	0	877
7:45 - 8:00	239	9	0	248					16	1	0	17	265	0					215	16	0	231	152	10	0	162	393	0	866	54	0	920
8:00 - 8:15	212	11	0	223					24	1	0	25	248	0					179	9	0	188	117	12	0	129	317	1	805	49	0	854
8:15 - 8:30	248	10	0	258					25	0	0	25	283	0					222	10	0	232	191	14	0	205	437	1	944	44	0	988
8:30 - 8:45	236	9	0	245					28	0	0	28	273	1					241	14	0	255	181	8	0	189	444	1	933	41	0	974
8:45 - 9:00	214	10	0	224					25	2	0	27	251	2					248	15	0	263	155	15	0	170	433	0	945	58	0	1003
Period End	1402	60	0	1462					133	4	0	137	1599	4					1262	75	0	1337	944	66	0	1010	2347	5	5330	286	0	5616
14:30 - 14:45	184	14	0	198					26	0	0	26	224	2					288	10	0	298	181	6	0	187	485	0	925	39	0	964
14:45 - 15:00	171	10	0	181					28	1	0	29	210	3					302	8	0	310	163	8	0	171	481	0	921	42	0	963
15:00 - 15:15	189	7	0	196					26	0	0	26	222	0					315	9	0	324	197	6	0	203	527	0	991	37	0	1028
15:15 - 15:30	199	10	0	209					34	0	0	34	243	0					352	3	0	355	266	5	0	271	626	0	1101	23	0	1124
15:30 - 15:45	205	10	0	215					24	0	0	24	239	0					356	10	0	366	282	2	0	284	650	0	1119	25	0	1144
15:45 - 16:00	173	7	0	180					28	1	0	29	209	0					374	13	0	387	202	4	0	206	593	0	1053	33	0	1086
16:00 - 16:15	197	7	0	204					28	0	0	28	232	1					390	10	0	400	260	4	0	264	664	0	1106	26	0	1132
16:15 - 16:30	192	7	0	199					40	1	0	41	240	2					329	12	0	341	205	4	0	209	550	0	1023	37	0	1060
16:30 - 16:45	234	7	0	241					37	0	0	37	278	0					388	5	0	393	270	6	0	276	669	0	1155	28	0	1183
16:45 - 17:00	189	4	0	193					54	0	0	54	247	2					358	8	0	366	222	1	0	223	589	1	1077	19	0	1096
17:00 - 17:15	181	4	0	185					34	0	0	34	219	5					371	9	0	380	235	1	0	236	616	1	1066	17	0	1083
17:15 - 17:30	187	2	0	189					33	0	0	33	222	0					350	3	0	353	265	2	0	267	620	0	1042	11	0	1053
17:30 - 17:45	213	3	0	216					50	0	0	50	266	0					351	2	0	353	250	1	0	251	604	1	1052	9	0	1061
17:45 - 18:00	144	0	0	144					41	0	0	41	185	0					288	8	0	296	205	5	0	210	506	0	893	15	0	908
Period End	2658	92	0	2750					483	3	0	486	3236	15					4812	110	0	4922	3203	55	0	3258	8180	3	14524	361	0	14885

Location -
 Wyong Road
 Tumbi Road
 Wyong Road
 Suburb TUMBI UMBI

Duration 0730 - 0900
 1430 - 1800
 -
 Day/Date Thursday, 30 November 2023
 Weather Dry

All Vehicles Time Per Hour	NORTH										EAST																	
	-										Wyong Road																	
	L				I				R				TOTAL	PEDS	TOTAL				TOTAL									
LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT			HEAVY	CYCLIST	Σ	LIGHT		HEAVY	CYCLIST							
7:30 - 8:30													25	1	0	26	1014	54	0	1068			1094	0	3452	187	0	3639
7:45 - 8:45													14	0	0	14	1008	54	0	1062			1076	1	3548	188	0	3736
8:00 - 9:00													8	0	0	8	1073	52	0	1125			1133	1	3627	192	0	3819
Period End																												
14:30 - 15:30													69	1	0	70	948	43	0	991			1061	0	3938	141	0	4079
14:45 - 15:45													60	2	0	62	963	36	0	999			1061	0	4132	127	0	4259
15:00 - 16:00													62	2	0	64	980	29	0	1009			1073	0	4264	118	0	4382
15:15 - 16:15													66	2	0	68	943	19	0	962			1030	0	4379	107	0	4486
15:30 - 16:30													68	2	0	70	948	27	0	975			1045	0	4301	121	0	4422
15:45 - 16:45													65	3	0	68	925	33	0	958			1026	0	4337	124	0	4461
16:00 - 17:00													66	5	0	71	902	29	0	931			1002	0	4361	110	0	4471
16:15 - 17:15													67	5	0	72	915	27	0	942			1014	0	4321	101	0	4422
16:30 - 17:30													61	4	0	65	871	19	0	890			955	0	4340	75	0	4415
16:45 - 17:45													69	2	0	71	825	14	0	839			910	0	4237	56	0	4293
17:00 - 18:00													62	0	0	62	793	12	0	805			867	0	4053	52	0	4105
Period End																												

All Vehicles Time Per Hour		SOUTH										WEST																																	
		Tumbi Road										Wyong Road																																	
		L				I				R				L				I						R																					
LIGHT				HEAVY				CYCLIST				Σ				TOTAL		PEDS		LIGHT				HEAVY				CYCLIST				Σ				TOTAL		PEDS		TOTAL				TOTAL	
7:30	-	8:30	952	41	0	993					80	2	0	82	1075	1					773	46	0	819	608	43	0	651	1470	4	3452	187	0	3639											
7:45	-	8:45	935	39	0	974					93	2	0	95	1069	1					857	49	0	906	641	44	0	685	1591	3	3548	188	0	3739											
8:00	-	9:00	910	40	0	950					102	3	0	105	1055	3					890	48	0	938	644	49	0	693	1631	3	3627	192	0	3819											
Period End																																													
14:30	-	15:30	743	41	0	784					114	1	0	115	899	5					1257	30	0	1287	807	25	0	832	2119	0	3938	141	0	4079											
14:45	-	15:45	764	37	0	801					112	1	0	113	914	3					1325	30	0	1355	908	21	0	929	2284	0	4132	127	0	4259											
15:00	-	16:00	766	34	0	800					112	1	0	113	913	0					1397	35	0	1432	947	17	0	964	2396	0	4264	118	0	4382											
15:15	-	16:15	774	34	0	808					114	1	0	115	923	1					1472	36	0	1508	1010	15	0	1025	2533	0	4379	107	0	4486											
15:30	-	16:30	767	31	0	798					120	2	0	122	920	3					1449	45	0	1494	949	14	0	963	2457	0	4301	121	0	4422											
15:45	-	16:45	796	28	0	824					133	2	0	135	959	3					1481	40	0	1521	937	18	0	955	2476	0	4337	124	0	4461											
16:00	-	17:00	812	25	0	837					159	1	0	160	997	5					1465	35	0	1500	957	15	0	972	2472	1	4361	110	0	4471											
16:15	-	17:15	796	22	0	818					165	1	0	166	984	9					1446	34	0	1480	932	12	0	944	2424	2	4321	101	0	4422											
16:30	-	17:30	791	17	0	808					158	0	0	158	966	7					1467	25	0	1492	992	10	0	1002	2494	2	4340	75	0	4415											
16:45	-	17:45	770	13	0	783					171	0	0	171	954	7					1430	22	0	1452	972	5	0	977	2429	3	4237	56	0	4293											
17:00	-	18:00	725	9	0	734					158	0	0	158	892	5					1360	22	0	1382	955	9	0	964	2346	2	4053	52	0	4105											
Period End																																													

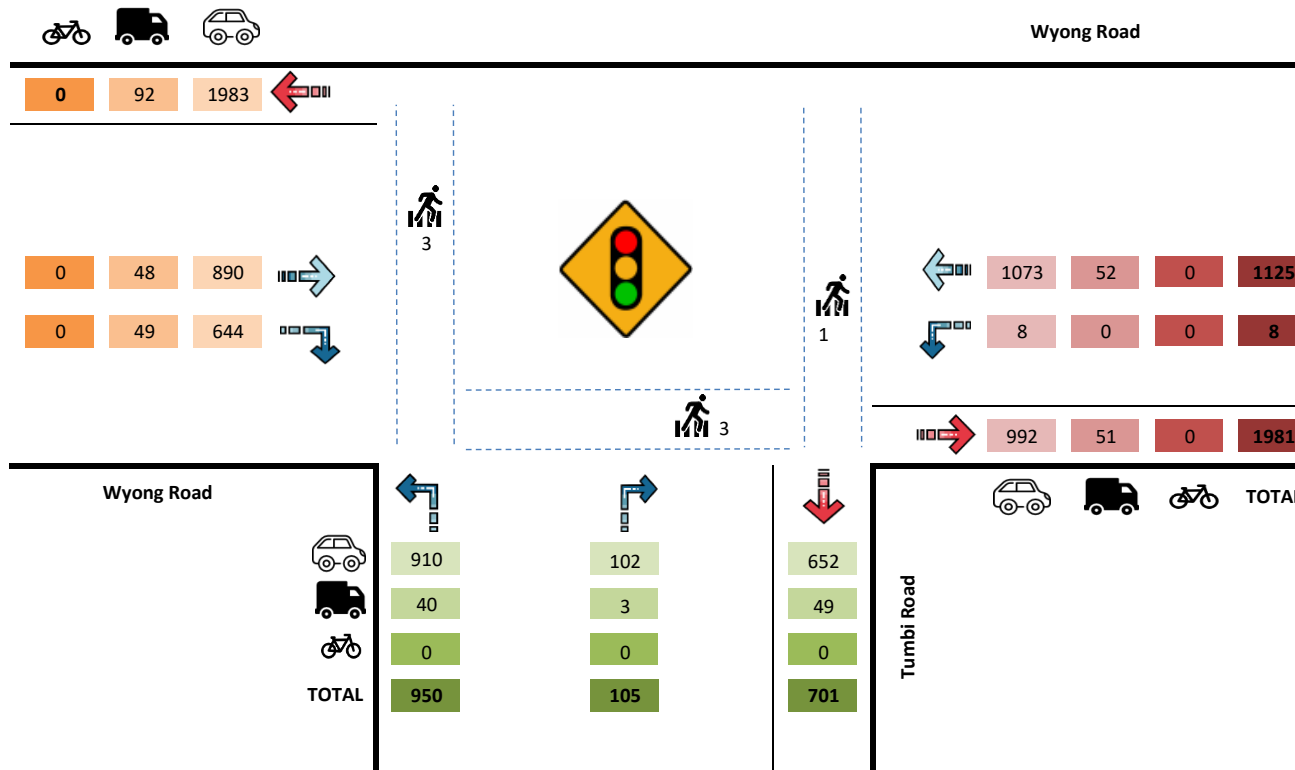
Location -
Wyong Road
Tumbi Road
Wyong Road
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Thursday, 30 November 2023
 Weather Dry

DATA SELECTION

Select Time:

TIME RANGE		
PEAK	-	AM
PEAK		
8:00	-	9:00



Traffic Information Specialists

ABN: 42 613 389 923

Email info@trafficinfospecialist.com.au

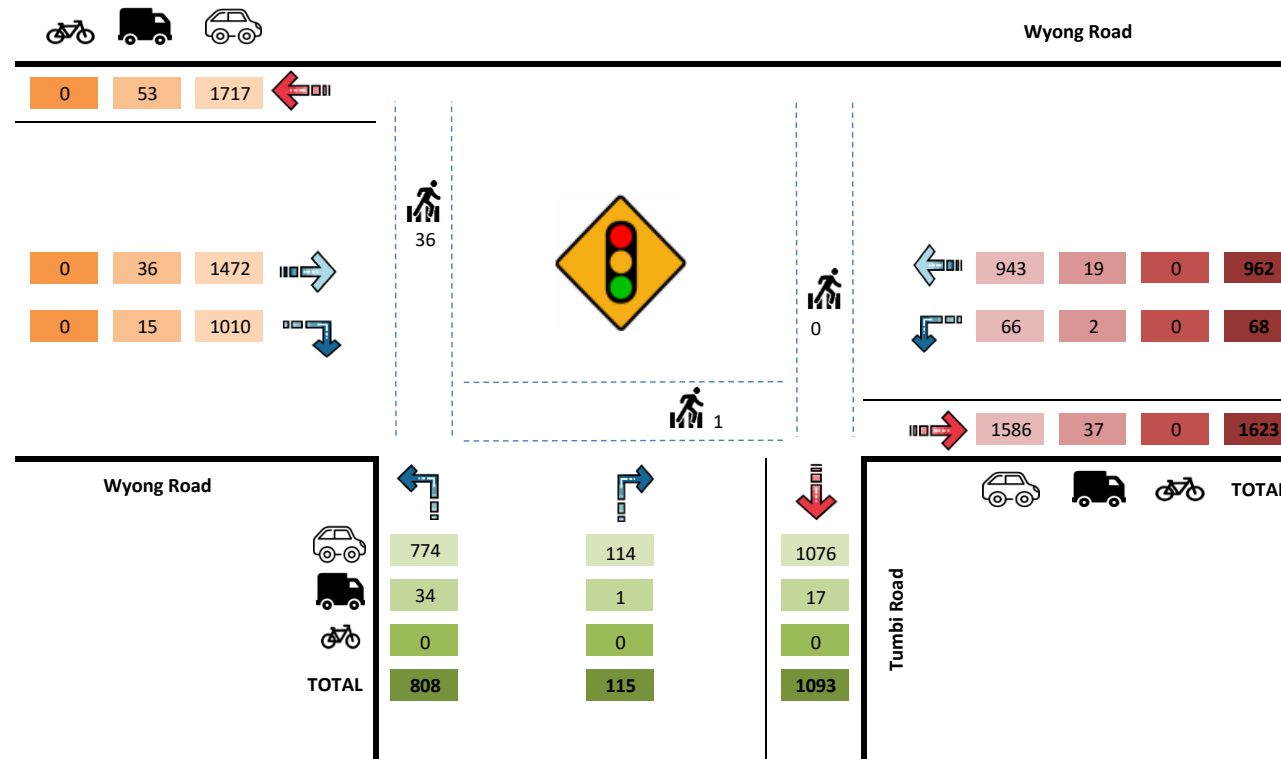
Location -
Wyong Road
Tumbi Road
Wyong Road
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Thursday, 30 November 2023
 Weather Dry

DATA SELECTION

Select Time:

TIME RANGE		
PEAK	-	PM
PEAK		
15:15	-	16:15



Traffic Information Specialists

ABN: 42 613 389 923

Email info@trafficinfospecialist.com.au

Location	Mingara Recreation Club Parking Northbound
	Hansens Road
	Kidspoint Migara Access
	Mingara Recreation Club Main Parking
Suburb	TUMBI UMBI

Duration	0730 - 0900
	1430 - 1800
	-
Day/Date	Thursday, 30 November 2023
Weather	-

All Vehicles Time Per 15 Mins	NORTH														EAST														TOTAL		TOTAL		TOTAL									
	Mingara Recreation Club Parking Northbound														Hansens Road																											
	L				I				R				U				TOTAL	PEDS	L				I				R								U				TOTAL	PEDS		
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY							CYCLIST	Σ	LIGHT	HEAVY			CYCLIST	Σ
7:30 - 7:45	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4	6	8	0	0	8	35	0	0	35	3	0	0	3	0	0	0	0	46	0	71	0	0	71		
7:45 - 8:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	11	18	0	0	18	31	0	0	31	7	0	0	7	0	0	0	0	56	0	69	0	0	69		
8:00 - 8:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	9	19	0	0	19	26	0	0	26	4	0	0	4	0	0	0	0	49	0	64	0	0	64		
8:15 - 8:30	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2	4	21	0	0	21	36	0	0	36	3	0	0	3	0	0	0	0	60	0	83	0	0	83		
8:30 - 8:45	4	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	5	6	24	0	0	24	29	0	0	29	3	0	0	3	0	0	0	0	56	0	77	0	0	77		
8:45 - 9:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11	25	0	0	25	58	0	0	58	10	0	0	10	0	0	0	0	93	0	125	0	0	125		
Period End	16	0	0	16	0	0	0	0	3	0	0	3	0	0	0	0	19	47	115	0	0	115	215	0	0	215	30	0	0	30	0	0	0	0	360	0	489	0	0	489		
14:30 - 14:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	6	7	0	0	7	21	0	0	21	3	0	0	3	0	0	0	0	31	0	76	0	0	76		
14:45 - 15:00	6	0	0	6	0	0	0	0	1	0	0	1	0	0	0	0	7	8	13	0	0	13	23	0	0	23	8	0	0	8	0	0	0	0	44	0	88	0	0	88		
15:00 - 15:15	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4	10	10	0	0	10	30	0	0	30	5	0	0	5	0	0	0	0	45	0	85	0	0	85		
15:15 - 15:30	5	0	0	5	0	0	0	0	1	0	0	1	0	0	0	0	6	13	14	0	0	14	76	0	0	76	10	0	0	10	0	0	0	0	100	0	150	0	1	151		
15:30 - 15:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	12	11	0	0	11	52	0	0	52	7	0	0	7	0	0	0	0	70	0	113	1	0	114		
15:45 - 16:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	14	15	0	0	15	60	0	0	60	12	0	0	12	0	0	0	0	87	0	131	0	0	131		
16:00 - 16:15	14	0	0	14	0	0	0	0	1	0	0	1	0	0	0	0	15	12	6	0	0	6	56	0	0	56	13	0	0	13	0	0	0	0	75	0	139	0	0	139		
16:15 - 16:30	10	0	0	10	0	0	0	0	2	0	0	2	0	0	0	0	12	10	15	0	0	15	58	1	0	59	6	0	0	6	0	0	0	0	80	0	132	1	0	133		
16:30 - 16:45	23	0	0	23	0	0	0	0	1	0	0	1	0	0	0	0	24	9	12	0	0	12	40	0	0	40	10	0	0	10	0	0	0	0	62	0	131	0	0	131		
16:45 - 17:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	6	18	0	0	18	64	0	0	64	10	0	0	10	0	0	0	0	92	0	146	0	0	146		
17:00 - 17:15	12	0	0	12	1	0	0	1	0	0	0	0	0	0	0	0	13	13	15	0	0	15	52	0	0	52	8	0	0	8	0	0	0	0	75	0	146	0	0	146		
17:15 - 17:30	9	0	0	9	0	0	0	0	0	1	0	1	0	0	0	0	10	11	26	0	0	26	87	1	0	88	11	1	0	12	0	0	0	0	126	0	195	3	0	198		
17:30 - 17:45	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12	10	10	0	0	10	100	1	0	101	13	0	0	13	0	0	0	0	124	0	219	1	0	220		
17:45 - 18:00	6	0	0	6	0	0	0	0	3	0	0	3	0	0	0	0	9	8	8	0	0	8	72	1	0	73	12	0	0	12	0	0	0	0	93	0	155	1	0	156		
Period End	126	0	0	126	1	0	0	1	10	1	0	11	0	0	0	0	138	142	180	0	0	180	791	4	0	795	128	1	0	129	0	0	0	0	1104	0	1906	7	1	1914		

[illegible]

Location Mingara Recreation Club Parking Northbound
Hansens Road
Kidspoint Migara Access
Mingara Recreation Club Main Parking
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Thursday, 30 November 2023
 Weather -

All Vehicles Time Per Hour	NORTH Mingara Recreation Club Parking Northbound																		EAST Hansens Road																					
	L				T				R				U				TOTAL	PEDS	L				T				R				U				TOTAL	PEDS	TOTAL			TOTAL
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ						
7:30 - 8:30	10	0	0	10	0	0	0	0	2	0	0	2	0	0	0	0	12	30	66	0	0	66	128	0	0	128	17	0	0	17	0	0	0	0	211	0	287	0	0	287
7:45 - 8:45	11	0	0	11	0	0	0	0	2	0	0	2	0	0	0	0	13	30	82	0	0	82	122	0	0	122	17	0	0	17	0	0	0	0	221	0	293	0	0	293
8:00 - 9:00	9	0	0	9	0	0	0	0	2	0	0	2	0	0	0	0	11	30	89	0	0	89	149	0	0	149	20	0	0	20	0	0	0	0	258	0	349	0	0	349
Period End																																								
14:30 - 15:30	18	0	0	18	0	0	0	0	3	0	0	3	0	0	0	0	21	37	44	0	0	44	150	0	0	150	26	0	0	26	0	0	0	0	220	0	399	0	1	400
14:45 - 15:45	21	0	0	21	0	0	0	0	3	0	0	3	0	0	0	0	24	43	48	0	0	48	181	0	0	181	30	0	0	30	0	0	0	0	259	0	436	1	1	438
15:00 - 16:00	24	0	0	24	0	0	0	0	2	0	0	2	0	0	0	0	26	49	50	0	0	50	218	0	0	218	34	0	0	34	0	0	0	0	302	0	479	1	1	481
15:15 - 16:15	35	0	0	35	0	0	0	0	2	0	0	2	0	0	0	0	37	51	46	0	0	46	244	0	0	244	42	0	0	42	0	0	0	0	332	0	533	1	1	535
15:30 - 16:30	40	0	0	40	0	0	0	0	3	0	0	3	0	0	0	0	43	48	47	0	0	47	226	1	0	227	38	0	0	38	0	0	0	0	312	0	515	2	0	517
15:45 - 16:45	56	0	0	56	0	0	0	0	4	0	0	4	0	0	0	0	60	45	48	0	0	48	214	1	0	215	41	0	0	41	0	0	0	0	304	0	533	1	0	534
16:00 - 17:00	53	0	0	53	0	0	0	0	4	0	0	4	0	0	0	0	57	37	51	0	0	51	218	1	0	219	39	0	0	39	0	0	0	0	309	0	548	1	0	549
16:15 - 17:15	51	0	0	51	1	0	0	1	3	0	0	3	0	0	0	0	55	38	60	0	0	60	214	1	0	215	34	0	0	34	0	0	0	0	309	0	555	1	0	556
16:30 - 17:30	50	0	0	50	1	0	0	1	1	1	0	2	0	0	0	0	53	39	71	0	0	71	243	1	0	244	39	1	0	40	0	0	0	0	355	0	618	3	0	621
16:45 - 17:45	39	0	0	39	1	0	0	1	0	1	0	1	0	0	0	0	41	40	69	0	0	69	303	2	0	305	42	1	0	43	0	0	0	0	417	0	706	4	0	710
17:00 - 18:00	39	0	0	39	1	0	0	1	3	1	0	4	0	0	0	0	44	42	59	0	0	59	311	3	0	314	44	1	0	45	0	0	0	0	418	0	715	5	0	720
Period End																																								

All Vehicles Time Per Hour	SOUTH Kidspoint Migara Access																WEST Mingara Recreation Club Main Parking																						
	L				I				R				U																TOTAL										
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	TOTAL		TOTAL				
7:30 - 8:30	1	0	0	1	0	0	0	0	12	0	0	12	0	0	0	0	13	9	0	0	0	0	51	0	0	51	0	0	0	0	0	0	0	51	219	287	0	0	287
7:45 - 8:45	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	12	5	1	0	0	1	45	0	0	45	1	0	0	1	0	0	0	47	226	293	0	0	293
8:00 - 9:00	0	0	0	0	0	0	0	0	21	0	0	21	0	0	0	0	21	7	1	0	0	1	57	0	0	57	1	0	0	1	0	0	0	59	221	349	0	0	349
Period End																																							
14:30 - 15:30	1	0	0	1	0	0	0	0	27	0	0	27	0	0	0	0	28	2	3	0	1	4	126	0	0	126	1	0	0	1	0	0	0	131	234	399	0	1	400
14:45 - 15:45	1	0	0	1	0	1	0	1	29	0	0	29	0	0	0	0	31	3	2	0	1	3	121	0	0	121	0	0	0	0	0	0	0	124	255	436	1	1	438
15:00 - 16:00	2	0	0	2	0	1	0	1	30	0	0	30	0	0	0	0	33	3	1	0	1	2	117	0	0	117	1	0	0	1	0	0	0	120	266	479	1	1	481
15:15 - 16:15	3	0	0	3	0	1	0	1	33	0	0	33	0	0	0	0	37	3	0	0	1	1	127	0	0	127	1	0	0	1	0	0	0	129	289	533	1	1	535
15:30 - 16:30	3	0	0	3	0	1	0	1	33	0	0	33	0	0	0	0	37	3	0	0	0	0	124	0	0	124	1	0	0	1	0	0	0	125	294	515	2	0	517
15:45 - 16:45	3	0	0	3	0	0	0	0	33	0	0	33	0	0	0	0	36	2	2	0	0	2	131	0	0	131	1	0	0	1	0	0	0	134	329	533	1	0	534
16:00 - 17:00	3	0	0	3	0	0	0	0	38	0	0	38	0	0	0	0	41	1	2	0	0	2	140	0	0	140	0	0	0	0	0	0	0	142	375	548	1	0	549
16:15 - 17:15	2	0	0	2	0	0	0	0	41	0	0	41	0	0	0	0	43	3	5	0	0	5	144	0	0	144	0	0	0	0	0	0	0	149	372	555	1	0	556
16:30 - 17:30	1	0	0	1	0	0	0	0	51	0	0	51	0	0	0	0	52	10	5	0	0	5	156	0	0	156	0	0	0	0	0	0	0	161	411	618	3	0	621
16:45 - 17:45	2	0	0	2	0	0	0	0	56	0	0	56	0	0	0	0	58	12	4	0	0	4	190	0	0	190	0	0	0	0	0	0	0	194	407	706	4	0	710
17:00 - 18:00	1	0	0	1	0	0	0	0	49	0	0	49	0	0	0	0	50	14	5	0	0	5	203	0	0	203	0	0	0	0	0	0	0	208	387	715	5	0	720
Period End																																							

Location Mingara Recreation Club Parking Northbound
Hansens Road
Kidspoint Migara Access
Mingara Recreation Club Main Parking
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Thursday, 30 November 2023
 Weather -

DATA SELECTION
 Select Time:

Mingara Recreation Club Parking

0 0 151

0 0 1

0 0 57

0 0 1

0 0 0

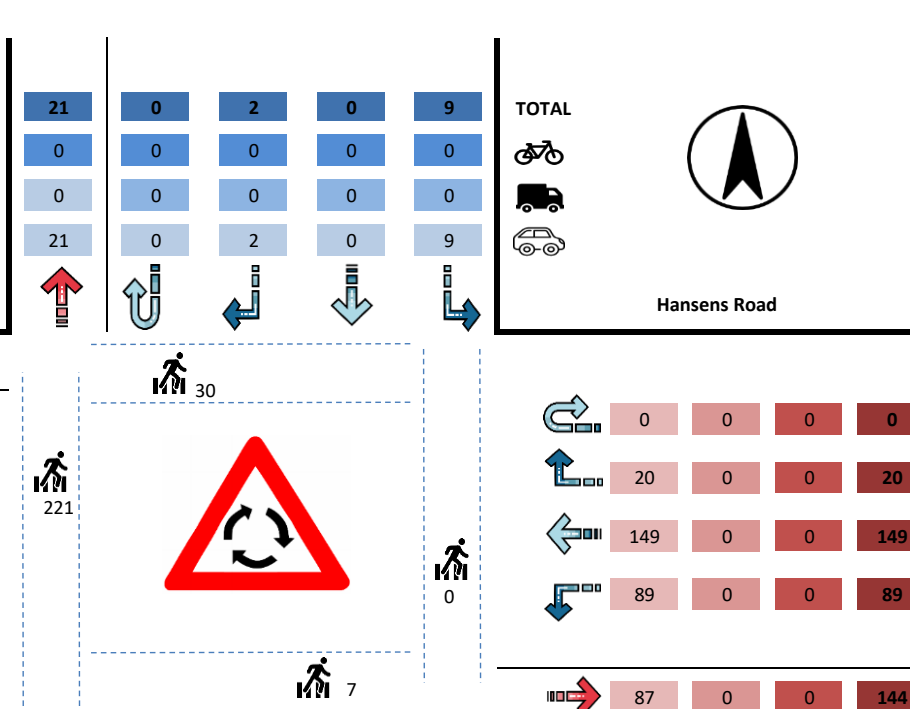
Mingara Recreation Club Main Parking

0 0 21 0 90

0 0 0 0 0

0 0 0 0 0

TOTAL 0 0 21 0 90



TIME RANGE		
PEAK	-	AM
PEAK		
8:00	-	9:00

Traffic Information Specialists

ABN: 42 613 389 923

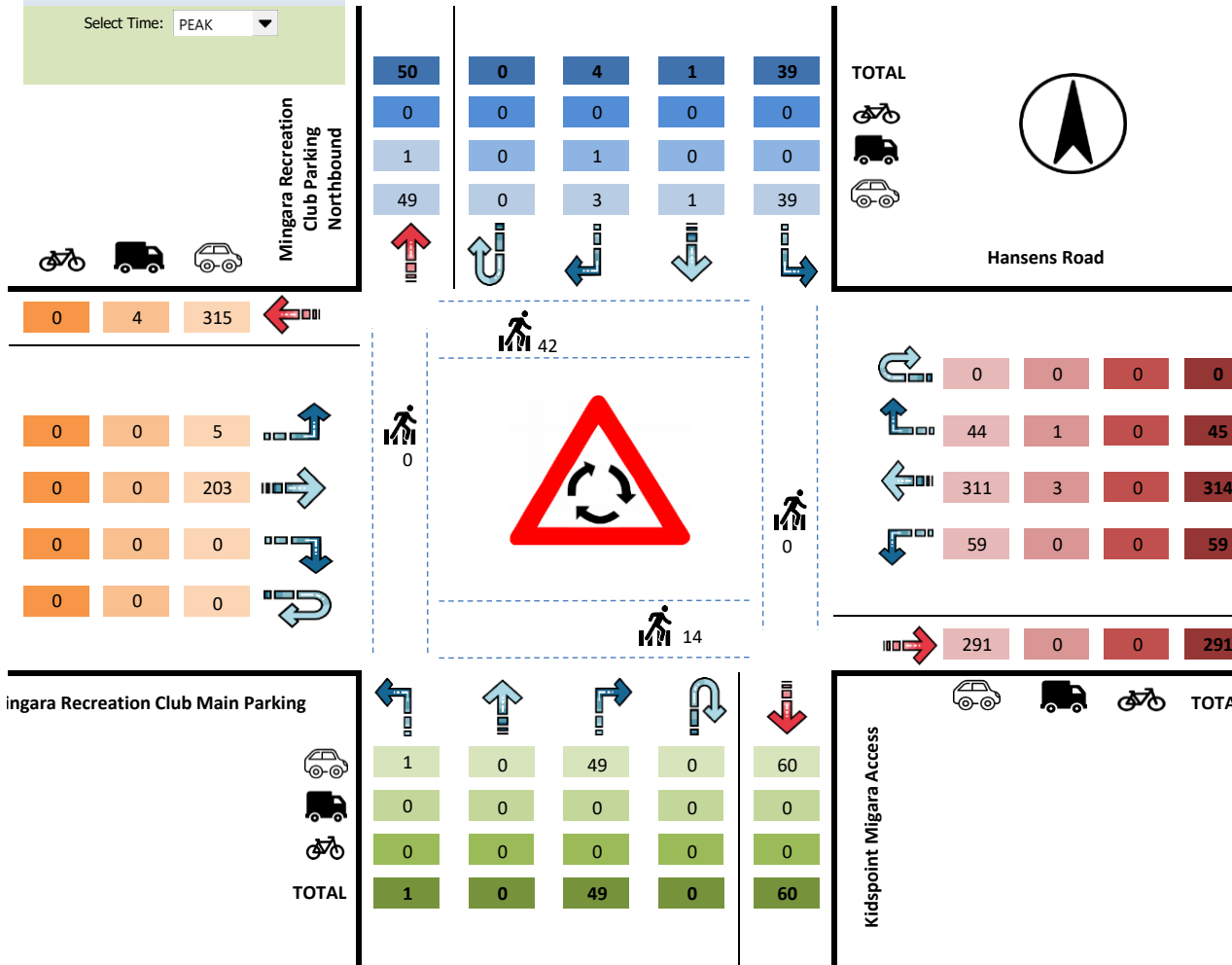
Email info@trafficinfospecialist.com.au

Location Mingara Recreation Club Parking Northbound
Hansens Road
Kidspoint Migara Access
Mingara Recreation Club Main Parking
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Thursday, 30 November 2023
 Weather -

DATA SELECTION
 Select Time:

TIME RANGE		
PEAK	-	PM
PEAK		
17:00	-	18:00



Traffic Information Specialists

ABN: 42 613 389 923

Email info@trafficinfospecialist.com.au

Location -
 Wyong Road
 Mingara Recreation Club
 Wyong Road
 Suburb TUMBI UMBI

Duration 0730 - 0900
 1430 - 1800
 -
 Day/Date Thursday, 30 November 2023
 Weather -

All Vehicles Time Per 15 Mins	NORTH												SOUTH EAST																			
	-												Wyong Road																			
	L				I				R				TOTAL	PEDS	L				I				R				TOTAL	PEDS	TOTAL			
LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT			HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT			HEAVY	CYCLIST	Σ	
7:30 - 7:45																	0	0	0	0	413	15	0	428			428	0	657	35	0	692
7:45 - 8:00																	0	0	0	0	427	27	0	454			454	0	696	57	0	753
8:00 - 8:15																	0	0	0	0	433	22	0	455			455	0	719	47	0	766
8:15 - 8:30																	0	0	0	0	432	18	0	450			450	0	737	45	0	782
8:30 - 8:45																	0	0	0	0	406	21	0	427			427	0	702	37	1	740
8:45 - 9:00																	1	0	0	1	372	22	0	394			395	0	720	48	0	768
Period End																	1	0	0	1	2483	125	0	2608			2609	0	4231	269	1	4501
14:30 - 14:45																	1	0	0	1	334	26	0	360			361	0	721	39	0	760
14:45 - 15:00																	1	0	0	1	342	21	0	363			364	0	769	44	1	814
15:00 - 15:15																	0	0	0	0	314	21	0	335			335	0	785	34	0	819
15:15 - 15:30																	3	0	0	3	326	13	0	339			342	0	862	23	0	885
15:30 - 15:45																	1	0	0	1	372	14	0	386			387	0	911	40	0	951
15:45 - 16:00																	8	0	0	8	335	17	0	352			360	0	861	37	0	898
16:00 - 16:15																	0	0	0	0	322	14	1	337			337	0	835	39	4	878
16:15 - 16:30																	1	0	0	1	330	10	0	340			341	0	817	30	0	847
16:30 - 16:45																	0	0	0	0	348	12	0	360			360	0	868	24	0	892
16:45 - 17:00																	0	0	0	0	276	6	0	282			282	0	782	19	0	801
17:00 - 17:15																	0	0	0	0	312	8	0	320			320	0	807	22	0	829
17:15 - 17:30																	4	0	0	4	284	7	1	292			296	0	820	19	1	840
17:30 - 17:45																	2	0	0	2	279	5	0	284			286	0	785	15	0	800
17:45 - 18:00																	6	0	0	6	253	2	1	256			262	0	666	14	1	681
Period End																	27	0	0	27	4427	176	3	4606			4633	0	11289	399	7	11695

All Vehicles	SOUTH WEST												NORTH WEST																				
Time Per 5 Mins	Mingara Recreation Club												Wyong Road																				
	L				I				R				TOTAL	PEDS	L				I				R				TOTAL	PEDS	TOTAL				TOTAL
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	
7:30 - 7:45	6	0	0	6									6	2											258	0	657	35	0	692			
7:45 - 8:00	1	0	0	1									1	1											298	0	696	57	0	753			
8:00 - 8:15	5	0	0	5									5	0											306	0	719	47	0	766			
8:15 - 8:30	12	0	0	12									12	0											320	0	737	45	0	782			
8:30 - 8:45	7	0	0	7									7	1											306	0	702	37	1	740			
8:45 - 9:00	11	0	0	11									11	1											362	0	720	48	0	768			
Period End	42	0	0	42									42	5											1850	0	4231	269	1	4501			
14:30 - 14:45	6	0	0	6									6	0											393	0	721	39	0	760			
14:45 - 15:00	12	0	0	12									12	1											438	0	769	44	1	814			
15:00 - 15:15	17	0	0	17									17	0											467	0	785	34	0	819			
15:15 - 15:30	29	0	0	29									29	0											514	0	862	23	0	885			
15:30 - 15:45	10	0	0	10									10	0											554	0	911	40	0	951			
15:45 - 16:00	15	0	0	15									15	0											523	0	861	37	0	898			
16:00 - 16:15	20	0	0	20									20	0											521	0	835	39	4	878			
16:15 - 16:30	18	0	0	18									18	0											488	0	817	30	0	847			
16:30 - 16:45	15	0	0	15									15	0											517	0	868	24	0	892			
16:45 - 17:00	10	0	0	10									10	0											509	0	782	19	0	801			
17:00 - 17:15	8	0	0	8									8	2											501	0	807	22	0	829			
17:15 - 17:30	18	0	0	18									18	1											526	0	820	19	1	840			
17:30 - 17:45	24	0	0	24									24	0											490	0	785	15	0	800			
17:45 - 18:00	19	0	0	19									19	0											400	0	666	14	1	681			
Period End	221	0	0	221									221	4											6841	0	11289	399	7	11695			

Location -
Wyong Road
Mingara Recreation Club
Wyong Road
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Thursday, 30 November 2023
 Weather -

All Vehicles Time Per Hour	NORTH -										SOUTH EAST Wyong Road																						
	L				I				R				TOTAL	PEDS	L				I				R				TOTAL	PEDS	TOTAL				TOTAL
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	
7:30 - 8:30													0	0	0	0	1705	82	0	1787					1787	0	2809	184	0	2993			
7:45 - 8:45													0	0	0	0	1698	88	0	1786					1786	0	2854	186	1	3041			
8:00 - 9:00													1	0	0	1	1643	83	0	1726					1727	0	2878	177	1	3056			
Period End																																	
14:30 - 15:30													5	0	0	5	1316	81	0	1397					1402	0	3137	140	1	3278			
14:45 - 15:45													5	0	0	5	1354	69	0	1423					1428	0	3327	141	1	3469			
15:00 - 16:00													12	0	0	12	1347	65	0	1412					1424	0	3419	134	0	3553			
15:15 - 16:15													12	0	0	12	1355	58	1	1414					1426	0	3469	139	4	3612			
15:30 - 16:30													10	0	0	10	1359	55	1	1415					1425	0	3424	146	4	3574			
15:45 - 16:45													9	0	0	9	1335	53	1	1389					1398	0	3381	130	4	3515			
16:00 - 17:00													1	0	0	1	1276	42	1	1319					1320	0	3302	112	4	3418			
16:15 - 17:15													1	0	0	1	1266	36	0	1302					1303	0	3274	95	0	3369			
16:30 - 17:30													4	0	0	4	1220	33	1	1254					1258	0	3277	84	1	3362			
16:45 - 17:45													6	0	0	6	1151	26	1	1178					1184	0	3194	75	1	3270			
17:00 - 18:00													12	0	0	12	1128	22	2	1152					1164	0	3078	70	2	3150			
Period End																																	

All Vehicles Time Per Hour		SOUTH WEST <i>Mingara Recreation Club</i>										NORTH WEST <i>Wyong Road</i>																					
		L				I				R				TOTAL	PEDS	L				I				R				TOTAL	PEDS	TOTAL			TOTAL
		LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	
7:30	- 8:30	24	0	0	24					24	3					1080	102	0	1182			1182	0	2809	184	0	2993						
7:45	- 8:45	25	0	0	25					25	2					1131	98	1	1230			1230	0	2854	186	1	3041						
8:00	- 9:00	35	0	0	35					35	2					1199	94	1	1294			1294	0	2878	177	1	3056						
Period End																																	
14:30	- 15:30	64	0	0	64					64	1					1752	59	1	1812			1812	0	3137	140	1	3278						
14:45	- 15:45	68	0	0	68					68	1					1900	72	1	1973			1973	0	3327	141	1	3469						
15:00	- 16:00	71	0	0	71					71	0					1989	69	0	2058			2058	0	3419	134	0	3553						
15:15	- 16:15	74	0	0	74					74	0					2028	81	3	2112			2112	0	3469	139	4	3612						
15:30	- 16:30	63	0	0	63					63	0					1992	91	3	2086			2086	0	3424	146	4	3574						
15:45	- 16:45	68	0	0	68					68	0					1969	77	3	2049			2049	0	3381	130	4	3515						
16:00	- 17:00	63	0	0	63					63	0					1962	70	3	2035			2035	0	3302	112	4	3418						
16:15	- 17:15	51	0	0	51					51	2					1956	59	0	2015			2015	0	3274	95	0	3369						
16:30	- 17:30	51	0	0	51					51	3					2002	51	0	2053			2053	0	3277	84	1	3362						
16:45	- 17:45	60	0	0	60					60	3					1977	49	0	2026			2026	0	3194	75	1	3270						
17:00	- 18:00	69	0	0	69					69	3					1869	48	0	1917			1917	0	3078	70	2	3150						
Period End																																	

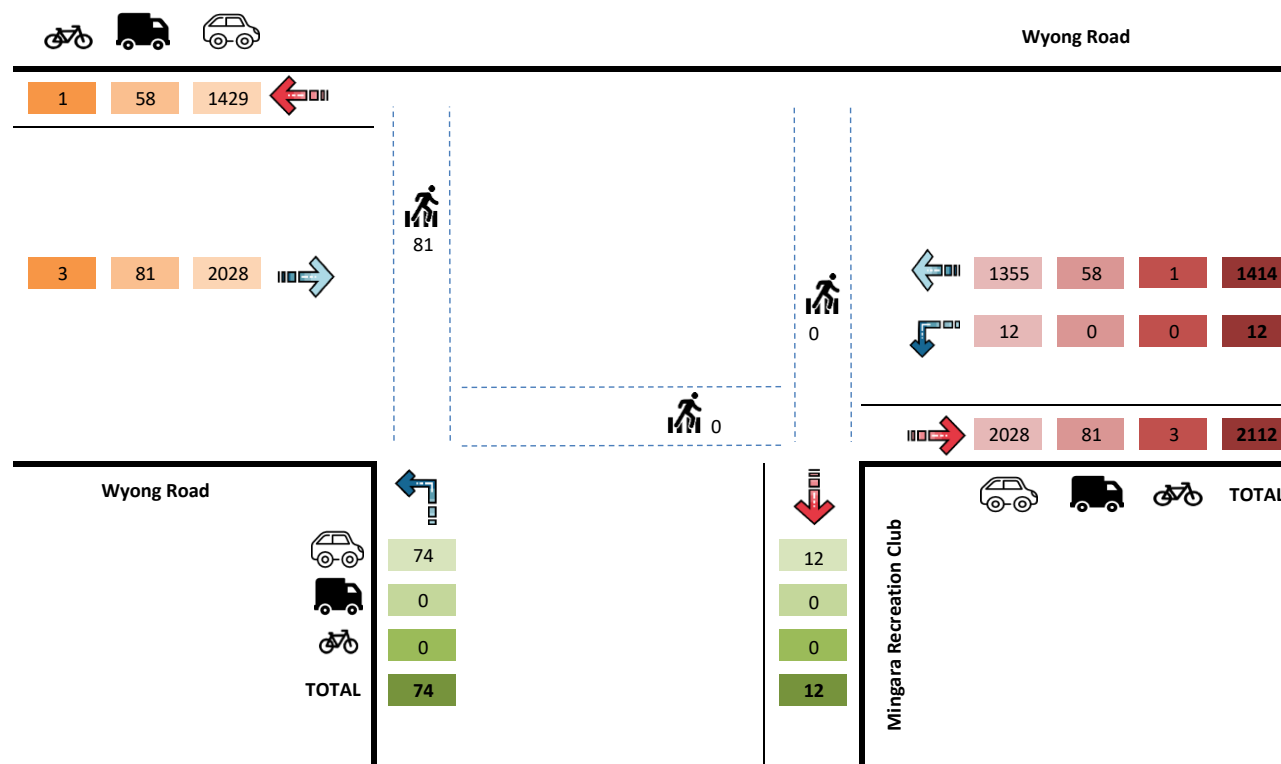
Location -
Wyong Road
Mingara Recreation Club
Wyong Road
 Suburb TUMBI UMBI

Duration 0730 - 0900
1430 - 1800
-
 Day/Date Thursday, 30 November 2023
 Weather -

DATA SELECTION

Select Time:

TIME RANGE		
PEAK	-	PM
PEAK		
15:15	-	16:15



Traffic Information Specialists

ABN: 42 613 389 923

Email info@trafficinfospecialist.com.au

Location Wyong Road
Pindarri Avenue
Wyong Road
 Suburb TUMBI UMBI

Duration 1100 - 1300
-
-
 Day/Date Saturday, 2 December 2023
 Weather -

All Vehicles Time Per 15 Mins	NORTH Wyong Road																EAST Pindarri Avenue																TOTAL							
	L				T				R				U				TOTAL	PEDS	L				T				R				U				TOTAL	PEDS	TOTAL			
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	TOTAL						
	11:00 - 11:15	21	0	0	21	320	7	0	327					4	0	0	4	352	0	4	0	0	4			29	0	0	29	0	0	0	0	33	0	737	14	0	751	
11:15 - 11:30	24	0	0	24	366	3	0	369					8	0	0	8	401	0	7	0	0	7			9	0	0	9	0	0	0	0	16	0	820	8	0	828		
11:30 - 11:45	16	0	0	16	343	6	0	349					7	0	0	7	372	0	5	0	0	5			15	0	0	15	0	0	0	0	20	0	728	11	0	739		
11:45 - 12:00	14	0	0	14	398	4	0	402					5	0	0	5	421	0	9	0	0	9			20	0	0	20	0	0	0	0	29	0	784	12	0	796		
12:00 - 12:15	13	1	0	14	351	11	0	362					6	0	0	6	382	0	5	0	0	5			15	0	0	15	0	0	0	0	20	0	722	19	0	741		
12:15 - 12:30	12	0	0	12	361	2	0	363					7	0	0	7	382	0	5	0	0	5			21	0	1	22	0	0	0	0	27	0	753	6	1	760		
12:30 - 12:45	17	2	0	19	403	1	0	404					10	0	0	10	433	0	5	0	0	5			19	1	0	20	0	0	0	0	25	0	801	11	0	812		
12:45 - 13:00	17	0	0	17	357	4	0	361					3	0	0	3	381	0	6	0	0	6			20	0	0	20	0	0	0	0	26	0	689	10	0	699		
Period End	134	3	0	137	2899	38	0	2937					50	0	0	50	3124	0	46	0	0	46			148	1	1	150	0	0	0	0	196	0	6034	91	1	6126		

All Vehicles Time Per 5 Mins	SOUTH Wyong Road																WEST																TOTAL							
	L				T				R				U				TOTAL	PEDS	L				T				R				U				TOTAL	PEDS	TOTAL			
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	TOTAL						
	11:00 - 11:15					345	7	0	352	14	0	0	14	0	0	0	0	366	0																737	14	0	751		
11:15 - 11:30					388	5	0	393	17	0	0	17	1	0	0	1	411	0																820	8	0	828			
11:30 - 11:45					318	5	0	323	24	0	0	24	0	0	0	0	347	0																728	11	0	739			
11:45 - 12:00					322	8	0	330	16	0	0	16	0	0	0	0	346	0																784	12	0	796			
12:00 - 12:15					316	7	0	323	16	0	0	16	0	0	0	0	339	0																722	19	0	741			
12:15 - 12:30					329	4	0	333	17	0	0	17	1	0	0	1	351	0																753	6	1	760			
12:30 - 12:45					333	7	0	340	14	0	0	14	0	0	0	0	354	0																801	11	0	812			
12:45 - 13:00					268	6	0	274	17	0	0	17	1	0	0	1	292	0																689	10	0	699			
Period End					2619	49	0	2668	135	0	0	135	3	0	0	3	2806	0																6034	91	1	6126			

Location Wyong Road
Pindarri Avenue
Wyong Road
-
Suburb TUMBI UMBI

Duration 1100 - 1300
-
-
Day/Date Saturday, 2 December 2023
Weather -

All Vehicles Time Per Hour		NORTH Wyong Road														EAST Pindarri Avenue																													
		L				T				R				U				TOTAL		PEDS		L				T				R				U				TOTAL		PEDS		TOTAL			
		LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	TOTAL								
11:00	- 12:00	75	0	0	75	1427	20	0	1447			24	0	0	24	1546	0	25	0	0	25			73	0	0	73	0	0	0	0	98	0	3069	45	0	3114								
11:15	- 12:15	67	1	0	68	1458	24	0	1482			26	0	0	26	1576	0	26	0	0	26			59	0	0	59	0	0	0	0	85	0	3054	50	0	3104								
11:30	- 12:30	55	1	0	56	1453	23	0	1476			25	0	0	25	1557	0	24	0	0	24			71	0	1	72	0	0	0	0	96	0	2987	48	1	3036								
11:45	- 12:45	56	3	0	59	1513	18	0	1531			28	0	0	28	1618	0	24	0	0	24			75	1	1	77	0	0	0	0	101	0	3060	48	1	3109								
12:00	- 13:00	59	3	0	62	1472	18	0	1490			26	0	0	26	1578	0	21	0	0	21			75	1	1	77	0	0	0	0	98	0	2965	46	1	3012								
Period End																																													

All Vehicles Time Per Hour		SOUTH Wyong Road														WEST -																													
		L				T				R				U				TOTAL		PEDS		L				T				R				U				TOTAL		PEDS		TOTAL			
		LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	TOTAL								
11:00	- 12:00					1373	25	0	1398	71	0	0	71	1	0	0	1	1470	0																3069	45	0	3114							
11:15	- 12:15					1344	25	0	1369	73	0	0	73	1	0	0	1	1443	0																3054	50	0	3104							
11:30	- 12:30					1285	24	0	1309	73	0	0	73	1	0	0	1	1383	0																2987	48	1	3036							
11:45	- 12:45					1300	26	0	1326	63	0	0	63	1	0	0	1	1390	0																3060	48	1	3109							
12:00	- 13:00					1246	24	0	1270	64	0	0	64	2	0	0	2	1336	0																2965	46	1	3012							
Period End																																													

Location Wyong Road
-
Wyong Road
Beckingham Road
Suburb TUMBI UMBI

Duration 1100 - 1300
-
-
Day/Date Saturday, 2 December 2023
Weather -

All Vehicles		NORTH														EAST																				
Time Per 15 Mins		Wyong Road																																		
		L				I				R				U												TOTAL										
		LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	TOTAL	
11:00	- 11:15					333	7	0	340	5	0	0	5	0	0	0	0	345	0														731	16	0	747
11:15	- 11:30					347	3	0	350	12	0	0	12	1	0	0	1	363	0													814	9	0	823	
11:30	- 11:45					366	5	0	371	11	0	0	11	0	0	0	0	382	0													755	12	0	767	
11:45	- 12:00					378	4	0	382	13	0	0	13	1	0	0	1	396	0													802	11	0	813	
12:00	- 12:15					348	11	0	359	13	0	0	13	0	0	0	0	372	0													739	20	0	759	
12:15	- 12:30					355	5	0	360	9	0	0	9	0	0	0	0	369	0													755	13	0	768	
12:30	- 12:45					371	2	0	373	19	0	0	19	1	0	0	1	393	0													764	9	0	773	
12:45	- 13:00					368	4	0	372	9	0	0	9	0	0	0	0	381	0													710	12	0	722	
Period End						2866	41	0	2907	91	0	0	91	3	0	0	3	3001	0													6070	102	0	6172	

All Vehicles		SOUTH														WEST																										
Time Per 5 Mins		Wyong Road														Beckingham Road																										
		L				I				R				U												TOTAL																
		LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	TOTAL							
11:00	- 11:15	25	0	0	25	336	8	0	344					1	0	0	1	370	1			15	1	0	16					16	0	0	16	0	0	32	0	731	16	0	747	
11:15	- 11:30	21	1	0	22	398	5	0	403					3	0	0	3	428	0			16	0	0	16					16	0	0	16	0	0	32	0	814	9	0	823	
11:30	- 11:45	22	0	0	22	319	6	0	325					3	0	0	3	350	0			14	0	0	14					20	1	0	21	0	0	0	35	0	755	12	0	767
11:45	- 12:00	30	0	0	30	338	7	0	345					1	0	0	1	376	0			9	0	0	9					32	0	0	32	0	0	0	41	0	802	11	0	813
12:00	- 12:15	26	0	0	26	327	9	0	336					1	0	0	1	363	0			9	0	0	9					15	0	0	15	0	0	0	24	0	739	20	0	759
12:15	- 12:30	32	0	0	32	322	7	0	329					2	0	0	2	363	0			15	0	0	15					20	1	0	21	0	0	0	36	0	755	13	0	768
12:30	- 12:45	22	0	0	22	327	7	0	334					2	0	0	2	358	0			8	0	0	8					14	0	0	14	0	0	0	22	0	764	9	0	773
12:45	- 13:00	26	1	0	27	285	7	0	292					0	0	0	0	319	0			7	0	0	7					15	0	0	15	0	0	0	22	0	710	12	0	722
Period End		204	2	0	206	2652	56	0	2708					13	0	0	13	2927	1			93	1	0	94					148	2	0	150	0	0	0	244	0	6070	102	0	6172

Location Wyong Road
-
Wyong Road
Beckingham Road
Suburb TUMBI UMBI

Duration 1100 - 1300
-
-
Day/Date Saturday, 2 December 2023
Weather -

All Vehicles Time Per Hour	NORTH Wyong Road														EAST -														TOTAL			TOTAL											
	L				T				R				U				L				T				R								U										
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS													
																													TOTAL	PEDS													
11:00 - 12:00					1424	19	0	1443	41	0	0	41	2	0	0	2	1486	0													3102	48	0	3150									
11:15 - 12:15					1439	23	0	1462	49	0	0	49	2	0	0	2	1513	0													3110	52	0	3162									
11:30 - 12:30					1447	25	0	1472	46	0	0	46	1	0	0	1	1519	0													3051	56	0	3107									
11:45 - 12:45					1452	22	0	1474	54	0	0	54	2	0	0	2	1530	0													3060	53	0	3113									
12:00 - 13:00					1442	22	0	1464	50	0	0	50	1	0	0	1	1515	0													2968	54	0	3022									
Period End																																											

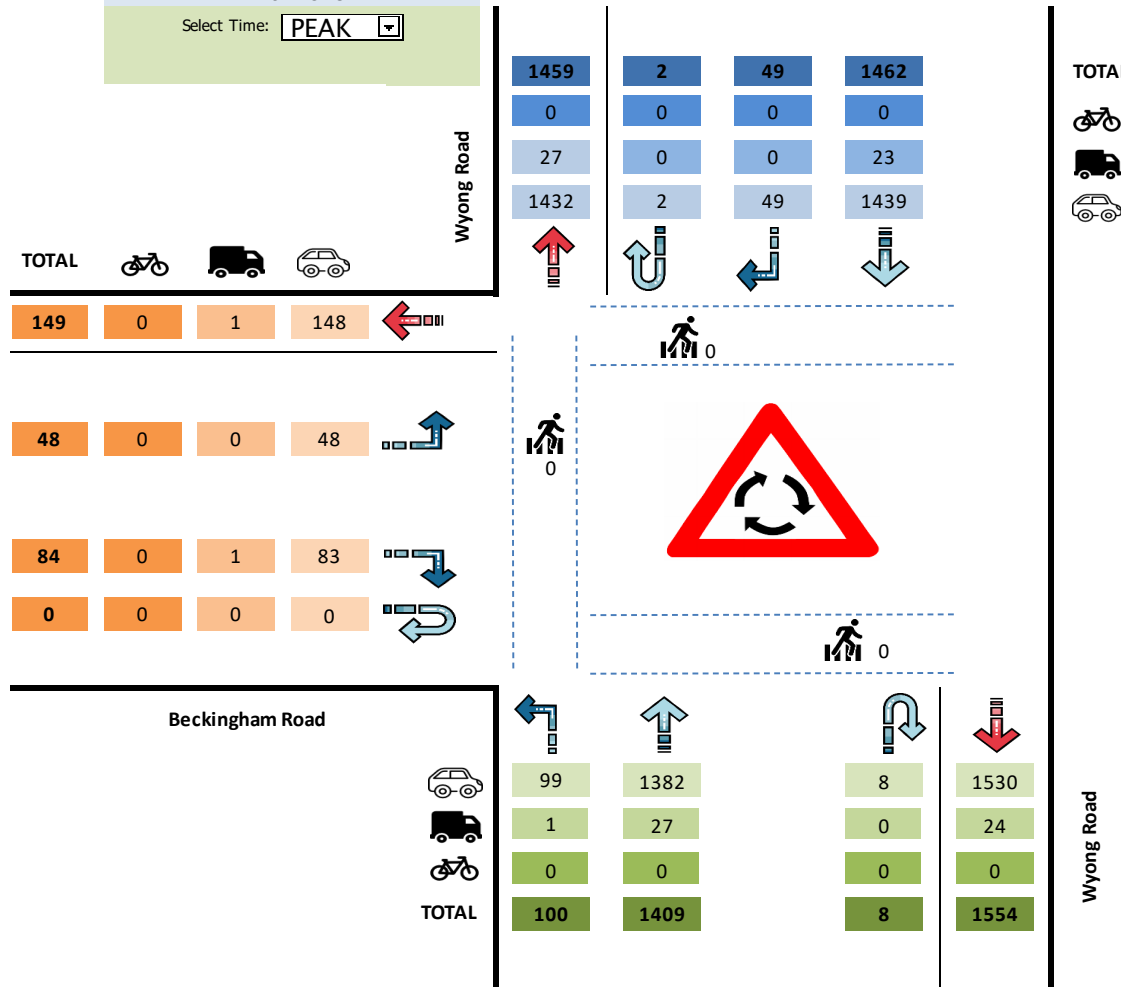
All Vehicles Time Per Hour	SOUTH Wyong Road														WEST Beckingham Road														TOTAL		TOTAL							
	L				T				R				U				L				T				R								U					
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ						
	TOTAL	PEDS															TOTAL	PEDS																				
11:00 - 12:00	98	1	0	99	1391	26	0	1417					8	0	0	8	1524	1	54	1	0	55			84	1	0	85	0	0	0	0	140	0	3102	48	0	3150
11:15 - 12:15	99	1	0	100	1382	27	0	1409					8	0	0	8	1517	0	48	0	0	48			83	1	0	84	0	0	0	0	132	0	3110	52	0	3162
11:30 - 12:30	110	0	0	110	1306	29	0	1335					7	0	0	7	1452	0	47	0	0	47			87	2	0	89	0	0	0	0	136	0	3051	56	0	3107
11:45 - 12:45	110	0	0	110	1314	30	0	1344					6	0	0	6	1460	0	41	0	0	41			81	1	0	82	0	0	0	0	123	0	3060	53	0	3113
12:00 - 13:00	106	1	0	107	1261	30	0	1291					5	0	0	5	1403	0	39	0	0	39			64	1	0	65	0	0	0	0	104	0	2968	54	0	3022
Period End																																						

Location Wyong Road
-
Wyong Road
Beckingham Road
 Suburb TUMBI UMBI

Duration 1100 - 1300
-
-
 Day/Date Saturday, 2 December 2023
 Weather -

DATA SELECTION
 Select Time: **PEAK**

TIME RANGE		
PEAK	-	PM
PEAK		
11:15	-	12:15



Location Tumbi Creek Road
Wyong Road
Mingara Drive
Wyong Road
Suburb TUMBI UMBI

Duration 1100 - 1300
-
-
Day/Date Saturday, 2 December 2023
Weather Dry

All Vehicles	NORTH													EAST																		
Time Per 15 Mins	Tumbi Creek Road													Wyong Road																		
	L				I				R						L				I				R						TOTAL			
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	TOTAL
11:00 - 11:15	111	1	0	112	19	0	0	19	25	2	0	27	158	0	63	1	0	64	318	7	0	325	105	0	0	105	494	0	1124	21	0	1145
11:15 - 11:30	85	2	0	87	25	0	1	26	24	1	0	25	138	1	88	2	0	90	307	3	0	310	74	1	0	75	475	0	1114	14	1	1129
11:30 - 11:45	97	2	0	99	11	0	0	11	16	0	0	16	126	0	72	0	0	72	289	4	2	295	76	0	0	76	443	0	1093	16	2	1111
11:45 - 12:00	111	1	0	112	29	0	0	29	21	0	0	21	162	0	67	0	0	67	276	8	0	284	79	0	0	79	430	0	1111	15	2	1128
12:00 - 12:15	79	0	0	79	23	0	0	23	24	1	0	25	127	0	84	0	0	84	266	3	0	269	78	2	0	80	433	0	1084	18	0	1102
12:15 - 12:30	98	1	0	99	27	0	1	28	22	1	0	23	150	0	59	1	0	60	286	3	0	289	69	3	0	72	421	0	1057	15	2	1074
12:30 - 12:45	79	2	0	81	20	0	2	22	22	0	0	22	125	0	67	0	0	67	258	5	0	263	60	2	0	62	392	0	1028	13	2	1043
12:45 - 13:00	87	2	0	89	23	0	0	23	18	1	0	19	131	0	55	2	0	57	242	5	0	247	61	2	0	63	367	0	972	16	0	988
Period End	747	11	0	758	177	0	4	181	172	6	0	178	1117	1	555	6	0	561	2242	38	2	2282	602	10	0	612	3455	0	8583	128	9	8720

All Vehicles Time Per 5 Mins	SOUTH Mingara Drive													WEST Wyong Road																		
	L				I				R				TOTAL		L				I				R				TOTAL	PEDS	TOTAL			TOTAL
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	
11:00 - 11:15	39	0	0	39	23	0	0	23	59	1	0	60	122	0	28	2	0	30	294	7	0	301	40	0	0	40	371	1	1124	21	0	1145
11:15 - 11:30	51	0	0	51	31	0	0	31	74	3	0	77	159	0	20	0	0	20	275	1	0	276	60	1	0	61	357	2	1114	14	1	1129
11:30 - 11:45	47	1	0	48	21	0	0	21	64	1	0	65	134	0	31	2	0	33	320	6	0	326	49	0	0	49	408	2	1093	16	2	1111
11:45 - 12:00	43	1	0	44	30	0	2	32	65	1	0	66	142	0	32	1	0	33	310	3	0	313	48	0	0	48	394	6	1111	15	2	1128
12:00 - 12:15	59	1	0	60	23	0	0	23	67	0	0	67	150	4	24	0	0	24	315	10	0	325	42	1	0	43	392	4	1084	18	0	1102
12:15 - 12:30	42	0	0	42	22	0	1	23	60	0	0	60	125	0	15	1	0	16	301	5	0	306	56	0	0	56	378	3	1057	15	2	1074
12:30 - 12:45	54	2	0	56	24	0	0	24	70	1	0	71	151	0	24	1	0	25	293	0	0	293	57	0	0	57	375	0	1028	13	2	1043
12:45 - 13:00	33	0	0	33	18	0	0	18	54	0	0	54	105	2	27	1	0	28	306	1	0	307	48	2	0	50	385	0	972	16	0	988
Period End	368	5	0	373	192	0	3	195	513	7	0	520	1088	6	201	8	0	209	2414	33	0	2447	400	4	0	404	3060	18	8583	128	9	8720

Location Tumby Creek Road
Wyong Road
Mingara Drive
Wyong Road
Suburb TUMBI UMBI

Duration 1100 - 1300
-
-
Day/Date Saturday, 2 December 2023
Weather Dry

All Vehicles	NORTH														EAST																	
Time Per Hour	Tumbi Creek Road														Wyong Road																	
	L				I				R				TOTAL	PEDS	L				I				R				TOTAL	PEDS	TOTAL			TOTAL
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	
11:00 - 12:00	404	6	0	410	84	0	1	85	86	3	0	89	584	1	290	3	0	293	1190	22	2	1214	334	1	0	335	1842	0	4442	66	5	4513
11:15 - 12:15	372	5	0	377	88	0	1	89	85	2	0	87	553	1	311	2	0	313	1138	18	2	1158	307	3	0	310	1781	0	4402	63	5	4470
11:30 - 12:30	385	4	0	389	90	0	1	91	83	2	0	85	565	0	282	1	0	283	1117	18	2	1137	302	5	0	307	1727	0	4345	64	6	4415
11:45 - 12:45	367	4	0	371	99	0	3	102	89	2	0	91	564	0	277	1	0	278	1086	19	0	1105	286	7	0	293	1676	0	4280	61	6	4347
12:00 - 13:00	343	5	0	348	93	0	3	96	86	3	0	89	533	0	265	3	0	268	1052	16	0	1068	268	9	0	277	1613	0	4141	62	4	4207
Period End																																

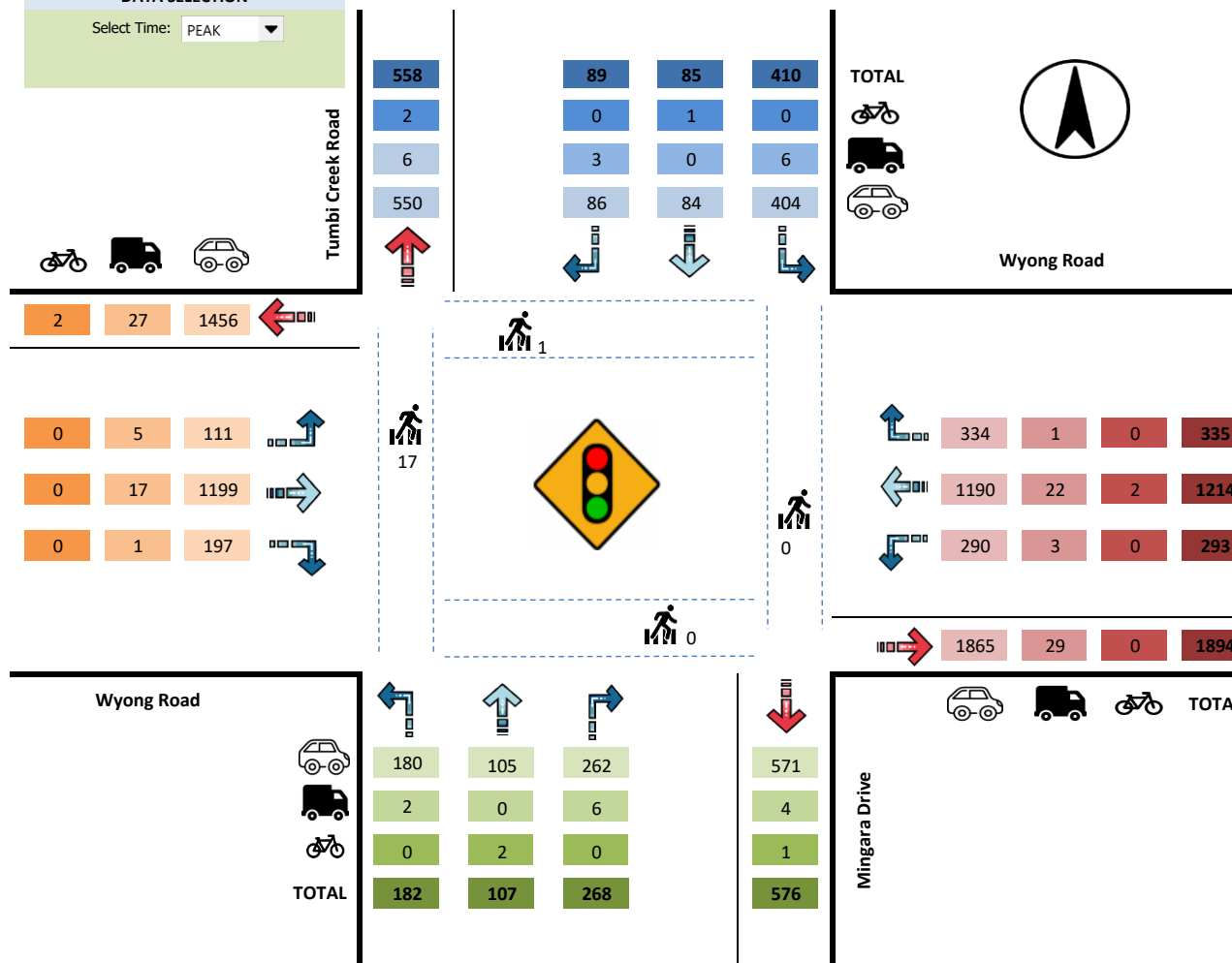
All Vehicles	SOUTH														WEST																	
Time Per Hour	Mingara Drive														Wyong Road																	
	L				I				R				TOTAL	PEDS	L				I				R				TOTAL	PEDS	TOTAL			TOTAL
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	
11:00 - 12:00	180	2	0	182	105	0	2	107	262	6	0	268	557	0	111	5	0	116	1199	17	0	1216	197	1	0	198	1530	11	4442	66	5	4513
11:15 - 12:15	200	3	0	203	105	0	2	107	270	5	0	275	585	4	107	3	0	110	1220	20	0	1240	199	2	0	201	1551	14	4402	63	5	4470
11:30 - 12:30	191	3	0	194	96	0	3	99	256	2	0	258	551	4	102	4	0	106	1246	24	0	1270	195	1	0	196	1572	15	4345	64	6	4415
11:45 - 12:45	198	4	0	202	99	0	3	102	262	2	0	264	568	4	95	3	0	98	1219	18	0	1237	203	1	0	204	1539	13	4280	61	6	4347
12:00 - 13:00	188	3	0	191	87	0	1	88	251	1	0	252	531	6	90	3	0	93	1215	16	0	1231	203	3	0	206	1530	7	4141	62	4	4207
Period End																																

Location Tumby Creek Road
Wyong Road
Mingara Drive
Wyong Road
 Suburb TUMBI UMBI

Duration 1100 - 1300
-
-
 Day/Date Saturday, 2 December 2023
 Weather Dry

DATA SELECTION
 Select Time: PEAK

TIME RANGE
 PEAK - PM
 11:00 - 12:00



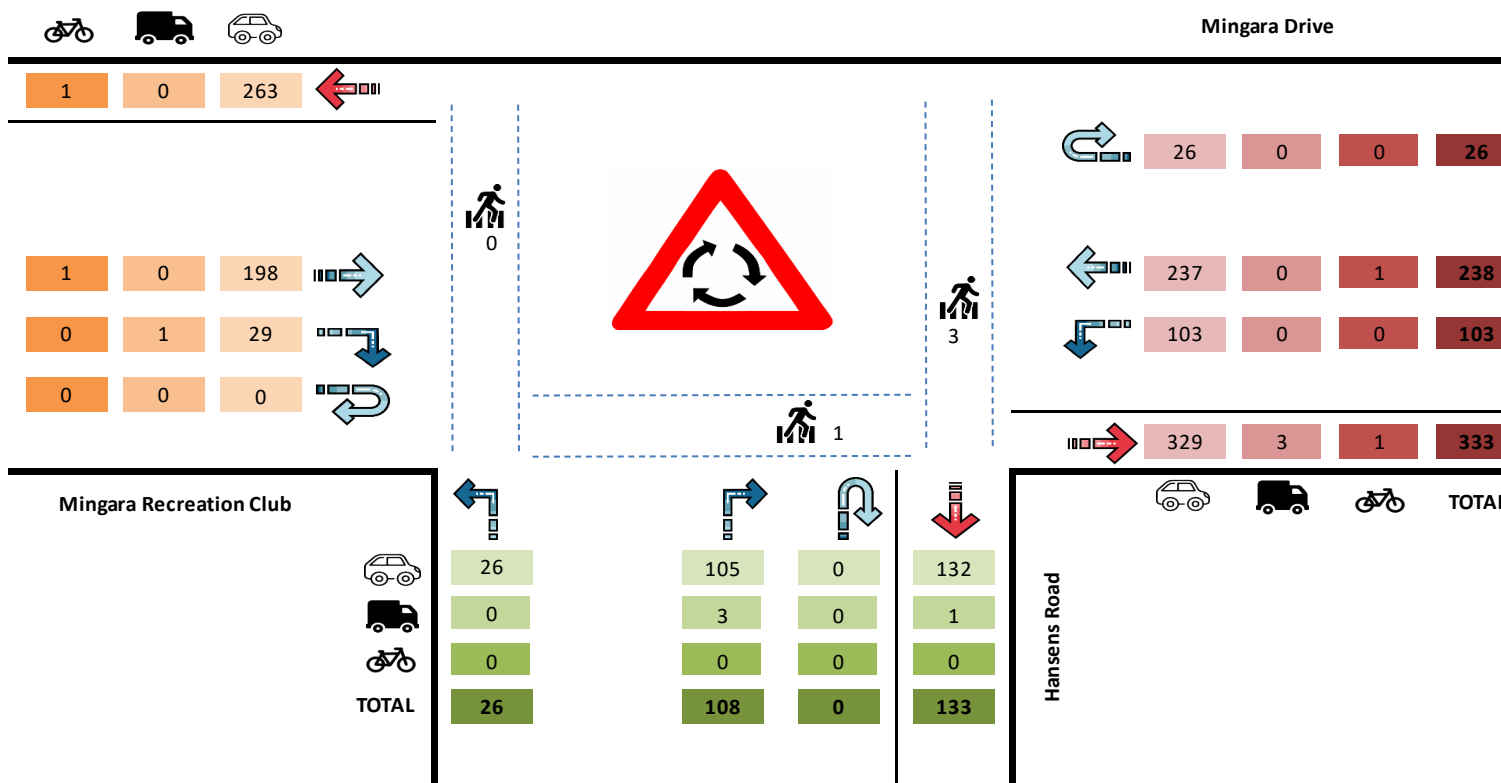
Traffic Information Specialists ABN: 42 613 389 923 Email: info@trafficinfospecialist.com.au

Location -
Mingara Drive
Hansens Road
Mingara Recreation Club
 Suburb TUMBI UMBI

Duration 1100 - 1300
-
-
 Day/Date Saturday, 2 December 2023
 Weather -

DATA SELECTION
 Select Time: **PEAK** ▼

TIME RANGE		
PEAK	-	PM
PEAK		
11:15	-	12:15



Location -
Wyong Road
Tumbi Road
Wyong Road
 Suburb TUMBI UMBI

Duration 1100 - 1300
-
-
 Day/Date Saturday, 2 December 2023
 Weather Dry

All Vehicles Time Per 15 Mins	NORTH												EAST																								
	-												Wyong Road																								
	L				I				R								L				I				R								TOTAL				
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	TOTAL					
11:00 - 11:15															11	0	0	11	274	3	0	277					288	0	946	13	0	959					
11:15 - 11:30															14	0	0	14	255	4	0	259					273	0	962	14	0	976					
11:30 - 11:45															13	0	0	13	218	1	0	219					232	0	932	11	0	943					
11:45 - 12:00															21	0	0	21	287	4	0	291					312	0	965	12	0	977					
12:00 - 12:15															16	0	0	16	212	2	0	214					230	0	898	13	0	911					
12:15 - 12:30															17	1	0	18	226	3	2	231					249	0	900	15	2	917					
12:30 - 12:45															18	1	0	19	225	5	0	230					249	0	891	9	0	900					
12:45 - 13:00															24	0	0	24	211	7	0	218					242	0	843	11	0	854					
Period End															134	2	0	136	1908	29	2	1939					2075	0	7337	98	2	7437					

All Vehicles Time Per 5 Mins	SOUTH Tumbi Road														WEST Wyong Road																	
	L				I				R				TOTAL	PEDS	L				I				R				TOTAL	PEDS	TOTAL			TOTAL
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	
	11:00 - 11:15	201	5	0	206					20	0	0	20	226	1			266	3	0	269	174	2	0	176	445	1	946	13	0	959	
11:15 - 11:30	218	3	0	221					21	0	0	21	242	0			273	5	0	278	181	2	0	183	461	1	962	14	0	976		
11:30 - 11:45	201	2	0	203					22	0	0	22	225	0			299	7	0	306	179	1	0	180	486	0	932	11	0	943		
11:45 - 12:00	163	3	0	166					20	0	0	20	186	0			290	5	0	295	184	0	0	184	479	0	965	12	0	977		
12:00 - 12:15	184	2	0	186					22	0	0	22	208	1			246	3	0	249	218	6	0	224	473	0	898	13	0	911		
12:15 - 12:30	173	5	0	178					24	0	0	24	202	0			289	4	0	293	171	2	0	173	466	0	900	15	2	917		
12:30 - 12:45	187	1	0	188					16	0	0	16	204	0			294	1	0	295	151	1	0	152	447	0	891	9	0	900		
12:45 - 13:00	144	1	0	145					21	1	0	22	167	0			268	1	0	269	175	1	0	176	445	0	843	11	0	854		
Period End	1471	22	0	1493					166	1	0	167	1660	2			2225	29	0	2254	1433	15	0	1448	3702	2	7337	98	2	7437		

Location -
Wyong Road
Tumbi Road
Wyong Road
 Suburb TUMBI UMBI

Duration 1100 - 1300
-
-
 Day/Date Saturday, 2 December 2023
 Weather Dry

All Vehicles Time Per Hour	NORTH -														EAST Wyong Road																			
	L				I				R						L				I				R						TOTAL					
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	TOTAL						
11:00 - 12:00															59	0	0	59	1034	12	0	1046			1105	0	3805	50	0	3855				
11:15 - 12:15															64	0	0	64	972	11	0	983			1047	0	3757	50	0	3807				
11:30 - 12:30															67	1	0	68	943	10	2	955			1023	0	3695	51	2	3748				
11:45 - 12:45															72	2	0	74	950	14	2	966			1040	0	3654	49	2	3705				
12:00 - 13:00															75	2	0	77	874	17	2	893			970	0	3532	48	2	3582				
Period End																																		

All Vehicles Time Per Hour	SOUTH Tumbi Road														WEST Wyong Road																	
	L				I				R				TOTAL	PEDS	L				I				R				TOTAL	PEDS	TOTAL			TOTAL
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ			LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST							
11:00 - 12:00	783	13	0	796					83	0	0	83	879	1				1128	20	0	1148	718	5	0	723	1871	2	3805	50	0	3855	
11:15 - 12:15	766	10	0	776					85	0	0	85	861	1				1108	20	0	1128	762	9	0	771	1899	1	3757	50	0	3807	
11:30 - 12:30	721	12	0	733					88	0	0	88	821	1				1124	19	0	1143	752	9	0	761	1904	0	3695	51	2	3748	
11:45 - 12:45	707	11	0	718					82	0	0	82	800	1				1119	13	0	1132	724	9	0	733	1865	0	3654	49	2	3705	
12:00 - 13:00	688	9	0	697					83	1	0	84	781	1				1097	9	0	1106	715	10	0	725	1831	0	3532	48	2	3582	
Period End																																

Location _____

 Wyong Road

 Tumbi Road

 Wyong Road

 Suburb _____
 TUMBI UMBI

Duration _____
 1100 - 1300

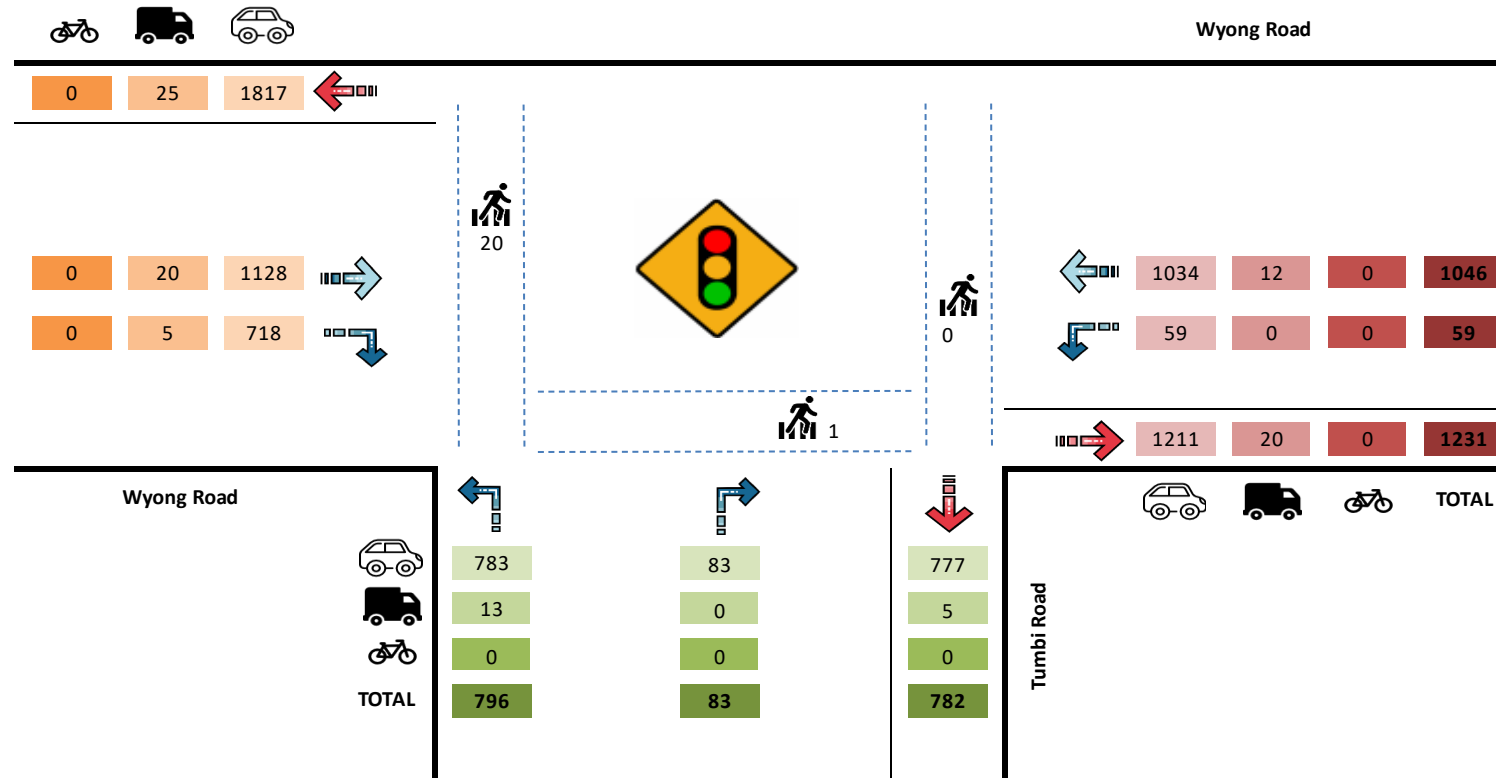
 -

 -
 Day/Date _____
 Saturday, 2 December 2023
 Weather _____
 Dry

DATA SELECTION

Select Time:

TIME RANGE		
PEAK	-	PM
PEAK		
11:00	-	12:00



Location Mingara Recreation Club Parking Northbound
Hansens Road
Kidspoint Migara Access
Mingara Recreation Club Main Parking
 Suburb TUMBI UMBI

Duration 1100 - 1300
-
-
 Day/Date Saturday, 2 December 2023
 Weather -

All Vehicles		NORTH																EAST																							
Time Per 15 Mins		Mingara Recreation Club Parking Northbound																Hansens Road																							
		L				T				R				U						L				T				R				U						TOTAL			
		LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	TOTAL				
11:00	- 11:15	8	0	0	8	1	0	0	1	1	0	0	1	0	0	0	0	10	2	6	0	0	6	38	0	0	38	12	2	0	14	0	0	0	0	58	0	120	2	0	122
11:15	- 11:30	16	2	0	18	0	0	0	0	1	0	0	1	0	0	0	0	19	3	13	0	0	13	52	1	0	53	15	0	0	15	0	0	0	0	81	0	144	3	0	147
11:30	- 11:45	13	0	0	13	0	0	0	0	1	0	0	1	0	0	0	0	14	2	7	0	0	7	40	0	0	40	11	0	0	11	0	0	0	0	58	0	125	0	0	125
11:45	- 12:00	17	1	0	18	0	0	0	0	1	0	0	1	0	0	0	0	19	3	5	0	0	5	33	0	0	33	19	0	0	19	0	0	0	0	57	0	127	1	0	128
12:00	- 12:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	0	6	0	0	6	41	0	0	41	23	0	0	23	0	0	0	0	70	0	113	0	0	113
12:15	- 12:30	15	0	0	15	0	0	0	0	2	0	0	2	0	0	0	0	17	3	4	0	0	4	37	0	0	37	5	0	0	5	0	0	0	0	46	0	110	0	0	110
12:30	- 12:45	16	1	0	17	0	0	0	0	0	0	0	0	0	0	0	0	17	4	8	0	0	8	35	0	0	35	10	0	2	12	0	0	0	0	55	0	98	1	2	101
12:45	- 13:00	6	0	0	6	0	0	0	0	1	0	0	1	0	0	0	0	7	2	5	0	0	5	45	0	0	45	4	0	0	4	1	0	0	1	55	0	96	0	0	96
Period End		100	4	0	104	1	0	0	1	7	0	0	7	0	0	0	0	112	19	54	0	0	54	321	1	0	322	99	2	2	103	1	0	0	1	480	0	933	7	2	942

All Vehicles		SOUTH																WEST																							
Time Per 5 Mins		Kidspoint Migara Access																Mingara Recreation Club Main Parking																							
		L				T				R				U						L				T				R				U						TOTAL			
		LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	TOTAL				
11:00	- 11:15	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	11	3	6	0	0	6	37	0	0	37	0	0	0	0	0	0	0	0	43	115	120	2	0	122
11:15	- 11:30	0	0	0	0	1	0	0	1	9	0	0	9	0	0	0	0	10	5	3	0	0	3	34	0	0	34	0	0	0	0	0	0	0	0	37	84	144	3	0	147
11:30	- 11:45	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	7	2	1	0	0	1	45	0	0	45	0	0	0	0	0	0	0	0	46	103	125	0	0	125
11:45	- 12:00	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5	0	4	0	0	4	43	0	0	43	0	0	0	0	0	0	0	0	47	81	127	1	0	128
12:00	- 12:15	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5	6	0	0	0	0	29	0	0	29	0	0	0	0	0	0	0	0	29	92	113	0	0	113
12:15	- 12:30	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	6	1	2	0	0	2	39	0	0	39	0	0	0	0	0	0	0	0	41	85	110	0	0	110
12:30	- 12:45	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5	2	3	0	0	3	21	0	0	21	0	0	0	0	0	0	0	0	24	80	98	1	2	101
12:45	- 13:00	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	11	1	1	0	0	1	22	0	0	22	0	0	0	0	0	0	0	0	23	96	96	0	0	96
Period End		0	0	0	0	1	0	0	1	59	0	0	59	0	0	0	0	60	20	20	0	0	20	270	0	0	270	0	0	0	0	0	0	0	0	290	736	933	7	2	942

Location Mingara Recreation Club Parking Northbound
Hansens Road
Kidspoint Migara Access
Mingara Recreation Club Main Parking
 Suburb TUMBI UMBI

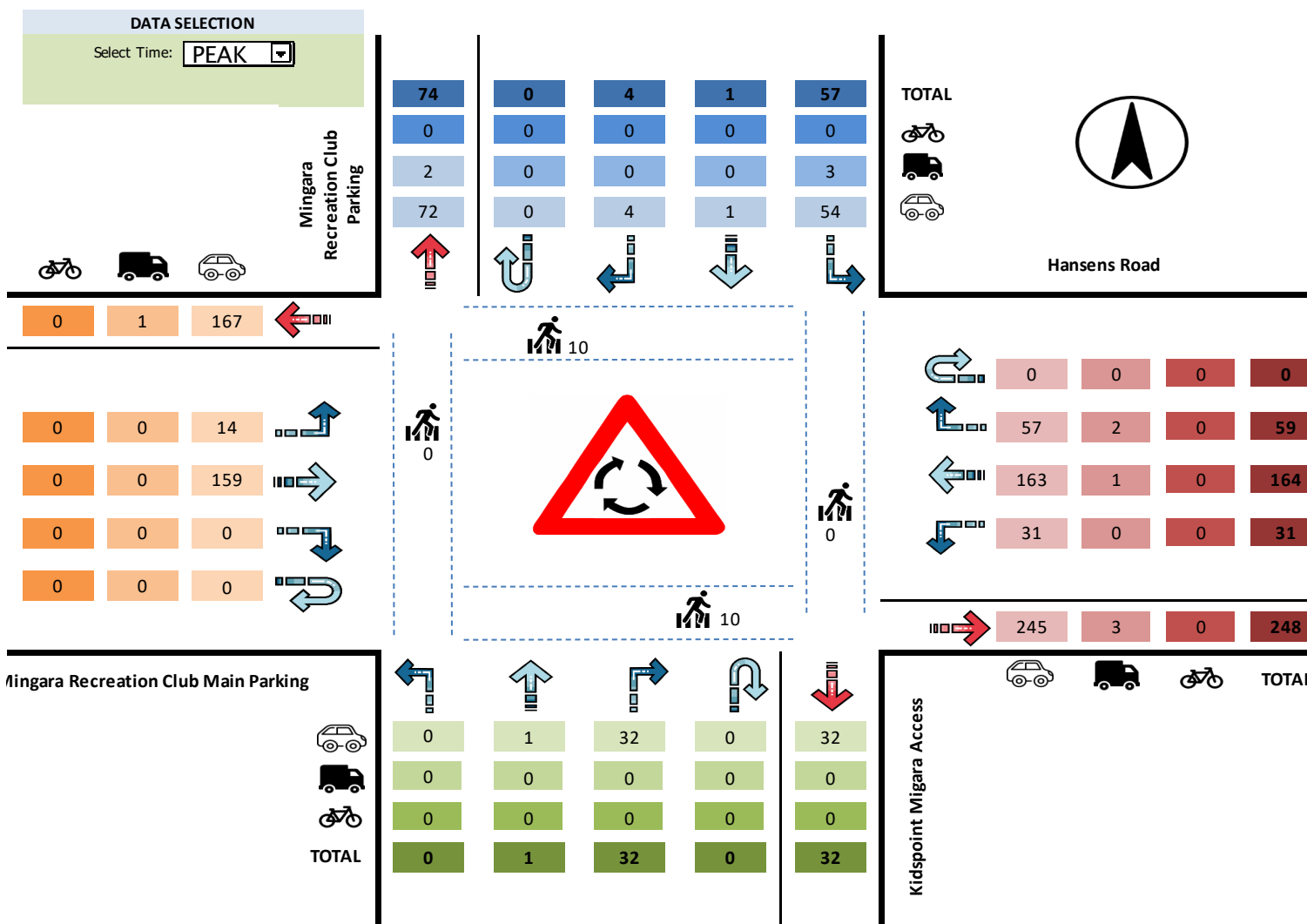
Duration 1100 - 1300
-
-
 Day/Date Saturday, 2 December 2023
 Weather -

All Vehicles Time Per Hour	NORTH Mingara Recreation Club Parking Northbound																		EAST Hansens Road																		TOTAL			
	L									T									R									U												
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS										
	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ									
11:00 - 12:00	54	3	0	57	1	0	0	1	4	0	0	4	0	0	0	0	62	10	31	0	0	31	163	1	0	164	57	2	0	59	0	0	0	0	254	0	516	6	0	522
11:15 - 12:15	55	3	0	58	0	0	0	0	3	0	0	3	0	0	0	0	61	8	31	0	0	31	166	1	0	167	68	0	0	68	0	0	0	0	266	0	509	4	0	513
11:30 - 12:30	54	1	0	55	0	0	0	0	4	0	0	4	0	0	0	0	59	8	22	0	0	22	151	0	0	151	58	0	0	58	0	0	0	0	231	0	475	1	0	476
11:45 - 12:45	57	2	0	59	0	0	0	0	3	0	0	3	0	0	0	0	62	10	23	0	0	23	146	0	0	146	57	0	2	59	0	0	0	0	228	0	448	2	2	452
12:00 - 13:00	46	1	0	47	0	0	0	0	3	0	0	3	0	0	0	0	50	9	23	0	0	23	158	0	0	158	42	0	2	44	1	0	0	1	226	0	417	1	2	420
Period End																																								

All Vehicles Time Per Hour	SOUTH Kidspoint Migara Access																		WEST Mingara Recreation Club Main Parking																		TOTAL			
	L									T									R									U												
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS										
	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	Σ									
11:00 - 12:00	0	0	0	0	1	0	0	1	32	0	0	32	0	0	0	0	33	10	14	0	0	14	159	0	0	159	0	0	0	0	0	0	0	0	173	383	516	6	0	522
11:15 - 12:15	0	0	0	0	1	0	0	1	26	0	0	26	0	0	0	0	27	13	8	0	0	8	151	0	0	151	0	0	0	0	0	0	0	0	159	360	509	4	0	513
11:30 - 12:30	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	23	9	7	0	0	7	156	0	0	156	0	0	0	0	0	0	0	0	163	361	475	1	0	476
11:45 - 12:45	0	0	0	0	0	0	0	0	21	0	0	21	0	0	0	0	21	9	9	0	0	9	132	0	0	132	0	0	0	0	0	0	0	0	141	338	448	2	2	452
12:00 - 13:00	0	0	0	0	0	0	0	0	27	0	0	27	0	0	0	0	27	10	6	0	0	6	111	0	0	111	0	0	0	0	0	0	0	0	117	353	417	1	2	420
Period End																																								

Location Mingara Recreation Club Parking Northbound
Hansens Road
Kidspoint Migara Access
Mingara Recreation Club Main Parking
 Suburb TUMBI UMBI

Duration 1100 - 1300
-
-
 Day/Date Saturday, 2 December 2023
 Weather -



Location _____

 Suburb _____

Duration _____

 Day/Date _____
 Weather _____

All Vehicles Time Per 15 Mins	NORTH										SOUTH EAST									
	-										Wyong Road									
	L		I		R						R		I		L					
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ
11:00 - 11:15											0	0	0	0	372	8	0	380	380	0
11:15 - 11:30											2	0	0	2	393	4	0	397	399	0
11:30 - 11:45											0	0	0	0	342	5	0	347	347	0
11:45 - 12:00											3	0	0	3	346	9	0	355	358	0
12:00 - 12:15											2	0	0	2	351	5	0	356	358	0
12:15 - 12:30											2	0	0	2	338	4	0	342	344	0
12:30 - 12:45											2	0	0	2	339	8	0	347	349	0
12:45 - 13:00											2	0	0	2	292	6	0	298	300	0
Period End											13	0	0	13	2773	49	0	2822	2835	0

All Vehicles Time Per 5 Mins	SOUTH WEST										NORTH WEST									
	Mingara Recreation Club										Wyong Road									
	L		I		R						L		I		R					
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ
11:00 - 11:15	10	1	0	11					11	0			357	8	0	365	365	0	739	17
11:15 - 11:30	15	0	0	15					15	1			361	5	0	366	366	0	771	9
11:30 - 11:45	11	0	0	11					11	0			379	8	0	387	387	0	732	13
11:45 - 12:00	8	0	0	8					8	0			396	3	0	399	399	0	753	12
12:00 - 12:15	12	2	0	14					14	1			378	14	0	392	392	0	743	21
12:15 - 12:30	16	0	0	16					16	0			371	8	0	379	379	0	727	12
12:30 - 12:45	10	0	0	10					10	0			385	1	0	386	386	0	736	9
12:45 - 13:00	11	0	0	11					11	1			384	7	0	391	391	0	689	13
Period End	93	3	0	96					96	3			3011	54	0	3065	3065	0	5890	106

Location _____

 Suburb _____

Duration _____

 Day/Date _____
 Weather _____

All Vehicles Time Per Hour	NORTH														SOUTH EAST																	
	-														Wyong Road																	
	L				I				R												TOTAL											
	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	TOTAL				
11:00 - 12:00															5	0	0	5	1453	26	0	1479	1484	0	2995	51	0	3046				
11:15 - 12:15															7	0	0	7	1432	23	0	1455	1462	0	2999	55	0	3054				
11:30 - 12:30															7	0	0	7	1377	23	0	1400	1407	0	2955	58	0	3013				
11:45 - 12:45															9	0	0	9	1374	26	0	1400	1409	0	2959	54	0	3013				
12:00 - 13:00															8	0	0	8	1320	23	0	1343	1351	0	2895	55	0	2950				
Period End																																

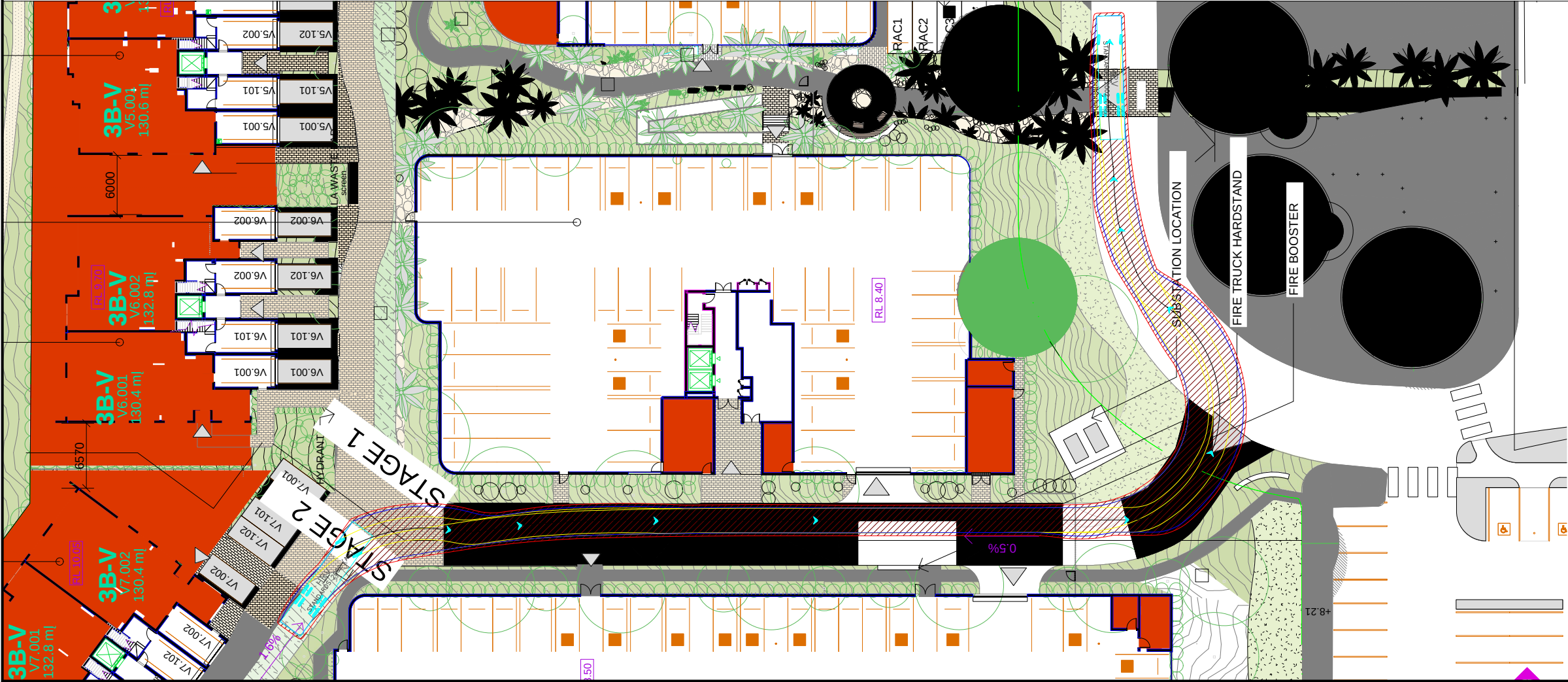
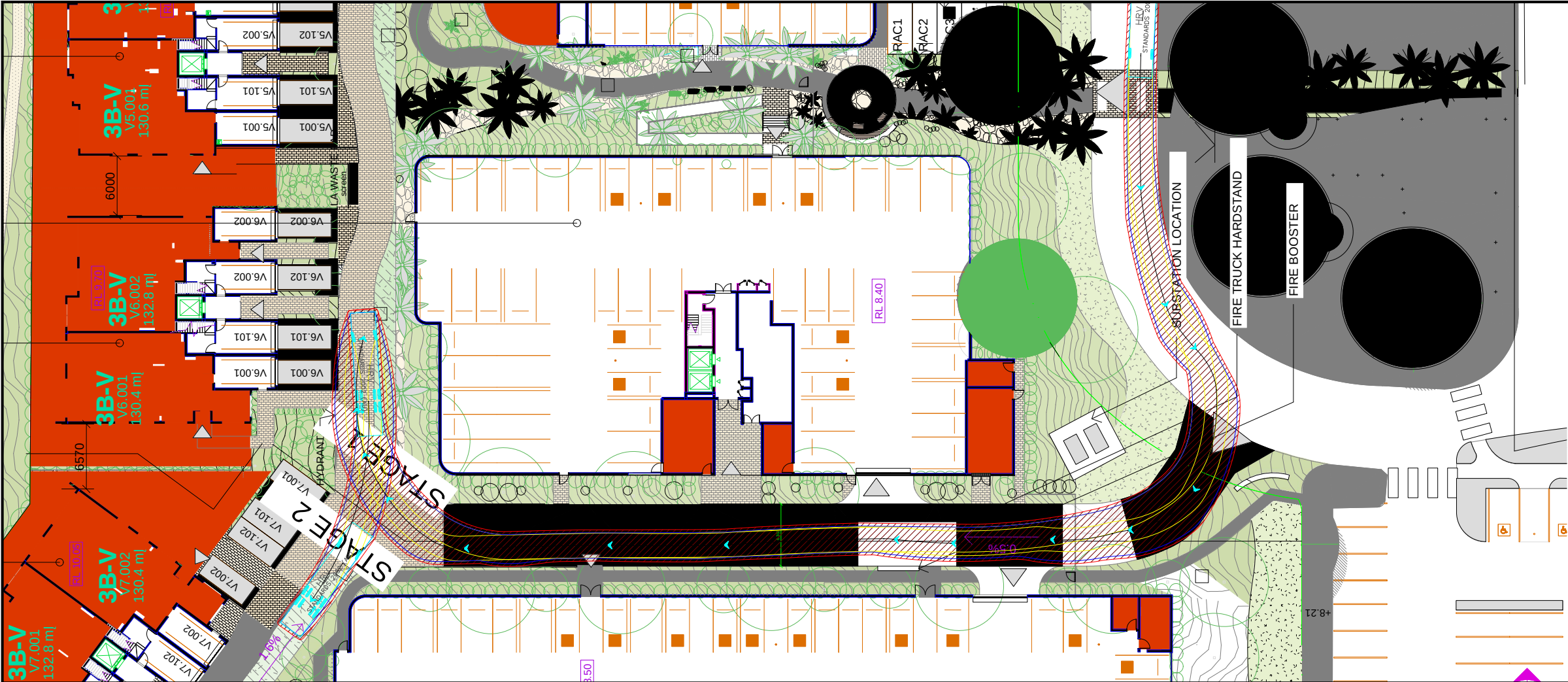
All Vehicles Time Per Hour	SOUTH WEST														NORTH WEST																	
	Mingara Recreation Club														Wyong Road																	
	L				I				R						L				I				R						TOTAL			TOTAL
LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST	Σ	LIGHT	HEAVY	CYCLIST	Σ	TOTAL	PEDS	LIGHT	HEAVY	CYCLIST						
11:00 - 12:00	44	1	0	45								45	1					1493	24	0	1517	1517	0	2995	51	0	3046					
11:15 - 12:15	46	2	0	48								48	2					1514	30	0	1544	1544	0	2999	55	0	3054					
11:30 - 12:30	47	2	0	49								49	1					1524	33	0	1557	1557	0	2955	58	0	3013					
11:45 - 12:45	46	2	0	48								48	1					1530	26	0	1556	1556	0	2959	54	0	3013					
12:00 - 13:00	49	2	0	51								51	2					1518	30	0	1548	1548	0	2895	55	0	2950					
Period End																																

APPENDIX C

Architectural Plan

APPENDIX D

Swept Path Analysis



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

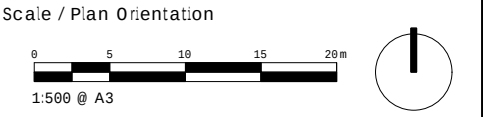
Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	26-11-25

Swept Path Legend	
	Wheel Path
	Vehicle Body Envelope
	Clearance Envelope (300mm)

Architect
Marchese Partners

Client
Panter Pty Ltd



Project Description
Tumbi Umbi Retirement Living

Drawing Prepared By
TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

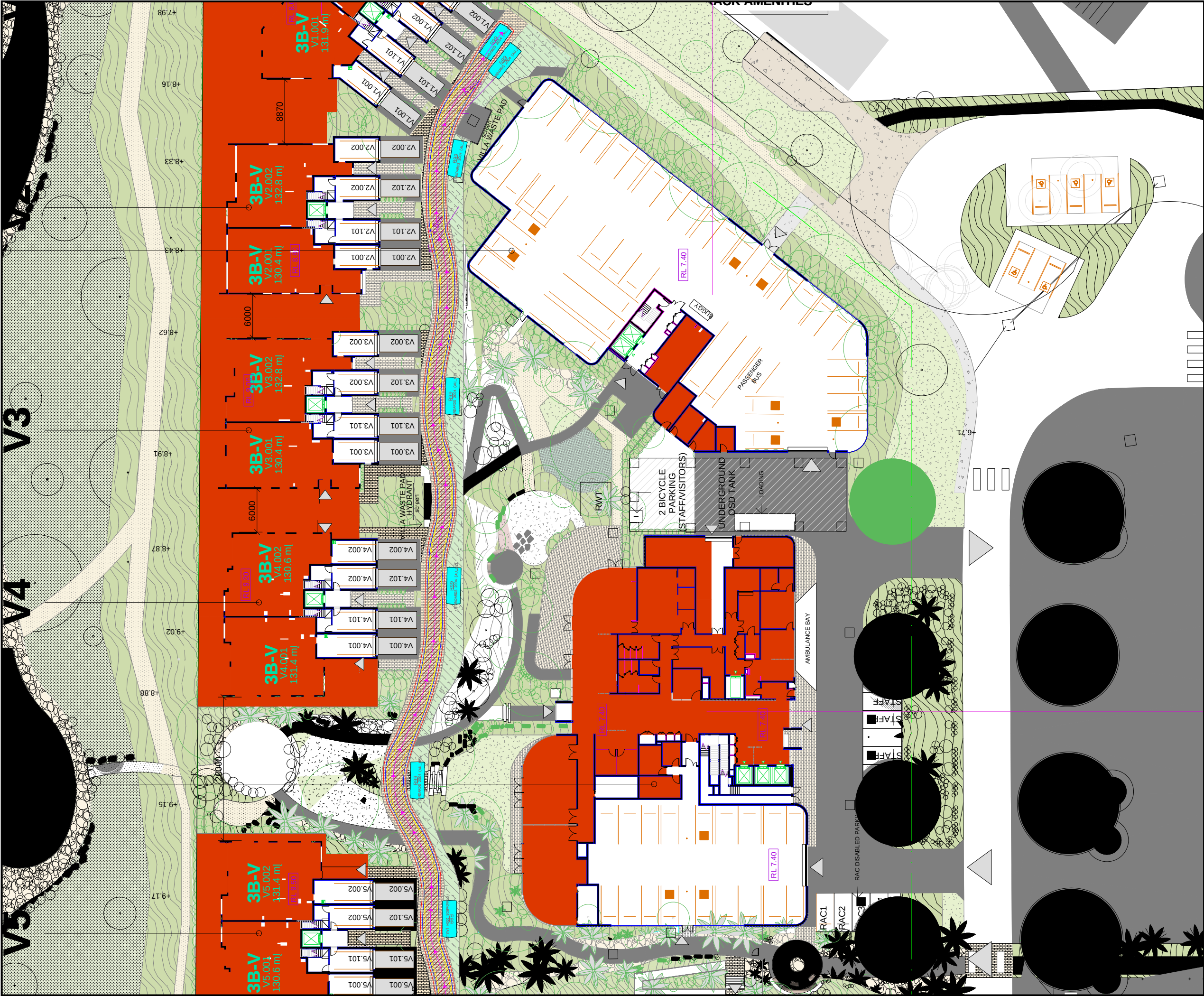
Suite 2.08, 50 Holt Street t: +61 2 8324 8700
Surry Hills, NSW 2010 f: +61 2 9830 4481
P.O. Box 1124 w: www.traffix.com.au
Strawberry Hills, NSW 2012

Drawing Title
Swept Path Analysis
Ground Floor
12.5m Fire Truck

Drawn: SH	Checked: BL	Date: 26-11-25
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23.3893d33v01 TRAFFIX [251008 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
23.303	SSDA	TX.01	A



Notes:

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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	26-11-25

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Marchese Partners

Client

Pariter Pty Ltd

Scale / Plan Orientation

0 5 10 15 20m

1:500 @ A3

Project Description

Tumbi Umbi Retirement Living

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

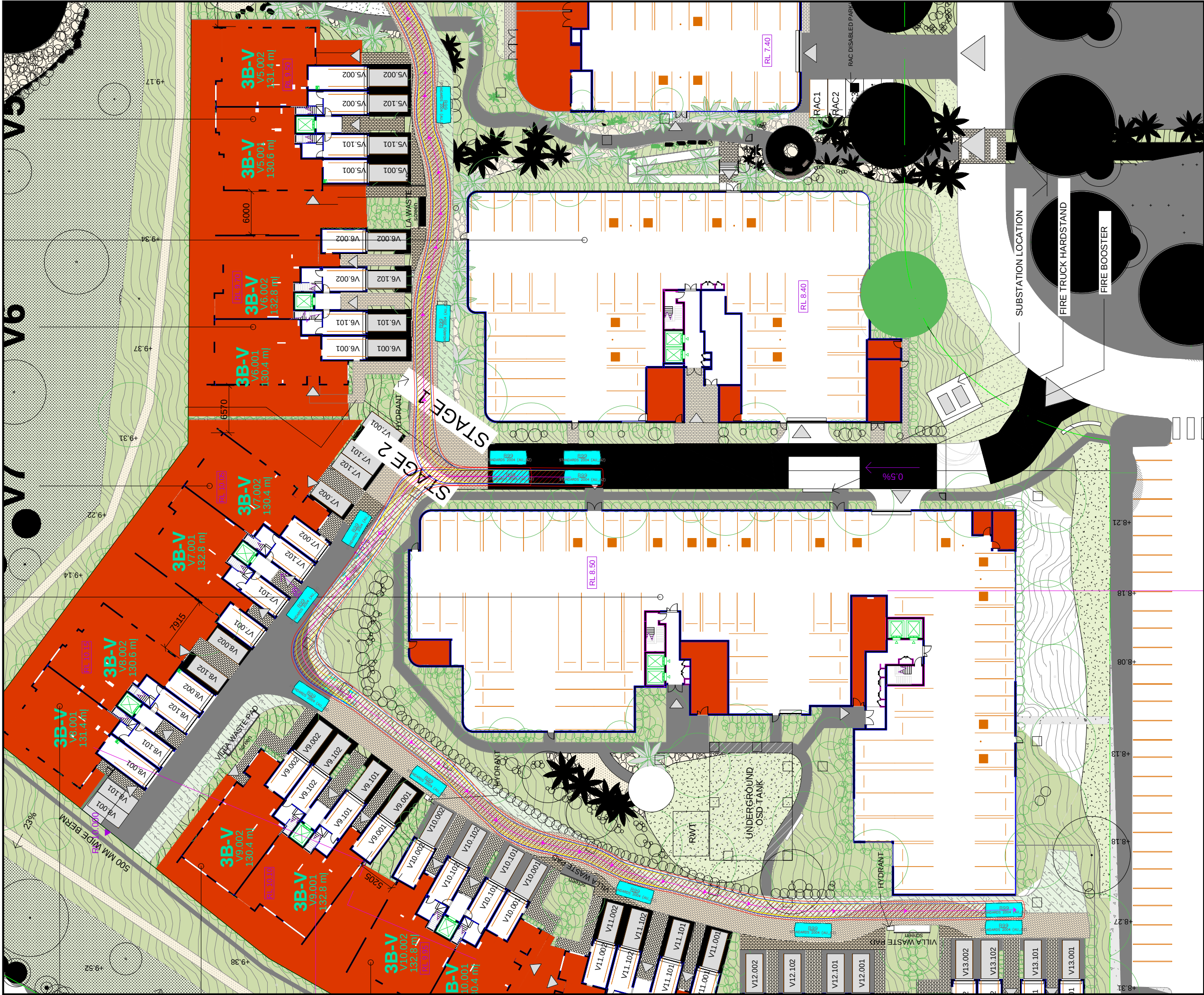
Suite 2.08, 50 Holt Street t: +61 2 8324 8700
Surry Hills, NSW 2010 f: +61 2 9830 4481
P.O. Box 1124 w: www.traffix.com.au
Strawberry Hills, NSW 2012

Drawing Title

Swept Path Analysis
Ground Floor - North
B99 Inbound with Passing Opportunities

Drawn: SH	Checked: BL	Date: 26-11-25
Project No. 23.303	Drawing Phase SSDA	Drawing No. TX.04
		Rev. A

23.303d33v01 TRAFFIX [251008 Plans] Design Review.dwg



Notes:

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Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	26-11-25

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Marchese Partners

Client

Pariter Pty Ltd

Scale / Plan Orientation

0 5 10 15 20m

1:500 @ A3

Project Description

Tumbi Umbi Retirement Living

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street t: +61 2 8324 8700
Surry Hills, NSW 2010 f: +61 2 9830 4481
P.O. Box 1124 w: www.traffix.com.au
Strawberry Hills, NSW 2012

Drawing Title

Swept Path Analysis
Ground Floor - South
B99 Inbound with Passing Opportunities

Drawn: SH	Checked: BL	Date: 26-11-25	
23.383033v01 TRAFFIX [251008 Plans] Design Review.dwg			
Project No.	Drawing Phase	Drawing No.	Rev.
23.303	SSDA	TX.04a	A



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

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Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 *Parking facilities - Off-street car parking*, and/or AS2890.2:2002 *Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	26-11-25

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Marchese Partners

Client

Pariter Pty Ltd

Scale / Plan Orientation

0 5 10 15 20m

1:500 @ A3

Project Description

Tumbi Umbi Retirement Living

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
P.O. Box 1124
Strawberry Hills, NSW 2012

t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

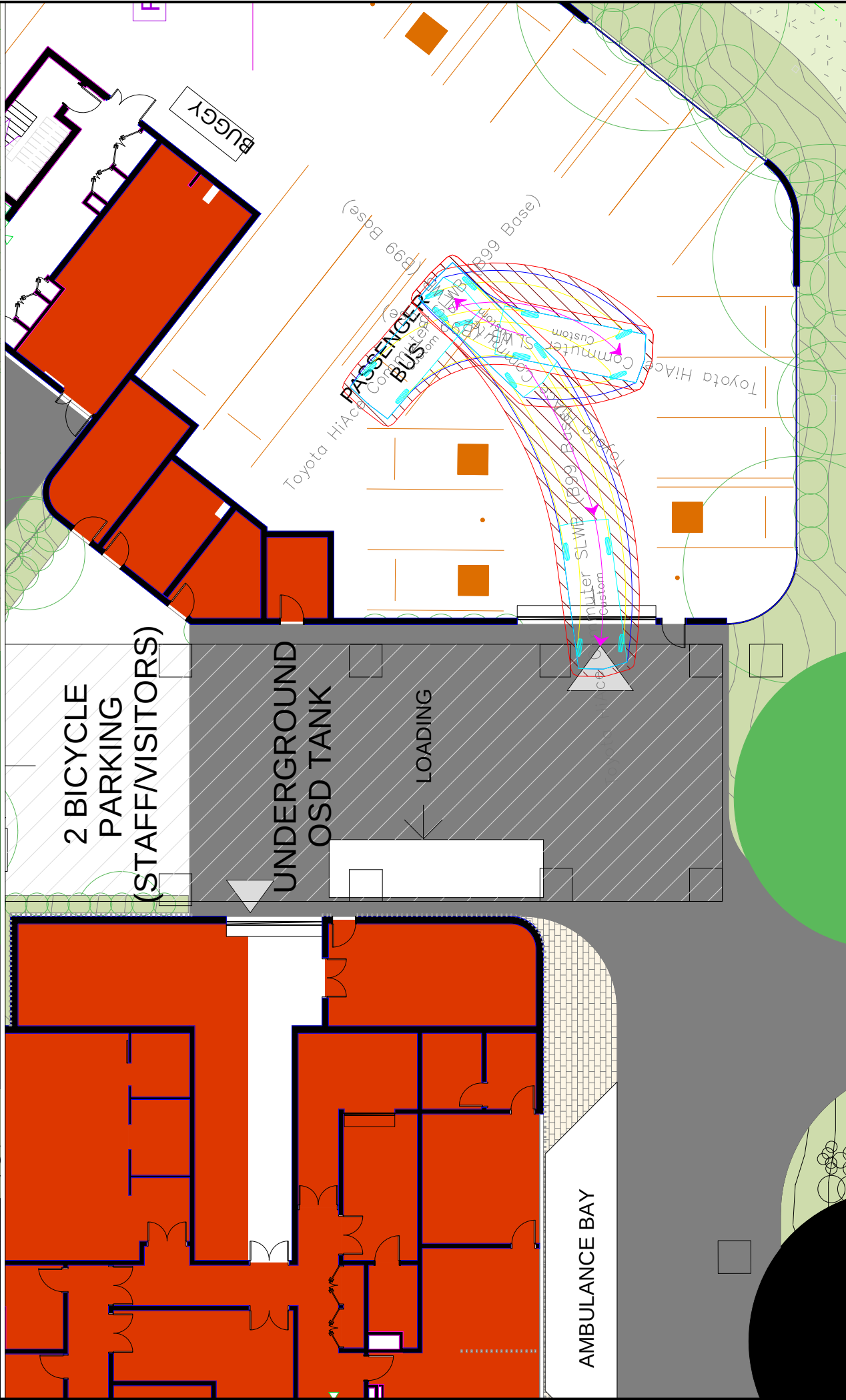
Drawing Title

Swept Path Analysis
Ground Floor - North
B99 Outbound with Passing Opportunities

Drawn: SH	Checked: BL	Date: 26-11-25
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23.383d33v01 TRAFFIX [251008 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
23.303	SSDA	TX.07	A



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

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Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	26-11-25

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Marchese Partners

Client

Pariter Pty Ltd

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

Tumbi Umbi Retirement Living

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street t: +61 2 8324 8700
Surry Hills, NSW 2010 f: +61 2 9830 4481
P.O. Box 1124 w: www.traffix.com.au
Strawberry Hills, NSW 2012

Drawing Title

Swept Path Analysis
Ground Floor
Toyota Hiace SLWB
Left: Entry Movement
Right: Exit Movement

Drawn: SH	Checked: BL	Date: 26-11-25
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23.383d33v01 TRAFFIX [251008 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
23.303	SSDA	TX.05	A



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 *Parking facilities - Off-street car parking*, and/or AS2890.2:2002 *Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By	Date
A	Swept Path Analysis	SH	26-11-25

Swept Path Legend	
	Wheel Path
	Vehicle Body Envelope
	Clearance Envelope (300mm)

Architect
Marchese Partners

Client
Pariter Pty Ltd

Scale / Plan Orientation

1:500 @ A3

Project Description
Tumbi Umbi Retirement Living

Drawing Prepared By

TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street t: +61 2 8324 8700
Surry Hills, NSW 2010 f: +61 2 9830 4481
P.O. Box 1124 w: www.traffix.com.au
Strawberry Hills, NSW 2012

Drawing Title
Swept Path Analysis
Ground Floor
12.5m Bus

Drawn: SH	Checked: BL	Date: 26-11-25
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23.383d32v02 TRAFFIX [251126 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
23.303	SSDA	TX.06	A



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	26-11-25

Swept Path Legend	
	Wheel Path
	Vehicle Body Envelope
	Clearance Envelope (300m m)

Architect
Marchese Partners

Client
Pariter Pty Ltd



Project Description
Tumbi Umbi Retirement Living

Drawing Prepared By

TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street t: +61 2 8324 8700
Surry Hills, NSW 2010 f: +61 2 9830 4481
P O Box 1124 w: www.traffix.com.au
Strawberry Hills, NSW 2012

Drawing Title
Swept Path Analysis
Ground Floor
B99 Vehicle

Drawn: SH	Checked: BL	Date: 26-11-25
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23.383d32v02 TRAFFIX [251126 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
23.303	SSDA	TX.06a	A



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	26-11-25

Swept Path Legend	
	Wheel Path
	Vehicle Body Envelope
	Clearance Envelope (300mm)

Architect
Marchese Partners

Client
Pariter Pty Ltd

Scale / Plan Orientation

0 5 10 15 20m

1:500 @ A3

Project Description
Tumbi Umbi Retirement Living

Drawing Prepared By

TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street t: +61 2 8324 8700
Surry Hills, NSW 2010 f: +61 2 9830 4481
PO Box 1124 w: www.traffix.com.au
Strawberry Hills, NSW 2012

Drawing Title
Swept Path Analysis
Ground Floor
NSW Ambulance

Drawn: SH	Checked: BL	Date: 26-11-25
-----------	-------------	----------------

23.383d32v02 TRAFFIX [251126 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
23.303	SSDA	TX.06b	A

APPENDIX E

SIDRA Outputs

MOVEMENT SUMMARY

Site: 101 [101 Wyong Rd x Pindarri Ave EX AM (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday EX AM (Network Folder: Base Case)]

Wyong Road x Pindarri Avenue
Existing AM Peak
7:45am - 8:45am
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
2	T1	All MCs	1964	4.7	1834	4.6	0.682	5.1	LOS A	7.3	53.4	0.67	0.51	0.67	56.0
3	R2	All MCs	59	3.6	55	3.5	0.682	11.1	LOS A	7.1	51.6	0.70	0.54	0.70	31.2
3u	U	All MCs	6	0.0	6	0.0	0.682	13.3	LOS A	7.1	51.6	0.70	0.54	0.70	52.4
Approach			2029	4.7	1895	4.5	0.682	5.3	LOS A	7.3	53.4	0.67	0.51	0.67	55.3
NorthEast: Pindarri Avenue															
4	L2	All MCs	71	4.5	71	4.5	0.114	6.5	LOS A	0.4	3.2	0.64	0.74	0.64	30.8
6	R2	All MCs	165	0.6	165	0.6	0.182	10.2	LOS A	0.8	5.7	0.65	0.79	0.65	50.5
Approach			236	1.8	236	1.8	0.182	9.1	LOS A	0.8	5.7	0.65	0.77	0.65	49.1
NorthWest: Wyong Road															
7	L2	All MCs	95	4.4	95	4.4	0.436	4.0	LOS A	3.8	28.3	0.29	0.36	0.29	54.5
8	T1	All MCs	1231	6.7	1231	6.7	0.436	3.9	LOS A	3.8	28.3	0.30	0.37	0.30	55.6
9u	U	All MCs	34	6.3	34	6.3	0.436	12.0	LOS A	3.7	27.5	0.31	0.38	0.31	56.6
Approach			1359	6.5	1359	6.5	0.436	4.1	LOS A	3.8	28.3	0.30	0.37	0.30	55.5
All Vehicles			3624	5.2	3490	5.4	0.682	5.1	LOS A	7.3	53.4	0.52	0.47	0.52	55.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 102 [102 Wyong Rd x Pindarri Ave EX PM (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday EX PM (Network Folder: Base Case)]

Wyong Road x Pindarri Avenue
Existing PM Peak
3:15pm-4:15pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
2	T1	All MCs	1442	6.6	1442	6.6	0.517	4.2	LOS A	4.9	36.0	0.42	0.41	0.42	56.6
3	R2	All MCs	91	2.3	91	2.3	0.517	9.9	LOS A	4.7	34.9	0.44	0.43	0.44	31.6
3u	U	All MCs	11	0.0	11	0.0	0.517	12.3	LOS A	4.7	34.9	0.44	0.43	0.44	53.5
Approach			1543	6.3	1543	6.3	0.517	4.6	LOS A	4.9	36.0	0.42	0.41	0.42	55.2
NorthEast: Pindarri Avenue															
4	L2	All MCs	35	3.0	35	3.0	0.103	11.5	LOS A	0.5	3.5	0.84	0.89	0.84	23.8
6	R2	All MCs	77	9.6	77	9.6	0.163	14.6	LOS B	0.9	6.8	0.88	0.89	0.88	48.3
Approach			112	7.5	112	7.5	0.163	13.6	LOS A	0.9	6.8	0.87	0.89	0.87	46.1
NorthWest: Wyong Road															
7	L2	All MCs	121	3.5	121	3.5	0.764	4.8	LOS A	11.0	78.3	0.55	0.44	0.55	53.5
8	T1	All MCs	2223	1.8	2223	1.8	0.764	4.6	LOS A	11.0	78.3	0.59	0.45	0.59	54.3
9u	U	All MCs	22	4.8	22	4.8	0.764	12.9	LOS A	10.5	74.4	0.63	0.45	0.63	55.9
Approach			2366	1.9	2366	1.9	0.764	4.7	LOS A	11.0	78.3	0.59	0.45	0.59	54.3
All Vehicles			4021	3.7	4021	3.7	0.764	4.9	LOS A	11.0	78.3	0.53	0.44	0.53	54.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 103 [103 Wyong Rd x Pindarri Ave EX SAT (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Saturday EX (Network Folder: Base Case)]

Wyong Road x Pindarri Avenue
Existing Sat Peak
11:00am - 12:00pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
2	T1	All MCs	1472	1.8	1472	1.8	0.502	4.1	LOS A	4.5	31.7	0.39	0.40	0.39	56.8
3	R2	All MCs	75	0.0	75	0.0	0.502	9.9	LOS A	4.4	30.9	0.41	0.42	0.41	31.7
3u	U	All MCs	1	0.0	1	0.0	0.502	12.3	LOS A	4.4	30.9	0.41	0.42	0.41	53.8
Approach			1547	1.7	1547	1.7	0.502	4.4	LOS A	4.5	31.7	0.39	0.40	0.39	55.6
NorthEast: Pindarri Avenue															
4	L2	All MCs	26	0.0	26	0.0	0.047	7.1	LOS A	0.2	1.3	0.68	0.76	0.68	29.8
6	R2	All MCs	77	0.0	77	0.0	0.094	10.7	LOS A	0.4	3.0	0.69	0.81	0.69	50.4
Approach			103	0.0	103	0.0	0.094	9.8	LOS A	0.4	3.0	0.69	0.79	0.69	49.1
NorthWest: Wyong Road															
7	L2	All MCs	79	0.0	79	0.0	0.516	4.1	LOS A	4.6	32.4	0.32	0.37	0.32	54.6
8	T1	All MCs	1538	1.4	1538	1.4	0.516	4.0	LOS A	4.6	32.4	0.33	0.38	0.33	55.4
9u	U	All MCs	25	0.0	25	0.0	0.516	12.1	LOS A	4.5	32.1	0.35	0.38	0.35	56.7
Approach			1642	1.3	1642	1.3	0.516	4.1	LOS A	4.6	32.4	0.33	0.38	0.33	55.4
All Vehicles			3293	1.4	3293	1.4	0.516	4.4	LOS A	4.6	32.4	0.37	0.40	0.37	55.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 201 [201 Wyong Rd x Beckingham Road EX AM (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday EX AM (Network Folder: Base Case)]

Wyong Road x Beckingham Road
Existing AM Peak
7:45am - 8:45am
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
7	L2	All MCs	60	5.3	56	5.7	0.585	4.0	LOS A	5.0	36.2	0.24	0.35	0.24	49.1
8	T1	All MCs	1837	4.4	1708	4.8	0.585	3.8	LOS A	5.0	36.2	0.25	0.35	0.25	48.8
9u	U	All MCs	4	50.0	4	52.2	0.585	12.6	LOS A	5.0	36.2	0.26	0.35	0.26	48.7
Approach			1901	4.5	1768	4.9	0.585	3.9	LOS A	5.0	36.2	0.25	0.35	0.25	48.9
NorthWest: Wyong Road															
2	T1	All MCs	1261	6.3	1258	6.3	0.476	4.1	LOS A	3.6	26.6	0.37	0.40	0.37	54.2
3	R2	All MCs	34	3.1	34	3.1	0.476	9.8	LOS A	3.5	25.9	0.38	0.42	0.38	51.7
3u	U	All MCs	11	0.0	10	0.0	0.476	12.2	LOS A	3.5	25.9	0.38	0.42	0.38	54.0
Approach			1305	6.1	1302	6.1	0.476	4.3	LOS A	3.6	26.6	0.37	0.40	0.37	54.1
SouthWest: Beckingham Road															
4	L2	All MCs	180	2.3	180	2.3	0.228	6.7	LOS A	1.1	7.8	0.74	0.77	0.74	44.1
6	R2	All MCs	102	2.1	102	2.1	0.186	13.2	LOS A	0.8	5.6	0.72	0.88	0.72	40.2
Approach			282	2.2	282	2.2	0.228	9.0	LOS A	1.1	7.8	0.73	0.81	0.73	42.5
All Vehicles			3488	4.9	3352	5.1	0.585	4.5	LOS A	5.0	36.2	0.34	0.41	0.34	51.1

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

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Project: T:\Synergy\Projects\23\23.303\Modelling\23.303m01v04 TRAFFIX Tumbi Umbi Retirement Living.sip9

MOVEMENT SUMMARY

Site: 202 [202 Wyong Rd x Beckingham Road EX PM (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday EX PM (Network Folder: Base Case)]

Wyong Road x Beckingham Road
Existing PM Peak
3:15pm-4:15pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
7	L2	All MCs	96	1.1	96	1.1	0.555	4.3	LOS A	4.8	34.6	0.38	0.39	0.38	48.6
8	T1	All MCs	1471	3.5	1471	3.5	0.555	4.1	LOS A	4.8	34.6	0.39	0.39	0.39	47.3
9u	U	All MCs	2	0.0	2	0.0	0.555	12.2	LOS A	4.7	33.9	0.40	0.40	0.40	47.1
Approach			1568	3.4	1568	3.4	0.555	4.1	LOS A	4.8	34.6	0.39	0.39	0.39	47.5
NorthWest: Wyong Road															
2	T1	All MCs	2177	1.8	2177	1.8	0.809	4.8	LOS A	11.6	82.6	0.69	0.47	0.69	52.6
3	R2	All MCs	87	4.8	87	4.8	0.809	10.6	LOS A	11.2	79.5	0.72	0.49	0.72	50.7
3u	U	All MCs	6	0.0	6	0.0	0.809	12.9	LOS A	11.2	79.5	0.72	0.49	0.72	52.3
Approach			2271	1.9	2271	1.9	0.809	5.0	LOS A	11.6	82.6	0.69	0.48	0.69	52.4
SouthWest: Beckingham Road															
4	L2	All MCs	67	6.3	67	6.3	0.121	7.0	LOS A	0.5	3.6	0.69	0.78	0.69	43.9
6	R2	All MCs	117	1.8	117	1.8	0.144	10.6	LOS A	0.7	4.7	0.69	0.81	0.69	41.6
Approach			184	3.4	184	3.4	0.144	9.3	LOS A	0.7	4.7	0.69	0.80	0.69	42.4
All Vehicles			4023	2.6	4023	2.6	0.809	4.9	LOS A	11.6	82.6	0.57	0.46	0.57	50.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 203 [203 Wyong Rd x Beckingham Road EX SAT (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Saturday EX (Network Folder: Base Case)]

Wyong Road x Beckingham Road
Existing Sat Peak
11:00am - 12:00pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
7	L2	All MCs	104	1.0	104	1.0	0.524	3.9	LOS A	4.0	28.6	0.22	0.35	0.22	49.3
8	T1	All MCs	1492	1.8	1492	1.8	0.524	3.8	LOS A	4.0	28.6	0.23	0.35	0.23	49.0
9u	U	All MCs	8	0.0	8	0.0	0.524	11.8	LOS A	4.0	28.4	0.23	0.35	0.23	48.9
Approach			1604	1.8	1604	1.8	0.524	3.8	LOS A	4.0	28.6	0.22	0.35	0.22	49.1
NorthWest: Wyong Road															
2	T1	All MCs	1519	1.3	1519	1.3	0.547	4.1	LOS A	4.5	31.9	0.37	0.40	0.37	54.3
3	R2	All MCs	43	0.0	43	0.0	0.547	9.8	LOS A	4.4	31.3	0.39	0.41	0.39	51.7
3u	U	All MCs	2	0.0	2	0.0	0.547	12.2	LOS A	4.4	31.3	0.39	0.41	0.39	54.1
Approach			1564	1.3	1564	1.3	0.547	4.2	LOS A	4.5	31.9	0.37	0.40	0.37	54.1
SouthWest: Beckingham Road															
4	L2	All MCs	58	1.8	58	1.8	0.092	6.7	LOS A	0.4	2.5	0.65	0.75	0.65	44.1
6	R2	All MCs	89	1.2	89	1.2	0.101	10.5	LOS A	0.4	3.1	0.65	0.80	0.65	41.8
Approach			147	1.4	147	1.4	0.101	9.0	LOS A	0.4	3.1	0.65	0.78	0.65	42.6
All Vehicles			3316	1.5	3316	1.5	0.547	4.3	LOS A	4.5	31.9	0.31	0.39	0.31	51.9

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

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Project: T:\Synergy\Projects\23\23.303\Modelling\23.303m01v04 TRAFFIX Tumbi Umbi Retirement Living.sip9

MOVEMENT SUMMARY

Site: 401 [401 Wyong Rd x Mingara Dr x Tumbi Creek Rd EX AM (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday EX AM (Network Folder: Base Case)]

Wyong Road x Mingara Drive x Tumbi Creek Road
Existing AM Peak
7:45am - 8:45am
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Mingara Drive															
1	L2	All MCs	251	1.3	182	1.8	0.405	62.7	LOS E	9.1	64.9	0.84	0.78	0.84	11.0
2	T1	All MCs	104	2.0	76	2.8	0.653	85.8	LOS F	4.9	35.4	1.00	0.82	1.09	17.2
3	R2	All MCs	218	1.9	158	2.7	0.775	76.6	LOS F	5.9	42.2	1.00	0.90	1.23	7.2
Approach			573	1.7	416	2.3	0.775	72.2	LOS F	9.1	64.9	0.93	0.83	1.04	10.8
East: Wyong Road															
4	L2	All MCs	307	1.0	292	1.1	0.262	32.1	LOS C	8.2	57.8	0.48	0.72	0.48	29.6
5	T1	All MCs	1546	4.8	1472	5.0	* 0.928	61.0	LOS E	54.5	397.8	1.00	1.06	1.18	15.6
6	R2	All MCs	295	5.7	281	6.0	* 0.909	85.7	LOS F	20.5	151.0	1.00	1.02	1.30	18.1
Approach			2148	4.4	2045	4.6	0.928	60.2	LOS E	54.5	397.8	0.92	1.00	1.09	17.2
North: Tumbi Creek Road															
7	L2	All MCs	419	4.5	419	4.5	0.584	59.4	LOS E	11.7	85.4	0.90	0.81	0.90	16.5
8	T1	All MCs	124	0.0	124	0.0	* 0.870	85.0	LOS F	8.8	61.3	1.00	1.00	1.33	12.1
9	R2	All MCs	86	12.2	86	12.2	* 0.854	80.4	LOS F	6.1	47.5	1.00	0.97	1.36	11.2
Approach			629	4.7	629	4.7	0.870	67.3	LOS E	11.7	85.4	0.93	0.87	1.05	14.5
West: Wyong Road															
10	L2	All MCs	99	11.7	99	11.7	0.461	20.5	LOS B	15.2	113.5	0.69	0.65	0.69	33.8
11	T1	All MCs	1043	6.5	1044	6.5	0.461	22.9	LOS B	17.2	126.7	0.70	0.63	0.70	27.6
12	R2	All MCs	220	1.9	220	1.9	0.684	60.9	LOS E	13.4	95.4	0.99	0.84	1.01	14.5
Approach			1362	6.1	1364	6.1	0.684	28.9	LOS C	17.2	126.7	0.74	0.66	0.75	24.8
All Vehicles			4713	4.6	4453	4.8	0.928	52.8	LOS D	54.5	397.8	0.87	0.86	0.98	17.8

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

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

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

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist] ped m		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Mingara Drive											
P1	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Tumbi Creek Road											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P41	Stage 1	12	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P42	Stage 2	12	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		25	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89

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

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

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

MOVEMENT SUMMARY

Site: 402 [402 Wyong Rd x Mingara Dr x Tumbi Creek Rd EX PM (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday EX PM (Network Folder: Base Case)]

Wyong Road x Mingara Drive x Tumbi Creek Road
Existing PM Peak
3:15pm-4:15pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Mingara Drive															
1	L2	All MCs	228	2.3	228	2.3	0.420	58.1	LOS E	10.4	74.4	0.77	0.78	0.77	13.0
2	T1	All MCs	122	0.9	122	0.9	* 0.926	105.8	LOS F	9.4	65.9	1.00	1.09	1.50	14.8
3	R2	All MCs	357	0.6	357	0.6	0.838	72.9	LOS F	12.2	85.8	1.00	0.96	1.22	7.5
Approach			707	1.2	707	1.2	0.926	73.8	LOS F	12.2	85.8	0.93	0.92	1.13	10.4
East: Wyong Road															
4	L2	All MCs	358	1.5	358	1.5	0.344	37.7	LOS C	14.1	99.6	0.68	0.72	0.68	24.4
5	T1	All MCs	1187	3.4	1187	3.4	* 0.928	76.2	LOS F	47.8	344.4	1.00	1.10	1.18	12.6
6	R2	All MCs	359	1.5	359	1.5	* 0.912	82.6	LOS F	26.1	185.0	1.00	1.02	1.26	18.6
Approach			1904	2.7	1904	2.7	0.928	70.2	LOS E	47.8	344.4	0.94	1.01	1.10	15.4
North: Tumbi Creek Road															
7	L2	All MCs	428	2.9	428	2.9	0.422	45.9	LOS D	10.1	72.8	0.80	0.78	0.80	18.7
8	T1	All MCs	111	1.9	111	1.9	0.578	70.0	LOS E	6.9	49.3	1.00	0.79	1.00	13.8
9	R2	All MCs	93	4.5	93	4.5	* 0.850	79.4	LOS F	6.5	47.6	1.00	0.96	1.34	11.3
Approach			632	3.0	632	3.0	0.850	55.0	LOS D	10.1	72.8	0.86	0.81	0.91	16.1
West: Wyong Road															
10	L2	All MCs	123	4.3	123	4.3	0.915	54.1	LOS D	15.9	113.5	1.00	1.04	1.18	23.0
11	T1	All MCs	1903	2.0	1903	2.0	0.915	60.0	LOS E	50.6	360.7	1.00	1.04	1.17	16.0
12	R2	All MCs	275	0.4	275	0.4	0.627	64.1	LOS E	15.9	111.6	0.96	0.83	0.96	15.5
Approach			2301	2.0	2301	2.0	0.915	60.2	LOS E	50.6	360.7	1.00	1.02	1.14	16.4
All Vehicles			5544	2.2	5544	2.2	0.928	64.8	LOS E	50.6	360.7	0.95	0.98	1.10	15.2

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

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

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

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist] ped m		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Mingara Drive											
P1	Full	3	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Tumbi Creek Road											
P3	Full	8	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P41	Stage 1	35	59.2	LOS E	0.1	0.1	0.96	0.96	225.9	200.0	0.89
P42	Stage 2	35	59.2	LOS E	0.1	0.1	0.96	0.96	225.9	200.0	0.89
All Pedestrians		81	59.2	LOS E	0.1	0.1	0.96	0.96	225.9	200.0	0.89

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

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

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

MOVEMENT SUMMARY

Site: 403 [403 Wyong Rd x Mingara Dr x Tumbi Creek Rd EX SAT (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Saturday EX (Network Folder: Base Case)]

Wyong Road x Mingara Drive x Tumbi Creek Road
Existing Sat Peak
11:00am - 12:00pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Mingara Drive															
1	L2	All MCs	192	1.1	192	1.1	0.365	56.9	LOS E	8.8	61.9	0.77	0.77	0.77	12.6
2	T1	All MCs	111	0.0	111	0.0	* 0.911	100.2	LOS F	8.2	57.4	1.00	1.05	1.47	15.2
3	R2	All MCs	282	2.2	282	2.2	0.722	68.8	LOS E	9.2	65.4	1.00	0.87	1.10	7.8
Approach			584	1.4	584	1.4	0.911	70.8	LOS F	9.2	65.4	0.93	0.87	1.06	10.9
East: Wyong Road															
4	L2	All MCs	308	1.0	308	1.0	0.287	19.8	LOS B	4.4	31.0	0.25	0.65	0.25	36.6
5	T1	All MCs	1276	1.8	1276	1.8	* 0.898	41.5	LOS C	41.5	294.9	0.90	0.90	1.01	19.7
6	R2	All MCs	353	0.3	353	0.3	* 0.884	77.1	LOS F	23.9	167.4	1.00	0.96	1.12	18.7
Approach			1937	1.4	1937	1.4	0.898	44.5	LOS D	41.5	294.9	0.81	0.87	0.91	20.6
North: Tumbi Creek Road															
7	L2	All MCs	432	1.5	432	1.5	0.483	52.7	LOS D	10.9	77.4	0.85	0.80	0.85	17.5
8	T1	All MCs	88	0.0	88	0.0	0.737	80.1	LOS F	6.0	41.7	1.00	0.87	1.16	12.6
9	R2	All MCs	94	3.4	94	3.4	* 0.849	79.3	LOS F	6.6	47.6	1.00	0.96	1.33	11.3
Approach			614	1.5	614	1.5	0.849	60.7	LOS E	10.9	77.4	0.90	0.83	0.97	15.3
West: Wyong Road															
10	L2	All MCs	122	4.3	122	4.3	0.566	26.5	LOS B	15.9	113.5	0.80	0.74	0.80	30.5
11	T1	All MCs	1280	1.4	1280	1.4	0.566	30.2	LOS C	22.1	156.7	0.81	0.72	0.81	23.6
12	R2	All MCs	208	0.5	208	0.5	0.524	54.5	LOS D	11.8	82.8	0.94	0.81	0.94	15.8
Approach			1611	1.5	1611	1.5	0.566	33.1	LOS C	22.1	156.7	0.82	0.74	0.82	22.9
All Vehicles			4745	1.5	4745	1.5	0.911	46.0	LOS D	41.5	294.9	0.84	0.82	0.91	19.0

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

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

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

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
						Dist] m					
South: Mingara Drive											
P1	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Tumbi Creek Road											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P41	Stage 1	12	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P42	Stage 2	12	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		25	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89

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

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

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

MOVEMENT SUMMARY

Site: 501 [501 Wyong Rd x Tumbi Rd x Watson Ave EX AM (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday EX AM (Network Folder: Base Case)]

Wyong Road x Tumbi Road x Watson Avenue
Existing AM Peak
7:45am - 8:45am
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Tumbi Road															
1	L2	All MCs	1025	4.0	1025	4.0	1.040	128.8	LOS F	57.4	415.5	1.00	1.28	1.64	16.4
2	T1	All MCs	1	0.0	1	0.0	0.344	65.0	LOS E	5.8	41.1	0.93	0.78	0.93	31.3
3	R2	All MCs	100	2.1	100	2.1	0.344	69.4	LOS E	5.8	41.1	0.93	0.78	0.93	34.7
Approach			1126	3.8	1126	3.8	1.040	123.5	LOS F	57.4	415.5	0.99	1.24	1.58	17.8
East: Wyong Road															
4	L2	All MCs	15	0.0	16	0.0	* 1.171	268.5	LOS F	113.4	827.7	1.00	1.68	2.67	13.8
5	T1	All MCs	1118	5.1	1201	5.1	* 1.171	347.5	LOS F	113.4	827.7	1.00	1.99	2.70	7.2
6	R2	All MCs	4	0.0	4	0.0	0.098	78.6	LOS F	0.3	2.0	1.00	0.63	1.00	24.8
Approach			1137	5.0	1221	5.0	1.171	345.6	LOS F	113.4	827.7	1.00	1.98	2.70	7.3
North: Watson Avenue															
7	L2	All MCs	16	0.0	16	0.0	0.368	79.6	LOS F	1.1	7.7	1.00	0.69	1.00	24.4
Approach			16	0.0	16	0.0	0.368	79.6	LOS F	1.1	7.7	1.00	0.69	1.00	24.4
West: Wyong Road															
10	L2	All MCs	1	0.0	1	0.0	0.368	9.2	LOS A	6.0	43.9	0.23	0.20	0.23	47.9
11	T1	All MCs	954	5.4	923	5.2	0.368	4.6	LOS A	8.4	61.1	0.27	0.24	0.27	55.3
12	R2	All MCs	721	6.4	698	6.1	* 1.164	139.7	LOS F	47.0	346.7	1.00	1.25	1.71	16.3
Approach			1676	5.8	1622	5.6	1.164	62.7	LOS E	47.0	346.7	0.58	0.68	0.89	26.2
All Vehicles			3955	5.0	3985	5.0	1.171	162.7	LOS F	113.4	827.7	0.83	1.22	1.64	15.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist] ped m		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Tumbi Road											
P1	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P1B	Slip/Bypass	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Watson Avenue											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P4	Full	3	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		6	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89

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

Wyong Road x Tumbi Road x Watson Avenue
Existing PM Peak
3:15pm-4:15pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h	
South: Tumbi Road																
1	L2	All MCs	851	4.2	851	4.2	0.644	37.0	LOS C	20.3	147.0	0.81	0.84	0.81	36.7	
2	T1	All MCs	1	0.0	1	0.0	0.575	77.6	LOS F	7.6	53.4	0.99	0.80	0.99	29.6	
3	R2	All MCs	121	0.9	121	0.9	0.575	82.0	LOS F	7.6	53.4	0.99	0.80	0.99	33.0	
Approach			973	3.8	973	3.8	0.644	42.6	LOS D	20.3	147.0	0.83	0.83	0.83	35.9	
East: Wyong Road																
4	L2	All MCs	72	2.9	72	2.9	* 0.970	57.2	LOS E	50.1	357.0	1.00	1.23	1.34	29.9	
5	T1	All MCs	1055	1.9	1055	1.9	* 0.970	89.1	LOS F	50.1	357.0	1.00	1.24	1.35	19.3	
6	R2	All MCs	4	0.0	4	0.0	0.059	88.4	LOS F	0.3	1.9	0.99	0.64	0.99	25.6	
Approach			1131	2.0	1131	2.0	0.970	87.1	LOS F	50.1	357.0	1.00	1.23	1.35	20.3	
North: Watson Avenue																
7	L2	All MCs	28	0.0	28	0.0	* 0.332	71.3	LOS F	1.8	12.9	1.00	0.76	1.00	25.9	
8	T1	All MCs	1	100.0	1	100.0	0.140	91.6	LOS F	0.1	1.1	1.00	0.59	1.00	25.3	
Approach			29	3.6	29	3.6	0.332	72.0	LOS F	1.8	12.9	1.00	0.76	1.00	25.8	
West: Wyong Road																
10	L2	All MCs	1	0.0	1	0.0	0.572	8.0	LOS A	10.4	74.0	0.23	0.21	0.23	49.2	
11	T1	All MCs	1607	2.4	1607	2.4	0.572	1.9	LOS A	10.4	74.0	0.18	0.17	0.18	58.0	
12	R2	All MCs	1079	1.5	1079	1.5	* 0.964	52.2	LOS D	32.5	230.5	1.00	0.95	1.13	32.4	
Approach			2687	2.0	2687	2.0	0.964	22.1	LOS B	32.5	230.5	0.51	0.48	0.56	43.1	
All Vehicles			4820	2.4	4820	2.4	0.970	41.8	LOS C	50.1	357.0	0.69	0.73	0.81	34.5	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF [Ped ped	QUEUE Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Tumbi Road											
P1	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P1B	Slip/Bypass	53	59.3	LOS E	0.2	0.2	0.96	0.96	225.9	200.0	0.89
East: Wyong Road											
P21	Stage 1	1	32.8	LOS D	0.0	0.0	0.91	0.91	199.5	200.0	1.00
P22	Stage 2	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Watson Avenue											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P4	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		58	58.8	LOS E	0.2	0.2	0.95	0.95	225.4	200.0	0.89

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

Wyong Road x Tumbi Road x Watson Avenue
Existing Sat Peak
11:00am - 12:00pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand	Flows	Arrival	Flows	Deg.	Aver.	Level of	95% Back Of	Queue	Prop.	Eff.	Aver.	Aver.	
			[Total	HV]	[Total	HV]	Satn	Delay	Service	[Veh.	Dist]	Que	Stop Rate	No. of	Speed	
			veh/h	%	veh/h	%	v/c	sec		veh	m			Cycles	km/h	
South: Tumbi Road																
1	L2	All MCs	838	1.6	838	1.6	0.483	30.0	LOS C	18.4	130.9	0.68	0.78	0.68	38.5	
2	T1	All MCs	1	0.0	1	0.0	0.326	64.6	LOS E	5.1	35.8	0.94	0.77	0.94	30.9	
3	R2	All MCs	87	0.0	87	0.0	0.326	68.9	LOS E	5.1	35.8	0.94	0.77	0.94	34.4	
Approach			926	1.5	926	1.5	0.483	33.7	LOS C	18.4	130.9	0.70	0.78	0.70	37.8	
East: Wyong Road																
4	L2	All MCs	62	0.0	62	0.0	* 0.857	25.6	LOS B	38.8	273.9	0.99	0.97	1.07	36.8	
5	T1	All MCs	1101	1.1	1101	1.1	* 0.857	57.1	LOS E	38.8	273.9	0.99	0.97	1.08	26.4	
6	R2	All MCs	4	0.0	4	0.0	0.037	83.4	LOS F	0.3	1.8	0.96	0.64	0.96	26.5	
Approach			1167	1.1	1167	1.1	0.857	55.5	LOS D	38.8	273.9	0.99	0.97	1.08	27.2	
North: Watson Avenue																
7	L2	All MCs	18	0.0	18	0.0	0.157	69.5	LOS E	1.1	7.9	0.98	0.70	0.98	26.2	
Approach			18	0.0	18	0.0	0.157	69.5	LOS E	1.1	7.9	0.98	0.70	0.98	26.2	
West: Wyong Road																
10	L2	All MCs	1	0.0	1	0.0	0.492	14.7	LOS B	16.4	116.8	0.46	0.42	0.46	43.1	
11	T1	All MCs	1233	1.7	1233	1.7	0.492	7.9	LOS A	16.4	116.8	0.42	0.38	0.42	52.4	
12	R2	All MCs	761	0.7	761	0.7	* 0.853	35.6	LOS C	21.0	148.1	0.96	0.88	1.03	37.6	
Approach			1995	1.3	1995	1.3	0.853	18.5	LOS B	21.0	148.1	0.63	0.57	0.65	45.0	
All Vehicles			4106	1.3	4106	1.3	0.857	32.7	LOS C	38.8	273.9	0.75	0.73	0.79	37.7	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist] ped m		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Tumbi Road											
P1	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P1B	Slip/Bypass	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
East: Wyong Road											
P21	Stage 1	1	29.9	LOS C	0.0	0.0	0.91	0.91	196.5	200.0	1.02
P22	Stage 2	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Watson Avenue											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P4	Full	2	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		7	55.0	LOS E	0.0	0.0	0.95	0.95	221.6	200.0	0.90

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

MOVEMENT SUMMARY

Site: 601 [601 Mingara Dr x Hansens Rd x Site Access EX AM (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday EX AM (Network Folder: Base Case)]

Mingara Drive x Hansens Road x Site Access
Existing AM Peak
7:45am - 8:45am
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hansens Road															
1	L2	All MCs	65	0.0	65	0.0	0.338	5.6	LOS A	2.6	18.4	0.50	0.58	0.50	55.8
3a	R1	All MCs	326	2.6	326	2.6	0.338	9.4	LOS A	2.6	18.4	0.50	0.58	0.50	55.8
Approach			392	2.2	392	2.2	0.338	8.8	LOS A	2.6	18.4	0.50	0.58	0.50	55.8
NorthEast: Mingara Drive															
24a	L1	All MCs	277	1.9	380	1.6	0.374	3.7	LOS A	2.6	18.7	0.05	0.52	0.05	57.0
26a	R1	All MCs	169	0.0	233	0.0	0.374	7.7	LOS A	2.6	18.7	0.05	0.52	0.05	40.0
26u	U	All MCs	17	6.3	23	5.3	0.374	10.8	LOS A	2.6	18.7	0.05	0.52	0.05	40.0
Approach			463	1.4	637	1.2	0.374	5.4	LOS A	2.6	18.7	0.05	0.52	0.05	55.7
West: Site Access															
10a	L1	All MCs	66	0.0	66	0.0	0.070	4.4	LOS A	0.4	2.7	0.50	0.54	0.50	30.3
12	R2	All MCs	5	0.0	5	0.0	0.070	9.2	LOS A	0.4	2.7	0.50	0.54	0.50	56.6
Approach			72	0.0	72	0.0	0.070	4.7	LOS A	0.4	2.7	0.50	0.54	0.50	43.7
All Vehicles			926	1.6	1100	1.3	0.374	6.6	LOS A	2.6	18.7	0.24	0.54	0.24	55.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 602 [602 Mingara Dr x Hansens Rd x Site Access EX PM (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday EX PM (Network Folder: Base Case)]

Mingara Drive x Hansens Road x Site Access
Exisiting PM Peak
3:15pm-4:15pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hansens Road															
1	L2	All MCs	71	0.0	71	0.0	0.292	5.8	LOS A	2.2	15.8	0.53	0.58	0.53	55.9
3a	R1	All MCs	258	0.8	258	0.8	0.292	9.6	LOS A	2.2	15.8	0.53	0.58	0.53	55.9
Approach			328	0.6	328	0.6	0.292	8.8	LOS A	2.2	15.8	0.53	0.58	0.53	55.9
NorthEast: Mingara Drive															
24a	L1	All MCs	207	2.0	207	2.0	0.320	3.8	LOS A	2.0	14.3	0.11	0.54	0.11	56.6
26a	R1	All MCs	275	0.0	275	0.0	0.320	7.8	LOS A	2.0	14.3	0.11	0.54	0.11	38.0
26u	U	All MCs	20	10.5	20	10.5	0.320	11.0	LOS A	2.0	14.3	0.11	0.54	0.11	38.0
Approach			502	1.3	502	1.3	0.320	6.3	LOS A	2.0	14.3	0.11	0.54	0.11	53.7
West: Site Access															
10a	L1	All MCs	179	0.0	179	0.0	0.187	4.2	LOS A	1.1	7.8	0.49	0.53	0.49	30.1
12	R2	All MCs	24	0.0	24	0.0	0.187	9.0	LOS A	1.1	7.8	0.49	0.53	0.49	56.6
Approach			203	0.0	203	0.0	0.187	4.8	LOS A	1.1	7.8	0.49	0.53	0.49	46.9
All Vehicles			1034	0.8	1034	0.8	0.320	6.8	LOS A	2.2	15.8	0.32	0.55	0.32	54.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 603 [603 Mingara Dr x Hansens Rd x Site Access EX SAT (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Saturday EX (Network Folder: Base Case)]

Mingara Drive x Hansens Road x Site Access
Existing Sat Peak
11:00am - 12:00pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hansens Road															
1	L2	All MCs	37	0.0	37	0.0	0.129	5.2	LOS A	0.8	5.5	0.43	0.58	0.43	56.1
3a	R1	All MCs	109	1.9	109	1.9	0.129	9.1	LOS A	0.8	5.5	0.43	0.58	0.43	56.1
Approach			146	1.4	146	1.4	0.129	8.1	LOS A	0.8	5.5	0.43	0.58	0.43	56.1
NorthEast: Mingara Drive															
24a	L1	All MCs	96	0.0	96	0.0	0.238	3.8	LOS A	1.3	8.9	0.13	0.57	0.13	56.3
26a	R1	All MCs	235	0.0	235	0.0	0.238	7.8	LOS A	1.3	8.9	0.13	0.57	0.13	36.7
26u	U	All MCs	27	3.8	27	3.8	0.238	11.0	LOS A	1.3	8.9	0.13	0.57	0.13	36.7
Approach			358	0.3	358	0.3	0.238	7.0	LOS A	1.3	8.9	0.13	0.57	0.13	51.0
West: Site Access															
10a	L1	All MCs	215	0.0	215	0.0	0.200	3.4	LOS A	1.2	8.3	0.34	0.47	0.34	31.9
12	R2	All MCs	36	2.9	36	2.9	0.200	8.2	LOS A	1.2	8.3	0.34	0.47	0.34	56.7
Approach			251	0.4	251	0.4	0.200	4.1	LOS A	1.2	8.3	0.34	0.47	0.34	49.0
All Vehicles			755	0.6	755	0.6	0.238	6.2	LOS A	1.3	8.9	0.26	0.54	0.26	52.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 701 [701 Internal Intersection EX AM (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday EX AM (Network Folder: Base Case)]

Internal Intersection
Existing AM Peak
7:45am - 8:45am
Site Category: (None)
Roundabout

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h	
South: Kidspoint Mingara																
1	L2	All MCs	1	0.0	1	0.0	0.012	3.9	LOS A	0.1	0.4	0.32	0.59	0.32	39.1	
2	T1	All MCs	1	0.0	1	0.0	0.012	4.1	LOS A	0.1	0.4	0.32	0.59	0.32	34.5	
3	R2	All MCs	13	0.0	13	0.0	0.012	8.7	LOS A	0.1	0.4	0.32	0.59	0.32	27.3	
Approach			15	0.0	15	0.0	0.012	8.0	LOS A	0.1	0.4	0.32	0.59	0.32	29.4	
East: Site Access																
4	L2	All MCs	86	0.0	111	0.0	0.177	2.8	LOS A	1.0	6.7	0.04	0.44	0.04	38.7	
5	T1	All MCs	128	0.0	165	0.0	0.177	3.1	LOS A	1.0	6.7	0.04	0.44	0.04	47.1	
6	R2	All MCs	18	0.0	23	0.0	0.177	7.5	LOS A	1.0	6.7	0.04	0.44	0.04	39.4	
Approach			233	0.0	299	0.0	0.177	3.3	LOS A	1.0	6.7	0.04	0.44	0.04	44.1	
North: Legends Carpark																
7	L2	All MCs	12	0.0	12	0.0	0.011	4.1	LOS A	0.1	0.4	0.18	0.48	0.18	34.6	
8	T1	All MCs	1	0.0	1	0.0	0.011	4.3	LOS A	0.1	0.4	0.18	0.48	0.18	38.1	
9	R2	All MCs	2	0.0	2	0.0	0.011	8.9	LOS A	0.1	0.4	0.18	0.48	0.18	42.8	
Approach			15	0.0	15	0.0	0.011	4.8	LOS A	0.1	0.4	0.18	0.48	0.18	37.0	
West: Main Carpark																
10	L2	All MCs	1	0.0	1	0.0	0.037	4.0	LOS A	0.2	1.2	0.13	0.40	0.13	45.0	
11	T1	All MCs	47	0.0	47	0.0	0.037	4.2	LOS A	0.2	1.2	0.13	0.40	0.13	44.3	
12	R2	All MCs	1	0.0	1	0.0	0.037	8.8	LOS A	0.2	1.2	0.13	0.40	0.13	42.8	
Approach			49	0.0	49	0.0	0.037	4.3	LOS A	0.2	1.2	0.13	0.40	0.13	44.3	
All Vehicles			312	0.0	378	0.0	0.177	3.7	LOS A	1.0	6.7	0.07	0.44	0.07	43.4	

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

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Project: T:\Synergy\Projects\23\23.303\Modelling\23.303m01v04 TRAFFIX Tumbi Umbi Retirement Living.sip9

MOVEMENT SUMMARY

Site: 702 [702 Internal Intersection EX PM (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday EX PM (Network Folder: Base Case)]

Internal Intersection
Existing PM Peak
3:15pm-4:15pm
Site Category: (None)
Roundabout

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand	Flows	Arrival	Flows	Deg. Satn	Aver. Delay	Level of Service	95% Back Of	Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total	HV]	[Total	HV]				[Veh.	Dist]					veh
South: Kidspoint Mingara																
1	L2	All MCs	3	0.0	3	0.0	0.036	4.4	LOS A	0.2	1.2	0.42	0.63	0.42	38.5	
2	T1	All MCs	1	100.0	1	100.0	0.036	6.3	LOS A	0.2	1.2	0.42	0.63	0.42	31.2	
3	R2	All MCs	35	0.0	35	0.0	0.036	9.2	LOS A	0.2	1.2	0.42	0.63	0.42	26.4	
Approach			39	2.7	39	2.7	0.036	8.8	LOS A	0.2	1.2	0.42	0.63	0.42	28.3	
East: Site Access																
4	L2	All MCs	48	0.0	48	0.0	0.206	2.8	LOS A	1.2	8.4	0.04	0.44	0.04	38.3	
5	T1	All MCs	257	0.0	257	0.0	0.206	3.1	LOS A	1.2	8.4	0.04	0.44	0.04	46.6	
6	R2	All MCs	44	0.0	44	0.0	0.206	7.5	LOS A	1.2	8.4	0.04	0.44	0.04	39.1	
Approach			349	0.0	349	0.0	0.206	3.6	LOS A	1.2	8.4	0.04	0.44	0.04	45.0	
North: Legends Carpark																
7	L2	All MCs	37	0.0	37	0.0	0.033	4.6	LOS A	0.2	1.1	0.32	0.50	0.32	33.7	
8	T1	All MCs	1	0.0	1	0.0	0.033	4.8	LOS A	0.2	1.1	0.32	0.50	0.32	37.5	
9	R2	All MCs	2	0.0	2	0.0	0.033	9.4	LOS A	0.2	1.1	0.32	0.50	0.32	42.5	
Approach			40	0.0	40	0.0	0.033	4.9	LOS A	0.2	1.1	0.32	0.50	0.32	34.8	
West: Main Carpark																
10	L2	All MCs	1	0.0	1	0.0	0.103	4.2	LOS A	0.5	3.7	0.23	0.41	0.23	44.2	
11	T1	All MCs	134	0.0	134	0.0	0.103	4.4	LOS A	0.5	3.7	0.23	0.41	0.23	43.2	
12	R2	All MCs	1	0.0	1	0.0	0.103	9.0	LOS A	0.5	3.7	0.23	0.41	0.23	42.0	
Approach			136	0.0	136	0.0	0.103	4.5	LOS A	0.5	3.7	0.23	0.41	0.23	43.2	
All Vehicles			564	0.2	564	0.2	0.206	4.3	LOS A	1.2	8.4	0.13	0.45	0.13	43.1	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 703 [703 Internal Intersection EX SAT (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

 Network: N101 [Saturday EX (Network Folder: Base Case)]

Internal Intersection
Existing Sat Peak
11:00am - 12:00pm
Site Category: (None)
Roundabout

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h	
South: Kidspoint Mingara																
2	T1	All MCs	1	0.0	1	0.0	0.030	4.4	LOS A	0.1	1.0	0.37	0.62	0.37	33.6	
3	R2	All MCs	34	0.0	34	0.0	0.030	8.9	LOS A	0.1	1.0	0.37	0.62	0.37	26.4	
Approach			35	0.0	35	0.0	0.030	8.8	LOS A	0.1	1.0	0.37	0.62	0.37	26.7	
East: Site Access																
4	L2	All MCs	33	0.0	33	0.0	0.161	2.8	LOS A	0.9	6.6	0.05	0.47	0.05	37.4	
5	T1	All MCs	173	0.6	173	0.6	0.161	3.1	LOS A	0.9	6.6	0.05	0.47	0.05	45.6	
6	R2	All MCs	62	3.4	62	3.4	0.161	7.5	LOS A	0.9	6.6	0.05	0.47	0.05	38.0	
Approach			267	1.2	267	1.2	0.161	4.1	LOS A	0.9	6.6	0.05	0.47	0.05	43.3	
North: Legends Carpark																
7	L2	All MCs	60	5.3	60	5.3	0.058	4.8	LOS A	0.3	2.1	0.36	0.52	0.36	33.1	
8	T1	All MCs	1	0.0	1	0.0	0.058	5.0	LOS A	0.3	2.1	0.36	0.52	0.36	37.1	
9	R2	All MCs	4	0.0	4	0.0	0.058	9.6	LOS A	0.3	2.1	0.36	0.52	0.36	42.1	
Approach			65	4.8	65	4.8	0.058	5.1	LOS A	0.3	2.1	0.36	0.52	0.36	34.4	
West: Main Carpark																
10	L2	All MCs	15	0.0	15	0.0	0.140	4.3	LOS A	0.7	5.1	0.25	0.42	0.25	44.0	
11	T1	All MCs	167	0.0	167	0.0	0.140	4.5	LOS A	0.7	5.1	0.25	0.42	0.25	43.0	
Approach			182	0.0	182	0.0	0.140	4.5	LOS A	0.7	5.1	0.25	0.42	0.25	43.1	
All Vehicles			549	1.1	549	1.1	0.161	4.6	LOS A	0.9	6.6	0.17	0.47	0.17	41.6	

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

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Project: T:\Synergy\Projects\23\23.303\Modelling\23.303m01v04 TRAFFIX Tumbi Umbi Retirement Living.sip9

MOVEMENT SUMMARY

Site: 301 [301 Wyong Rd x Site Access EX AM (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday EX AM (Network Folder: Base Case)]

Wyong Road x Site Access
Exisitng AM Peak
7:45am - 8:45am
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
4	L2	All MCs	1	0.0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	48.5
5	T1	All MCs	1881	4.9	1744	5.0	0.469	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			1882	4.9	1745	5.0	0.469	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.6
NorthWest: Wyong Road															
11	T1	All MCs	1365	7.6	1365	6.2	0.371	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1365	7.6	1365	6.2	0.371	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
SouthWest: Site Access															
1	L2	All MCs	26	0.0	26	0.0	0.014	8.0	LOS A	0.0	0.0	0.00	0.53	0.00	42.7
Approach			26	0.0	26	0.0	0.014	8.0	NA	0.0	0.0	0.00	0.53	0.00	42.7
All Vehicles			3274	6.0	3136	6.3	0.469	0.2	NA	0.0	0.0	0.00	0.00	0.00	59.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (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: 302 [302 Wyong Rd x Site Access EX PM (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday EX PM (Network Folder: Base Case)]

Wyong Road x Site Access
Exisitng PM Peak
3:15pm-4:15pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
4	L2	All MCs	16	0.0	16	0.0	0.009	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	48.5
5	T1	All MCs	1492	3.2	1492	3.2	0.394	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1507	3.1	1507	3.1	0.394	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.4
NorthWest: Wyong Road															
11	T1	All MCs	2299	1.7	2299	1.7	0.721	0.4	LOS A	0.0	0.0	0.00	0.00	0.00	58.8
Approach			2299	1.7	2299	1.7	0.721	0.4	NA	0.0	0.0	0.00	0.00	0.00	58.8
SouthWest: Site Access															
1	L2	All MCs	78	0.0	78	0.0	0.042	7.5	LOS A	0.0	0.0	0.00	0.53	0.00	42.7
Approach			78	0.0	78	0.0	0.042	7.5	NA	0.0	0.0	0.00	0.53	0.00	42.7
All Vehicles			3884	2.2	3884	2.2	0.721	0.5	NA	0.0	0.0	0.00	0.01	0.00	58.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (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: 303 [303 Wyong Rd x Site Access EX SAT (Site Folder: Base Model)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Saturday EX (Network Folder: Base Case)]

Wyong Road x Site Access
Existing Sat Peak
11:00am - 12:00pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
4	L2	All MCs	5	0.0	5	0.0	0.003	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	48.5
5	T1	All MCs	1558	1.8	1558	1.8	0.406	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1563	1.8	1563	1.8	0.406	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.6
NorthWest: Wyong Road															
11	T1	All MCs	1618	1.6	1618	1.6	0.421	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1618	1.6	1618	1.6	0.421	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
SouthWest: Site Access															
1	L2	All MCs	47	2.2	47	2.2	0.026	7.6	LOS A	0.0	0.0	0.00	0.53	0.00	42.7
Approach			47	2.2	47	2.2	0.026	7.6	NA	0.0	0.0	0.00	0.53	0.00	42.7
All Vehicles			3228	1.7	3228	1.7	0.421	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (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: 104 [104 Wyong Rd x Pindarri Ave DEV AM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday DEV AM (Network Folder: Base Case + Development)]

Wyong Road x Pindarri Avenue
Development AM Peak
7:45am - 8:45am
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
2	T1	All MCs	1964	4.7	1845	4.6	0.686	5.2	LOS A	7.4	54.0	0.67	0.51	0.67	56.0
3	R2	All MCs	59	3.6	55	3.5	0.686	11.1	LOS A	7.2	52.6	0.70	0.54	0.70	31.2
3u	U	All MCs	6	0.0	6	0.0	0.686	13.4	LOS A	7.2	52.6	0.70	0.54	0.70	52.4
Approach			2029	4.7	1906	4.5	0.686	5.4	LOS A	7.4	54.0	0.67	0.51	0.67	55.3
NorthEast: Pindarri Avenue															
4	L2	All MCs	71	4.5	71	4.5	0.114	6.5	LOS A	0.4	3.2	0.65	0.74	0.65	30.7
6	R2	All MCs	165	0.6	165	0.6	0.182	10.2	LOS A	0.8	5.7	0.65	0.79	0.65	50.5
Approach			236	1.8	236	1.8	0.182	9.1	LOS A	0.8	5.7	0.65	0.77	0.65	49.1
NorthWest: Wyong Road															
7	L2	All MCs	95	4.4	95	4.4	0.439	4.0	LOS A	3.9	28.6	0.29	0.36	0.29	54.5
8	T1	All MCs	1239	6.6	1239	6.6	0.439	3.9	LOS A	3.9	28.6	0.30	0.37	0.30	55.6
9u	U	All MCs	34	6.3	34	6.3	0.439	12.0	LOS A	3.8	27.8	0.31	0.38	0.31	56.6
Approach			1367	6.5	1367	6.5	0.439	4.1	LOS A	3.9	28.6	0.30	0.37	0.30	55.5
All Vehicles			3633	5.2	3509	5.3	0.686	5.1	LOS A	7.4	54.0	0.53	0.47	0.53	55.1

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

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Project: T:\Synergy\Projects\23\23.303\Modelling\23.303m01v04 TRAFFIX Tumbi Umbi Retirement Living.sip9

MOVEMENT SUMMARY

Site: 105 [105 Wyong Rd x Pindarri Ave DEV PM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday DEV PM (Network Folder: Base Case + Development)]

Wyong Road x Pindarri Avenue
Development PM Peak
3:15pm-4:15pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
2	T1	All MCs	1462	6.5	1462	6.5	0.524	4.2	LOS A	5.0	36.9	0.43	0.41	0.43	56.6
3	R2	All MCs	91	2.3	91	2.3	0.524	9.9	LOS A	4.9	35.7	0.44	0.43	0.44	31.6
3u	U	All MCs	11	0.0	11	0.0	0.524	12.3	LOS A	4.9	35.7	0.44	0.43	0.44	53.5
Approach			1563	6.2	1563	6.2	0.524	4.6	LOS A	5.0	36.9	0.43	0.41	0.43	55.2
NorthEast: Pindarri Avenue															
4	L2	All MCs	35	3.0	35	3.0	0.107	11.9	LOS A	0.5	3.7	0.85	0.89	0.85	23.3
6	R2	All MCs	77	9.6	77	9.6	0.169	14.9	LOS B	0.9	7.1	0.89	0.89	0.89	48.1
Approach			112	7.5	112	7.5	0.169	14.0	LOS A	0.9	7.1	0.88	0.89	0.88	45.8
NorthWest: Wyong Road															
7	L2	All MCs	121	3.5	121	3.5	0.776	4.8	LOS A	11.6	82.7	0.56	0.44	0.56	53.4
8	T1	All MCs	2261	1.8	2261	1.8	0.776	4.7	LOS A	11.6	82.7	0.60	0.45	0.60	54.2
9u	U	All MCs	22	4.8	22	4.8	0.776	13.0	LOS A	11.0	78.0	0.65	0.46	0.65	55.9
Approach			2404	1.9	2404	1.9	0.776	4.7	LOS A	11.6	82.7	0.60	0.45	0.60	54.2
All Vehicles			4079	3.7	4079	3.7	0.776	4.9	LOS A	11.6	82.7	0.54	0.45	0.54	54.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 106 [106 Wyong Rd x Pindarri Ave DEV SAT (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Saturday DEV (Network Folder: Base Case + Development)]

Wyong Road x Pindarri Avenue
Development Sat Peak
11:00am - 12:00pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
2	T1	All MCs	1494	1.8	1494	1.8	0.510	4.1	LOS A	4.6	32.5	0.39	0.40	0.39	56.8
3	R2	All MCs	75	0.0	75	0.0	0.510	9.9	LOS A	4.5	31.7	0.41	0.42	0.41	31.7
3u	U	All MCs	1	0.0	1	0.0	0.510	12.3	LOS A	4.5	31.7	0.41	0.42	0.41	53.8
Approach			1569	1.7	1569	1.7	0.510	4.4	LOS A	4.6	32.5	0.39	0.40	0.39	55.6
NorthEast: Pindarri Avenue															
4	L2	All MCs	26	0.0	26	0.0	0.047	7.1	LOS A	0.2	1.3	0.69	0.76	0.69	29.7
6	R2	All MCs	77	0.0	77	0.0	0.095	10.8	LOS A	0.4	3.1	0.70	0.81	0.70	50.3
Approach			103	0.0	103	0.0	0.095	9.9	LOS A	0.4	3.1	0.70	0.80	0.70	49.1
NorthWest: Wyong Road															
7	L2	All MCs	79	0.0	79	0.0	0.523	4.1	LOS A	4.7	33.2	0.32	0.37	0.32	54.5
8	T1	All MCs	1560	1.3	1560	1.3	0.523	4.0	LOS A	4.7	33.2	0.34	0.38	0.34	55.4
9u	U	All MCs	25	0.0	25	0.0	0.523	12.1	LOS A	4.7	32.9	0.35	0.38	0.35	56.7
Approach			1664	1.3	1664	1.3	0.523	4.1	LOS A	4.7	33.2	0.34	0.38	0.34	55.4
All Vehicles			3337	1.4	3337	1.4	0.523	4.4	LOS A	4.7	33.2	0.37	0.40	0.37	55.4

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

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Project: T:\Synergy\Projects\23\23.303\Modelling\23.303m01v04 TRAFFIX Tumbi Umbi Retirement Living.sip9

MOVEMENT SUMMARY

Site: 204 [204 Wyong Rd x Beckingham Road DEV AM (Site Folder: Base Model + Development)]

Network: N101 [Thursday DEV AM (Network Folder: Base Case + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Wyong Road x Beckingham Road
Development AM Peak
7:45am - 8:45am
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
7	L2	All MCs	60	5.3	56	5.7	0.590	4.0	LOS A	5.1	36.9	0.24	0.35	0.24	49.1
8	T1	All MCs	1837	4.4	1725	4.8	0.590	3.8	LOS A	5.1	36.9	0.25	0.35	0.25	48.8
9u	U	All MCs	4	50.0	4	52.1	0.590	12.6	LOS A	5.1	36.9	0.26	0.35	0.26	48.7
Approach			1901	4.5	1785	4.9	0.590	3.9	LOS A	5.1	36.9	0.25	0.35	0.25	48.8
NorthWest: Wyong Road															
2	T1	All MCs	1269	6.2	1266	6.2	0.479	4.1	LOS A	3.6	26.9	0.37	0.40	0.37	54.2
3	R2	All MCs	34	3.1	34	3.1	0.479	9.8	LOS A	3.6	26.2	0.38	0.42	0.38	51.7
3u	U	All MCs	11	0.0	10	0.0	0.479	12.2	LOS A	3.6	26.2	0.38	0.42	0.38	54.0
Approach			1314	6.1	1310	6.1	0.479	4.3	LOS A	3.6	26.9	0.37	0.40	0.37	54.1
SouthWest: Beckingham Road															
4	L2	All MCs	180	2.3	180	2.3	0.230	6.8	LOS A	1.1	7.9	0.74	0.77	0.74	44.1
6	R2	All MCs	102	2.1	102	2.1	0.187	13.3	LOS A	0.8	5.6	0.73	0.88	0.73	40.1
Approach			282	2.2	282	2.2	0.230	9.1	LOS A	1.1	7.9	0.74	0.81	0.74	42.5
All Vehicles			3497	4.9	3377	5.1	0.590	4.5	LOS A	5.1	36.9	0.34	0.41	0.34	51.1

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

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Project: T:\Synergy\Projects\23\23.303\Modelling\23.303m01v04 TRAFFIX Tumbi Umbi Retirement Living.sip9

MOVEMENT SUMMARY

Site: 205 [205 Wyong Rd x Beckingham Road DEV PM (Site Folder: Base Model + Development)]

Network: N101 [Thursday DEV PM (Network Folder: Base Case + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Wyong Road x Beckingham Road
Development PM Peak
3:15pm-4:15pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
7	L2	All MCs	96	1.1	96	1.1	0.562	4.3	LOS A	5.0	35.7	0.39	0.40	0.39	48.6
8	T1	All MCs	1491	3.5	1491	3.5	0.562	4.1	LOS A	5.0	35.7	0.40	0.40	0.40	47.2
9u	U	All MCs	2	0.0	2	0.0	0.562	12.2	LOS A	4.9	35.0	0.41	0.40	0.41	47.0
Approach			1588	3.3	1588	3.3	0.562	4.1	LOS A	5.0	35.7	0.40	0.40	0.40	47.4
NorthWest: Wyong Road															
2	T1	All MCs	2215	1.8	2215	1.8	0.822	4.8	LOS A	12.3	87.8	0.71	0.48	0.71	52.4
3	R2	All MCs	87	4.8	87	4.8	0.822	10.7	LOS A	11.8	83.9	0.74	0.50	0.74	50.7
3u	U	All MCs	6	0.0	6	0.0	0.822	13.0	LOS A	11.8	83.9	0.74	0.50	0.74	52.2
Approach			2308	1.9	2308	1.9	0.822	5.1	LOS A	12.3	87.8	0.72	0.48	0.72	52.3
SouthWest: Beckingham Road															
4	L2	All MCs	67	6.3	67	6.3	0.122	7.1	LOS A	0.5	3.7	0.70	0.78	0.70	43.8
6	R2	All MCs	117	1.8	117	1.8	0.145	10.6	LOS A	0.7	4.8	0.70	0.81	0.70	41.6
Approach			184	3.4	184	3.4	0.145	9.3	LOS A	0.7	4.8	0.70	0.80	0.70	42.3
All Vehicles			4081	2.5	4081	2.5	0.822	4.9	LOS A	12.3	87.8	0.59	0.46	0.59	50.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 206 [206 Wyong Rd x Beckingham Road DEV SAT (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Saturday DEV (Network Folder: Base Case + Development)]

Wyong Road x Beckingham Road
Development Sat Peak
11:00am - 12:00pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
7	L2	All MCs	104	1.0	104	1.0	0.531	3.9	LOS A	4.1	29.3	0.22	0.35	0.22	49.2
8	T1	All MCs	1514	1.8	1514	1.8	0.531	3.8	LOS A	4.1	29.3	0.23	0.35	0.23	49.0
9u	U	All MCs	8	0.0	8	0.0	0.531	11.8	LOS A	4.1	29.2	0.24	0.35	0.24	48.9
Approach			1626	1.7	1626	1.7	0.531	3.8	LOS A	4.1	29.3	0.23	0.35	0.23	49.1
NorthWest: Wyong Road															
2	T1	All MCs	1541	1.3	1541	1.3	0.554	4.1	LOS A	4.6	32.8	0.38	0.40	0.38	54.2
3	R2	All MCs	43	0.0	43	0.0	0.554	9.8	LOS A	4.5	32.2	0.39	0.41	0.39	51.7
3u	U	All MCs	2	0.0	2	0.0	0.554	12.2	LOS A	4.5	32.2	0.39	0.41	0.39	54.1
Approach			1586	1.3	1586	1.3	0.554	4.3	LOS A	4.6	32.8	0.38	0.40	0.38	54.1
SouthWest: Beckingham Road															
4	L2	All MCs	58	1.8	58	1.8	0.093	6.8	LOS A	0.4	2.6	0.66	0.75	0.66	44.0
6	R2	All MCs	89	1.2	89	1.2	0.102	10.5	LOS A	0.4	3.1	0.65	0.80	0.65	41.8
Approach			147	1.4	147	1.4	0.102	9.1	LOS A	0.4	3.1	0.66	0.78	0.66	42.6
All Vehicles			3360	1.5	3360	1.5	0.554	4.3	LOS A	4.6	32.8	0.32	0.39	0.32	51.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 404 [404 Wyong Rd x Mingara Dr x Tumbi Creek Rd DEV AM (Site Folder: Base Model + Development)]

Network: N101 [Thursday DEV AM (Network Folder: Base Case + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Wyong Road x Mingara Drive x Tumbi Creek Road
Development AM Peak
7:45am - 8:45am
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Mingara Drive															
1	L2	All MCs	251	1.3	182	1.8	0.405	62.7	LOS E	9.1	64.9	0.84	0.78	0.84	11.0
2	T1	All MCs	104	2.0	76	2.8	0.653	85.8	LOS F	4.9	35.4	1.00	0.82	1.09	17.2
3	R2	All MCs	218	1.9	158	2.7	0.775	76.6	LOS F	5.9	42.2	1.00	0.90	1.23	7.2
Approach			573	1.7	416	2.3	0.775	72.2	LOS F	9.1	64.9	0.93	0.83	1.04	10.8
East: Wyong Road															
4	L2	All MCs	312	1.0	290	1.1	0.260	31.2	LOS C	8.1	57.3	0.48	0.72	0.48	29.7
5	T1	All MCs	1551	4.8	1445	5.0	* 0.905	54.1	LOS D	50.2	366.5	0.98	1.00	1.11	17.2
6	R2	All MCs	295	5.7	275	6.0	* 0.890	81.7	LOS F	19.6	144.0	1.00	1.00	1.26	18.6
Approach			2157	4.3	2010	4.5	0.905	54.6	LOS D	50.2	366.5	0.91	0.96	1.04	18.5
North: Tumbi Creek Road															
7	L2	All MCs	419	4.5	419	4.5	0.584	59.4	LOS E	11.7	85.4	0.90	0.81	0.90	16.5
8	T1	All MCs	124	0.0	124	0.0	* 0.870	85.0	LOS F	8.8	61.3	1.00	1.00	1.33	12.1
9	R2	All MCs	86	12.2	86	12.2	* 0.854	80.4	LOS F	6.1	47.5	1.00	0.97	1.36	11.2
Approach			629	4.7	629	4.7	0.870	67.3	LOS E	11.7	85.4	0.93	0.87	1.05	14.5
West: Wyong Road															
10	L2	All MCs	99	11.7	99	11.7	0.461	20.5	LOS B	15.2	113.5	0.69	0.65	0.69	33.8
11	T1	All MCs	1043	6.5	1045	6.5	0.461	23.0	LOS B	17.2	126.7	0.70	0.63	0.70	27.6
12	R2	All MCs	228	1.8	229	1.8	0.710	61.7	LOS E	14.1	100.2	1.00	0.85	1.03	14.4
Approach			1371	6.1	1372	6.1	0.710	29.2	LOS C	17.2	126.7	0.75	0.67	0.75	24.6
All Vehicles			4729	4.6	4427	4.9	0.905	50.2	LOS D	50.2	366.5	0.86	0.84	0.95	18.4

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

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

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

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist] ped m		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Mingara Drive											
P1	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Tumbi Creek Road											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P41	Stage 1	12	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P42	Stage 2	12	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		25	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89

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

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

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

MOVEMENT SUMMARY

Site: 405 [405 Wyong Rd x Mingara Dr x Tumbi Creek Rd DEV PM (Site Folder: Base Model + Development)]

Network: N101 [Thursday DEV PM (Network Folder: Base Case + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Wyong Road x Mingara Drive x Tumbi Creek Road
Development PM Peak
3:15pm-4:15pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Mingara Drive															
1	L2	All MCs	228	2.3	228	2.3	0.420	58.1	LOS E	10.4	74.4	0.77	0.78	0.77	13.0
2	T1	All MCs	122	0.9	122	0.9	* 0.926	105.8	LOS F	9.4	65.9	1.00	1.09	1.50	14.8
3	R2	All MCs	373	0.6	373	0.6	0.875	76.1	LOS F	13.1	92.3	1.00	1.00	1.28	7.2
Approach			723	1.2	723	1.2	0.926	75.4	LOS F	13.1	92.3	0.93	0.94	1.16	10.1
East: Wyong Road															
4	L2	All MCs	358	1.5	358	1.5	0.344	37.9	LOS C	13.9	98.5	0.67	0.73	0.67	24.6
5	T1	All MCs	1206	3.3	1206	3.3	* 0.942	79.5	LOS F	49.9	359.5	1.00	1.13	1.21	12.2
6	R2	All MCs	359	1.5	359	1.5	* 0.912	84.2	LOS F	26.2	185.5	1.00	1.02	1.26	18.4
Approach			1923	2.6	1923	2.6	0.942	72.7	LOS F	49.9	359.5	0.94	1.03	1.12	15.0
North: Tumbi Creek Road															
7	L2	All MCs	428	2.9	428	2.9	0.422	45.9	LOS D	10.1	72.8	0.80	0.78	0.80	18.7
8	T1	All MCs	111	1.9	111	1.9	0.578	70.0	LOS E	6.9	49.3	1.00	0.79	1.00	13.8
9	R2	All MCs	93	4.5	93	4.5	* 0.850	79.4	LOS F	6.5	47.6	1.00	0.96	1.34	11.3
Approach			632	3.0	632	3.0	0.850	55.0	LOS D	10.1	72.8	0.86	0.81	0.91	16.1
West: Wyong Road															
10	L2	All MCs	123	4.3	123	4.3	0.921	55.6	LOS D	15.9	113.5	1.00	1.05	1.19	22.6
11	T1	All MCs	1903	2.0	1903	2.0	0.921	61.5	LOS E	51.2	364.5	1.00	1.06	1.18	15.6
12	R2	All MCs	313	0.3	313	0.3	0.713	65.4	LOS E	18.6	130.6	0.99	0.85	1.00	15.2
Approach			2339	1.9	2339	1.9	0.921	61.7	LOS E	51.2	364.5	1.00	1.03	1.15	16.1
All Vehicles			5617	2.2	5617	2.2	0.942	66.5	LOS E	51.2	364.5	0.95	1.00	1.12	14.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
						Dist] m					
South: Mingara Drive											
P1	Full	3	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Tumbi Creek Road											
P3	Full	8	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P41	Stage 1	35	59.2	LOS E	0.1	0.1	0.96	0.96	225.9	200.0	0.89
P42	Stage 2	35	59.2	LOS E	0.1	0.1	0.96	0.96	225.9	200.0	0.89
All Pedestrians		81	59.2	LOS E	0.1	0.1	0.96	0.96	225.9	200.0	0.89

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

MOVEMENT SUMMARY

Site: 406 [406 Wyong Rd x Mingara Dr x Tumbi Creek Rd DEV SAT (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Saturday DEV (Network Folder: Base Case + Development)]

Wyong Road x Mingara Drive x Tumbi Creek Road
Development Sat Peak
11:00am - 12:00pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Mingara Drive															
1	L2	All MCs	192	1.1	192	1.1	0.365	56.9	LOS E	8.8	61.9	0.77	0.77	0.77	12.6
2	T1	All MCs	111	0.0	111	0.0	* 0.911	100.2	LOS F	8.2	57.4	1.00	1.05	1.47	15.2
3	R2	All MCs	294	2.2	294	2.2	0.751	69.7	LOS E	9.6	68.8	1.00	0.89	1.12	7.8
Approach			596	1.4	596	1.4	0.911	71.2	LOS F	9.6	68.8	0.93	0.88	1.08	10.8
East: Wyong Road															
4	L2	All MCs	308	1.0	308	1.0	0.287	20.3	LOS B	4.4	30.9	0.24	0.65	0.24	36.6
5	T1	All MCs	1287	1.8	1287	1.8	* 0.911	44.4	LOS D	43.3	307.6	0.91	0.93	1.04	18.9
6	R2	All MCs	353	0.3	353	0.3	* 0.884	77.6	LOS F	23.8	167.4	1.00	0.96	1.12	18.7
Approach			1948	1.4	1948	1.4	0.911	46.6	LOS D	43.3	307.6	0.82	0.89	0.93	20.1
North: Tumbi Creek Road															
7	L2	All MCs	432	1.5	432	1.5	0.483	52.7	LOS D	10.9	77.4	0.85	0.80	0.85	17.5
8	T1	All MCs	88	0.0	88	0.0	0.737	80.1	LOS F	6.0	41.7	1.00	0.87	1.16	12.6
9	R2	All MCs	94	3.4	94	3.4	* 0.849	79.3	LOS F	6.6	47.6	1.00	0.96	1.33	11.3
Approach			614	1.5	614	1.5	0.849	60.7	LOS E	10.9	77.4	0.90	0.83	0.97	15.3
West: Wyong Road															
10	L2	All MCs	122	4.3	122	4.3	0.566	26.5	LOS B	15.9	113.5	0.80	0.74	0.80	30.5
11	T1	All MCs	1280	1.4	1280	1.4	0.566	30.2	LOS C	22.1	156.7	0.81	0.72	0.81	23.6
12	R2	All MCs	231	0.5	231	0.5	0.579	55.2	LOS D	13.2	92.9	0.95	0.82	0.95	15.6
Approach			1633	1.5	1633	1.5	0.579	33.5	LOS C	22.1	156.7	0.83	0.74	0.83	22.7
All Vehicles			4791	1.5	4791	1.5	0.911	47.0	LOS D	43.3	307.6	0.85	0.83	0.92	18.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
						Dist] m					
South: Mingara Drive											
P1	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Tumbi Creek Road											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P41	Stage 1	12	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P42	Stage 2	12	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		25	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89

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

MOVEMENT SUMMARY

 Site: 504 [504 Wyong Rd x Tumbi Rd x Watson Ave DEV AM (Site Folder: Base Model + Development)]

 Network: N101 [Thursday DEV AM (Network Folder: Base Case + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Wyong Road x Tumbi Road x Watson Avenue
Development AM Peak
7:45am - 8:45am
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Tumbi Road															
1	L2	All MCs	1029	4.0	1029	4.0	1.065	145.8	LOS F	60.5	438.0	1.00	1.33	1.75	14.9
2	T1	All MCs	1	0.0	1	0.0	0.344	65.2	LOS E	5.8	41.1	0.93	0.78	0.93	31.3
3	R2	All MCs	100	2.1	100	2.1	0.344	69.6	LOS E	5.8	41.1	0.93	0.78	0.93	34.7
Approach			1131	3.8	1131	3.8	1.065	139.0	LOS F	60.5	438.0	0.99	1.28	1.67	16.3
East: Wyong Road															
4	L2	All MCs	15	0.0	16	0.0	* 1.200	295.0	LOS F	118.2	862.3	1.00	1.74	2.80	12.9
5	T1	All MCs	1122	5.1	1205	5.1	* 1.200	375.5	LOS F	118.2	862.3	1.00	2.06	2.84	6.6
6	R2	All MCs	4	0.0	4	0.0	0.098	78.6	LOS F	0.3	2.0	1.00	0.63	1.00	24.8
Approach			1141	5.0	1225	5.0	1.200	373.5	LOS F	118.2	862.3	1.00	2.05	2.84	6.8
North: Watson Avenue															
7	L2	All MCs	16	0.0	16	0.0	0.368	79.6	LOS F	1.1	7.7	1.00	0.69	1.00	24.4
Approach			16	0.0	16	0.0	0.368	79.6	LOS F	1.1	7.7	1.00	0.69	1.00	24.4
West: Wyong Road															
10	L2	All MCs	1	0.0	1	0.0	0.368	9.3	LOS A	6.1	44.3	0.23	0.20	0.23	47.9
11	T1	All MCs	954	5.4	923	5.2	0.368	4.7	LOS A	8.4	61.6	0.27	0.24	0.27	55.2
12	R2	All MCs	721	6.4	698	6.1	* 1.164	139.6	LOS F	47.1	346.7	1.00	1.25	1.71	16.3
Approach			1676	5.8	1622	5.6	1.164	62.7	LOS E	47.1	346.7	0.59	0.68	0.89	26.2
All Vehicles			3963	5.0	3993	5.0	1.200	175.5	LOS F	118.2	862.3	0.83	1.25	1.71	14.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist] ped m		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Tumbi Road											
P1	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P1B	Slip/Bypass	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Watson Avenue											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P4	Full	3	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		6	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89

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

MOVEMENT SUMMARY

 Site: 505 [505 Wyong Rd x Tumbi Rd x Watson Ave DEV PM (Site Folder: Base Model + Development)]

 Network: N101 [Thursday DEV PM (Network Folder: Base Case + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Wyong Road x Tumbi Road x Watson Avenue
Development PM Peak
3:15pm-4:15pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Tumbi Road															
1	L2	All MCs	860	4.2	860	4.2	0.718	41.4	LOS C	21.8	158.2	0.87	0.95	0.87	35.1
2	T1	All MCs	1	0.0	1	0.0	0.854	91.5	LOS F	8.5	60.3	1.00	1.13	1.31	27.1
3	R2	All MCs	121	0.9	121	0.9	0.854	95.9	LOS F	8.5	60.3	1.00	1.13	1.31	30.5
Approach			982	3.8	982	3.8	0.854	48.2	LOS D	21.8	158.2	0.89	0.97	0.92	34.1
East: Wyong Road															
4	L2	All MCs	72	2.9	72	2.9	* 0.967	58.0	LOS E	50.6	360.5	1.00	1.22	1.32	30.3
5	T1	All MCs	1064	1.9	1064	1.9	* 0.967	79.8	LOS F	50.6	360.5	1.00	1.23	1.34	19.7
6	R2	All MCs	4	0.0	4	0.0	0.049	72.2	LOS F	0.3	1.9	0.98	0.64	0.98	26.0
Approach			1140	1.9	1140	1.9	0.967	78.4	LOS F	50.6	360.5	1.00	1.23	1.34	20.6
North: Watson Avenue															
7	L2	All MCs	28	0.0	28	0.0	* 0.284	72.9	LOS F	1.9	13.3	0.99	0.77	0.99	25.6
8	T1	All MCs	1	100.0	1	100.0	0.140	91.6	LOS F	0.1	1.1	1.00	0.59	1.00	25.3
Approach			29	3.6	29	3.6	0.284	73.6	LOS F	1.9	13.3	0.99	0.76	0.99	25.6
West: Wyong Road															
10	L2	All MCs	1	0.0	1	0.0	0.557	6.6	LOS A	5.9	41.8	0.13	0.12	0.13	50.6
11	T1	All MCs	1616	2.3	1616	2.3	0.557	0.9	LOS A	5.9	41.8	0.10	0.10	0.10	59.1
12	R2	All MCs	1086	1.5	1086	1.5	* 0.949	54.0	LOS D	34.8	246.7	1.00	0.95	1.14	31.9
Approach			2703	2.0	2703	2.0	0.949	22.2	LOS B	34.8	246.7	0.46	0.44	0.52	43.1
All Vehicles			4855	2.3	4855	2.3	0.967	41.0	LOS C	50.6	360.5	0.68	0.73	0.80	34.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF [Ped ped	QUEUE Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Tumbi Road											
P1	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P1B	Slip/Bypass	53	59.3	LOS E	0.2	0.2	0.96	0.96	225.9	200.0	0.89
East: Wyong Road											
P21	Stage 1	1	35.2	LOS D	0.0	0.0	0.91	0.91	201.8	200.0	0.99
P22	Stage 2	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Watson Avenue											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P4	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		58	58.8	LOS E	0.2	0.2	0.95	0.95	225.5	200.0	0.89

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

MOVEMENT SUMMARY

Wyong Road x Tumbi Road x Watson Avenue
Development Sat Peak
11:00am - 12:00pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Tumbi Road															
1	L2	All MCs	844	1.6	844	1.6	0.506	31.0	LOS C	19.4	137.7	0.70	0.79	0.70	38.0
2	T1	All MCs	1	0.0	1	0.0	0.326	65.0	LOS E	5.1	35.8	0.94	0.77	0.94	30.9
3	R2	All MCs	87	0.0	87	0.0	0.326	69.3	LOS E	5.1	35.8	0.94	0.77	0.94	34.4
Approach			933	1.5	933	1.5	0.506	34.6	LOS C	19.4	137.7	0.72	0.78	0.72	37.4
East: Wyong Road															
4	L2	All MCs	62	0.0	62	0.0	* 0.865	26.6	LOS B	40.2	283.6	0.99	0.98	1.08	36.6
5	T1	All MCs	1107	1.1	1107	1.1	* 0.865	57.4	LOS E	40.2	283.6	0.99	0.98	1.09	26.1
6	R2	All MCs	4	0.0	4	0.0	0.042	84.2	LOS F	0.3	1.8	0.97	0.64	0.97	26.2
Approach			1174	1.1	1174	1.1	0.865	55.9	LOS D	40.2	283.6	0.99	0.98	1.09	27.0
North: Watson Avenue															
7	L2	All MCs	18	0.0	18	0.0	0.179	71.1	LOS F	1.1	8.0	0.99	0.70	0.99	25.9
Approach			18	0.0	18	0.0	0.179	71.1	LOS F	1.1	8.0	0.99	0.70	0.99	25.9
West: Wyong Road															
10	L2	All MCs	1	0.0	1	0.0	0.489	14.4	LOS A	16.3	115.7	0.46	0.42	0.46	43.3
11	T1	All MCs	1239	1.7	1239	1.7	0.489	7.6	LOS A	16.3	115.7	0.41	0.37	0.41	52.7
12	R2	All MCs	766	0.7	766	0.7	* 0.882	38.6	LOS C	22.5	158.7	0.97	0.89	1.06	36.5
Approach			2006	1.3	2006	1.3	0.882	19.4	LOS B	22.5	158.7	0.62	0.57	0.66	44.4
All Vehicles			4131	1.3	4131	1.3	0.882	33.5	LOS C	40.2	283.6	0.75	0.74	0.80	37.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist] ped m		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Tumbi Road											
P1	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P1B	Slip/Bypass	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
East: Wyong Road											
P21	Stage 1	1	30.5	LOS D	0.0	0.0	0.91	0.91	197.2	200.0	1.01
P22	Stage 2	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Watson Avenue											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P4	Full	2	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		7	55.1	LOS E	0.0	0.0	0.95	0.95	221.7	200.0	0.90

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

MOVEMENT SUMMARY

Mingara Drive x Hansens Road x Site Access
Development AM Peak
7:45am - 8:45am
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
			veh/h	%	veh/h	%	v/c	sec		veh	m				
South: Hansens Road															
1	L2	All MCs	65	0.0	65	0.0	0.341	5.7	LOS A	2.6	18.7	0.51	0.58	0.51	55.8
3a	R1	All MCs	326	2.6	326	2.6	0.341	9.5	LOS A	2.6	18.7	0.51	0.58	0.51	55.8
Approach			392	2.2	392	2.2	0.341	8.9	LOS A	2.6	18.7	0.51	0.58	0.51	55.8
NorthEast: Mingara Drive															
24a	L1	All MCs	277	1.9	377	1.6	0.378	3.7	LOS A	2.7	19.0	0.05	0.52	0.05	57.0
26a	R1	All MCs	181	0.0	244	0.0	0.378	7.7	LOS A	2.7	19.0	0.05	0.52	0.05	39.9
26u	U	All MCs	17	6.3	23	5.3	0.378	10.8	LOS A	2.7	19.0	0.05	0.52	0.05	39.9
Approach			475	1.3	643	1.1	0.378	5.5	LOS A	2.7	19.0	0.05	0.52	0.05	55.6
West: Site Access															
10a	L1	All MCs	66	0.0	66	0.0	0.070	4.4	LOS A	0.4	2.7	0.50	0.54	0.50	30.3
12	R2	All MCs	5	0.0	5	0.0	0.070	9.2	LOS A	0.4	2.7	0.50	0.54	0.50	56.6
Approach			72	0.0	72	0.0	0.070	4.7	LOS A	0.4	2.7	0.50	0.54	0.50	43.7
All Vehicles			938	1.6	1106	1.3	0.378	6.6	LOS A	2.7	19.0	0.24	0.54	0.24	55.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 605 [605 Mingara Dr x Hansens Rd x Site Access DEV PM (Site Folder: Base Model + Development)]**

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

 **Network: N101 [Thursday DEV PM (Network Folder: Base Case + Development)]**

Mingara Drive x Hansens Road x Site Access
Development PM Peak
3:15pm-4:15pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hansens Road															
1	L2	All MCs	71	0.0	71	0.0	0.299	6.2	LOS A	2.4	16.7	0.56	0.58	0.56	55.8
3a	R1	All MCs	258	0.8	258	0.8	0.299	10.0	LOS A	2.4	16.7	0.56	0.58	0.56	55.8
Approach			328	0.6	328	0.6	0.299	9.1	LOS A	2.4	16.7	0.56	0.58	0.56	55.8
NorthEast: Mingara Drive															
24a	L1	All MCs	207	2.0	207	2.0	0.343	3.8	LOS A	2.2	15.9	0.11	0.55	0.11	56.5
26a	R1	All MCs	313	0.0	313	0.0	0.343	7.8	LOS A	2.2	15.9	0.11	0.55	0.11	37.8
26u	U	All MCs	20	10.5	20	10.5	0.343	11.0	LOS A	2.2	15.9	0.11	0.55	0.11	37.8
Approach			540	1.2	540	1.2	0.343	6.4	LOS A	2.2	15.9	0.11	0.55	0.11	53.3
West: Site Access															
10a	L1	All MCs	195	0.0	195	0.0	0.202	4.2	LOS A	1.2	8.6	0.50	0.53	0.50	30.1
12	R2	All MCs	24	0.0	24	0.0	0.202	9.0	LOS A	1.2	8.6	0.50	0.53	0.50	56.6
Approach			219	0.0	219	0.0	0.202	4.7	LOS A	1.2	8.6	0.50	0.53	0.50	46.4
All Vehicles			1087	0.8	1087	0.8	0.343	6.9	LOS A	2.4	16.7	0.32	0.55	0.32	54.2

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

Mingara Drive x Hansens Road x Site Access
Development Sat Peak
11:00am - 12:00pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hansens Road															
1	L2	All MCs	37	0.0	37	0.0	0.131	5.4	LOS A	0.8	5.7	0.45	0.59	0.45	56.1
3a	R1	All MCs	109	1.9	109	1.9	0.131	9.2	LOS A	0.8	5.7	0.45	0.59	0.45	56.1
Approach			146	1.4	146	1.4	0.131	8.2	LOS A	0.8	5.7	0.45	0.59	0.45	56.1
NorthEast: Mingara Drive															
24a	L1	All MCs	96	0.0	96	0.0	0.252	3.8	LOS A	1.4	9.5	0.13	0.57	0.13	56.3
26a	R1	All MCs	257	0.0	257	0.0	0.252	7.8	LOS A	1.4	9.5	0.13	0.57	0.13	36.6
26u	U	All MCs	27	3.8	27	3.8	0.252	11.0	LOS A	1.4	9.5	0.13	0.57	0.13	36.6
Approach			380	0.3	380	0.3	0.252	7.0	LOS A	1.4	9.5	0.13	0.57	0.13	50.6
West: Site Access															
10a	L1	All MCs	226	0.0	226	0.0	0.208	3.4	LOS A	1.2	8.8	0.34	0.47	0.34	31.9
12	R2	All MCs	36	2.9	36	2.9	0.208	8.2	LOS A	1.2	8.8	0.34	0.47	0.34	56.7
Approach			262	0.4	262	0.4	0.208	4.1	LOS A	1.2	8.8	0.34	0.47	0.34	48.8
All Vehicles			788	0.5	788	0.5	0.252	6.3	LOS A	1.4	9.5	0.26	0.54	0.26	52.7

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

Internal Intersection
Development AM Peak
7:45am - 8:45am
Site Category: (None)
Roundabout

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand	Flows	Arrival	Flows	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total	HV]	[Total	HV]				[Veh.						
			veh/h	%	veh/h	%		sec		veh	m				km/h	
South: Kidspoint Mingara																
1	L2	All MCs	1	0.0	1	0.0	0.013	3.9	LOS A	0.1	0.4	0.33	0.59	0.33	39.1	
2	T1	All MCs	1	0.0	1	0.0	0.013	4.2	LOS A	0.1	0.4	0.33	0.59	0.33	34.5	
3	R2	All MCs	13	0.0	13	0.0	0.013	8.7	LOS A	0.1	0.4	0.33	0.59	0.33	27.2	
Approach			15	0.0	15	0.0	0.013	8.0	LOS A	0.1	0.4	0.33	0.59	0.33	29.4	
East: Site Access																
4	L2	All MCs	86	0.0	110	0.0	0.182	2.8	LOS A	1.0	7.0	0.04	0.44	0.04	38.7	
5	T1	All MCs	140	0.0	176	0.0	0.182	3.1	LOS A	1.0	7.0	0.04	0.44	0.04	47.1	
6	R2	All MCs	18	0.0	23	0.0	0.182	7.5	LOS A	1.0	7.0	0.04	0.44	0.04	39.4	
Approach			244	0.0	309	0.0	0.182	3.3	LOS A	1.0	7.0	0.04	0.44	0.04	44.3	
North: Legends Carpark																
7	L2	All MCs	12	0.0	12	0.0	0.011	4.1	LOS A	0.1	0.4	0.18	0.48	0.18	34.6	
8	T1	All MCs	1	0.0	1	0.0	0.011	4.3	LOS A	0.1	0.4	0.18	0.48	0.18	38.1	
9	R2	All MCs	2	0.0	2	0.0	0.011	8.9	LOS A	0.1	0.4	0.18	0.48	0.18	42.8	
Approach			15	0.0	15	0.0	0.011	4.8	LOS A	0.1	0.4	0.18	0.48	0.18	37.0	
West: Main Carpark																
10	L2	All MCs	1	0.0	1	0.0	0.037	4.0	LOS A	0.2	1.2	0.13	0.40	0.13	45.0	
11	T1	All MCs	47	0.0	47	0.0	0.037	4.2	LOS A	0.2	1.2	0.13	0.40	0.13	44.3	
12	R2	All MCs	1	0.0	1	0.0	0.037	8.8	LOS A	0.2	1.2	0.13	0.40	0.13	42.8	
Approach			49	0.0	49	0.0	0.037	4.3	LOS A	0.2	1.2	0.13	0.40	0.13	44.3	
All Vehicles			323	0.0	388	0.0	0.182	3.7	LOS A	1.0	7.0	0.07	0.44	0.07	43.6	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 705 [705 Internal Intersection DEV PM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday DEV PM (Network Folder: Base Case + Development)]

Internal Intersection
Development PM Peak
3:15pm-4:15pm
Site Category: (None)
Roundabout

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand	Flows	Arrival		Flows	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%		v/c	sec		veh	m				km/h
South: Kidspoint Mingara																
1	L2	All MCs	3	0.0	3	0.0	0.037	4.6	LOS A	0.2	1.3	0.44	0.64	0.44	38.3	
2	T1	All MCs	1	100.0	1	100.0	0.037	6.6	LOS A	0.2	1.3	0.44	0.64	0.44	31.1	
3	R2	All MCs	35	0.0	35	0.0	0.037	9.4	LOS A	0.2	1.3	0.44	0.64	0.44	26.3	
Approach			39	2.7	39	2.7	0.037	9.0	LOS A	0.2	1.3	0.44	0.64	0.44	28.1	
East: Site Access																
4	L2	All MCs	48	0.0	48	0.0	0.228	2.8	LOS A	1.4	9.6	0.04	0.43	0.04	38.5	
5	T1	All MCs	295	0.0	295	0.0	0.228	3.1	LOS A	1.4	9.6	0.04	0.43	0.04	46.7	
6	R2	All MCs	44	0.0	44	0.0	0.228	7.5	LOS A	1.4	9.6	0.04	0.43	0.04	39.2	
Approach			387	0.0	387	0.0	0.228	3.6	LOS A	1.4	9.6	0.04	0.43	0.04	45.2	
North: Legends Carpark																
7	L2	All MCs	37	0.0	37	0.0	0.034	4.7	LOS A	0.2	1.1	0.33	0.50	0.33	33.5	
8	T1	All MCs	1	0.0	1	0.0	0.034	4.9	LOS A	0.2	1.1	0.33	0.50	0.33	37.4	
9	R2	All MCs	2	0.0	2	0.0	0.034	9.5	LOS A	0.2	1.1	0.33	0.50	0.33	42.4	
Approach			40	0.0	40	0.0	0.034	4.9	LOS A	0.2	1.1	0.33	0.50	0.33	34.6	
West: Main Carpark																
10	L2	All MCs	1	0.0	1	0.0	0.115	4.2	LOS A	0.6	4.1	0.23	0.41	0.23	44.2	
11	T1	All MCs	149	0.0	149	0.0	0.115	4.4	LOS A	0.6	4.1	0.23	0.41	0.23	43.2	
12	R2	All MCs	1	0.0	1	0.0	0.115	9.0	LOS A	0.6	4.1	0.23	0.41	0.23	42.0	
Approach			152	0.0	152	0.0	0.115	4.4	LOS A	0.6	4.1	0.23	0.41	0.23	43.2	
All Vehicles			618	0.2	618	0.2	0.228	4.2	LOS A	1.4	9.6	0.13	0.45	0.13	43.4	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 706 [706 Internal Intersection DEV SAT (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Saturday DEV (Network Folder: Base Case + Development)]

Internal Intersection
Development Sat Peak
11:00am - 12:00pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Kidspoint Mingara															
2	T1	All MCs	1	0.0	1	0.0	0.031	4.5	LOS A	0.1	1.0	0.38	0.62	0.38	33.6
3	R2	All MCs	34	0.0	34	0.0	0.031	9.0	LOS A	0.1	1.0	0.38	0.62	0.38	26.3
Approach			35	0.0	35	0.0	0.031	8.9	LOS A	0.1	1.0	0.38	0.62	0.38	26.6
East: Site Access															
4	L2	All MCs	33	0.0	33	0.0	0.174	2.8	LOS A	1.0	7.3	0.05	0.47	0.05	37.5
5	T1	All MCs	195	0.5	195	0.5	0.174	3.1	LOS A	1.0	7.3	0.05	0.47	0.05	45.8
6	R2	All MCs	62	3.4	62	3.4	0.174	7.5	LOS A	1.0	7.3	0.05	0.47	0.05	38.1
Approach			289	1.1	289	1.1	0.174	4.0	LOS A	1.0	7.3	0.05	0.47	0.05	43.7
North: Legends Carpark															
7	L2	All MCs	60	5.3	60	5.3	0.058	4.9	LOS A	0.3	2.1	0.37	0.52	0.37	33.0
8	T1	All MCs	1	0.0	1	0.0	0.058	5.0	LOS A	0.3	2.1	0.37	0.52	0.37	37.0
9	R2	All MCs	4	0.0	4	0.0	0.058	9.6	LOS A	0.3	2.1	0.37	0.52	0.37	42.0
Approach			65	4.8	65	4.8	0.058	5.2	LOS A	0.3	2.1	0.37	0.52	0.37	34.3
West: Main Carpark															
10	L2	All MCs	15	0.0	15	0.0	0.148	4.3	LOS A	0.8	5.4	0.26	0.42	0.26	44.0
11	T1	All MCs	179	0.0	179	0.0	0.148	4.5	LOS A	0.8	5.4	0.26	0.42	0.26	42.9
Approach			194	0.0	194	0.0	0.148	4.5	LOS A	0.8	5.4	0.26	0.42	0.26	43.0
All Vehicles			583	1.1	583	1.1	0.174	4.6	LOS A	1.0	7.3	0.17	0.47	0.17	41.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 304 [304 Wyong Rd x Site Access DEV AM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday DEV AM (Network Folder: Base Case + Development)]

Wyong Road x Site Access
Development AM Peak
7:45am - 8:45am
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
4	L2	All MCs	5	0.0	5	0.0	0.003	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	48.5
5	T1	All MCs	1881	4.9	1743	5.0	0.469	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			1886	4.9	1748	5.0	0.469	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.5
NorthWest: Wyong Road															
11	T1	All MCs	1374	7.6	1373	6.1	0.373	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1374	7.6	1373	6.1	0.373	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
SouthWest: Site Access															
1	L2	All MCs	26	0.0	26	0.0	0.014	8.0	LOS A	0.0	0.0	0.00	0.53	0.00	42.7
Approach			26	0.0	26	0.0	0.014	8.0	NA	0.0	0.0	0.00	0.53	0.00	42.7
All Vehicles			3286	6.0	3148	6.3	0.469	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (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: 305 [305 Wyong Rd x Site Access DEV PM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday DEV PM (Network Folder: Base Case + Development)]

Wyong Road x Site Access
Development PM Peak
3:15pm-4:15pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
4	L2	All MCs	35	0.0	35	0.0	0.019	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	48.5
5	T1	All MCs	1492	3.2	1492	3.2	0.394	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1526	3.1	1526	3.1	0.394	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.2
NorthWest: Wyong Road															
11	T1	All MCs	2337	1.7	2337	1.7	0.744	0.5	LOS A	0.0	0.0	0.00	0.00	0.00	58.6
Approach			2337	1.7	2337	1.7	0.744	0.5	NA	0.0	0.0	0.00	0.00	0.00	58.6
SouthWest: Site Access															
1	L2	All MCs	98	0.0	98	0.0	0.053	7.5	LOS A	0.0	0.0	0.00	0.53	0.00	42.7
Approach			98	0.0	98	0.0	0.053	7.5	NA	0.0	0.0	0.00	0.53	0.00	42.7
All Vehicles			3961	2.2	3961	2.2	0.744	0.6	NA	0.0	0.0	0.00	0.02	0.00	58.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (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: 306 [306 Wyong Rd x Site Access DEV SAT (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Saturday DEV (Network Folder: Base Case + Development)]

Wyong Road x Site Access
Development Sat Peak
11:00am - 12:00pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
4	L2	All MCs	17	0.0	17	0.0	0.009	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	48.5
5	T1	All MCs	1558	1.8	1558	1.8	0.406	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1575	1.7	1575	1.7	0.406	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.4
NorthWest: Wyong Road															
11	T1	All MCs	1640	1.6	1640	1.6	0.427	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1640	1.6	1640	1.6	0.427	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
SouthWest: Site Access															
1	L2	All MCs	69	1.5	69	1.5	0.038	7.7	LOS A	0.0	0.0	0.00	0.53	0.00	42.7
Approach			69	1.5	69	1.5	0.038	7.7	NA	0.0	0.0	0.00	0.53	0.00	42.7
All Vehicles			3284	1.7	3284	1.7	0.427	0.3	NA	0.0	0.0	0.00	0.01	0.00	59.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (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: 107 [107 Wyong Rd x Pindarri Ave DEV+APP AM (Site Folder: Base Model + Development + Approved)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday DEV + APP AM (Network Folder: Base Case + Development + Approved)]

Wyong Road x Pindarri Avenue
Development + Approved AM Peak
7:45am - 8:45am
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of [Veh.	Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
2	T1	All MCs	1977	4.7	1856	4.5	0.690	5.2	LOS A	7.5	54.6	0.68	0.51	0.68	56.0
3	R2	All MCs	59	3.6	55	3.5	0.690	11.1	LOS A	7.4	53.5	0.71	0.54	0.71	31.2
3u	U	All MCs	6	0.0	6	0.0	0.690	13.4	LOS A	7.4	53.5	0.71	0.54	0.71	52.4
Approach			2042	4.6	1917	4.5	0.690	5.4	LOS A	7.5	54.6	0.68	0.51	0.68	55.3
NorthEast: Pindarri Avenue															
4	L2	All MCs	71	4.5	71	4.5	0.115	6.6	LOS A	0.5	3.3	0.65	0.74	0.65	30.6
6	R2	All MCs	165	0.6	165	0.6	0.183	10.3	LOS A	0.8	5.8	0.65	0.79	0.65	50.4
Approach			236	1.8	236	1.8	0.183	9.2	LOS A	0.8	5.8	0.65	0.78	0.65	49.0
NorthWest: Wyong Road															
7	L2	All MCs	95	4.4	95	4.4	0.443	4.0	LOS A	3.9	29.1	0.29	0.36	0.29	54.5
8	T1	All MCs	1254	6.5	1254	6.5	0.443	3.9	LOS A	3.9	29.1	0.30	0.37	0.30	55.6
9u	U	All MCs	34	6.3	34	6.3	0.443	12.0	LOS A	3.8	28.3	0.31	0.38	0.31	56.6
Approach			1382	6.4	1382	6.4	0.443	4.1	LOS A	3.9	29.1	0.30	0.37	0.30	55.5
All Vehicles			3660	5.1	3535	5.3	0.690	5.1	LOS A	7.5	54.6	0.53	0.47	0.53	55.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 108 [108 Wyong Rd x Pindarri Ave DEV+APP PM (Site Folder: Base Model + Development + Approved)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday DEV +APP PM (Network Folder: Base Case + Development + Approved)]

Wyong Road x Pindarri Avenue
Development + Approved PM Peak
3:15pm-4:15pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand	Flows	Arrival	Flows	Deg. Satn	Aver. Delay	Level of Service	95% Back Of	Queue	Prop. Que	Eff. Stop	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]		Rate		
			veh/h	%	veh/h	%		sec		veh	m				
SouthEast: Wyong Road															
2	T1	All MCs	1478	6.4	1478	6.4	0.529	4.2	LOS A	5.1	37.6	0.43	0.41	0.43	56.6
3	R2	All MCs	92	2.3	92	2.3	0.529	10.0	LOS A	5.0	36.4	0.45	0.44	0.45	31.6
3u	U	All MCs	11	0.0	11	0.0	0.529	12.3	LOS A	5.0	36.4	0.45	0.44	0.45	53.5
Approach			1580	6.1	1580	6.1	0.529	4.6	LOS A	5.1	37.6	0.43	0.41	0.43	55.2
NorthEast: Pindarri Avenue															
4	L2	All MCs	35	3.0	35	3.0	0.112	12.3	LOS A	0.5	3.9	0.86	0.90	0.86	22.9
6	R2	All MCs	77	9.6	77	9.6	0.177	15.3	LOS B	1.0	7.5	0.90	0.90	0.90	47.9
Approach			112	7.5	112	7.5	0.177	14.4	LOS A	1.0	7.5	0.89	0.90	0.89	45.6
NorthWest: Wyong Road															
7	L2	All MCs	121	3.5	121	3.5	0.789	4.8	LOS A	12.3	87.2	0.58	0.44	0.58	53.4
8	T1	All MCs	2297	1.7	2297	1.7	0.789	4.7	LOS A	12.3	87.2	0.62	0.46	0.62	54.1
9u	U	All MCs	22	4.8	22	4.8	0.789	13.0	LOS A	11.5	81.7	0.67	0.47	0.67	55.8
Approach			2440	1.9	2440	1.9	0.789	4.8	LOS A	12.3	87.2	0.62	0.45	0.62	54.1
All Vehicles			4132	3.6	4132	3.6	0.789	5.0	LOS A	12.3	87.2	0.56	0.45	0.56	54.5

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

Wyong Road x Beckingham Road
Development + Approved AM Peak
7:45am - 8:45am
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of [Veh.	Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
7	L2	All MCs	60	5.3	55	5.7	0.586	4.0	LOS A	5.0	36.5	0.24	0.35	0.24	49.1
8	T1	All MCs	1849	4.4	1715	4.7	0.586	3.8	LOS A	5.0	36.5	0.25	0.35	0.25	48.8
9u	U	All MCs	4	50.0	4	52.1	0.586	12.6	LOS A	5.0	36.5	0.26	0.35	0.26	48.7
Approach			1914	4.5	1775	4.9	0.586	3.9	LOS A	5.0	36.5	0.25	0.35	0.25	48.8
NorthWest: Wyong Road															
2	T1	All MCs	1284	6.1	1281	6.2	0.484	4.1	LOS A	3.7	27.3	0.37	0.40	0.37	54.2
3	R2	All MCs	34	3.1	34	3.1	0.484	9.8	LOS A	3.6	26.6	0.38	0.42	0.38	51.7
3u	U	All MCs	11	0.0	10	0.0	0.484	12.2	LOS A	3.6	26.6	0.38	0.42	0.38	54.0
Approach			1328	6.0	1325	6.0	0.484	4.3	LOS A	3.7	27.3	0.37	0.40	0.37	54.1
SouthWest: Beckingham Road															
4	L2	All MCs	180	2.3	180	2.3	0.229	6.7	LOS A	1.1	7.8	0.74	0.77	0.74	44.1
6	R2	All MCs	102	2.1	102	2.1	0.186	13.2	LOS A	0.8	5.6	0.73	0.88	0.73	40.2
Approach			282	2.2	282	2.2	0.229	9.1	LOS A	1.1	7.8	0.73	0.81	0.73	42.5
All Vehicles			3524	4.9	3382	5.1	0.586	4.5	LOS A	5.0	36.5	0.34	0.41	0.34	51.1

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

Wyong Road x Beckingham Road
Development + Approved PM Peak
3:15pm-4:15pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand	Flows	Arrival	Flows	Deg. Satn	Aver. Delay	Level of Service	95% Back Of	Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec							
SouthEast: Wyong Road															
7	L2	All MCs	99	1.1	99	1.1	0.569	4.3	LOS A	5.1	36.8	0.39	0.40	0.39	48.7
8	T1	All MCs	1507	3.4	1507	3.4	0.569	4.1	LOS A	5.1	36.8	0.40	0.40	0.40	47.1
9u	U	All MCs	2	0.0	2	0.0	0.569	12.2	LOS A	5.0	36.1	0.41	0.40	0.41	47.0
Approach			1608	3.3	1608	3.3	0.569	4.1	LOS A	5.1	36.8	0.40	0.40	0.40	47.3
NorthWest: Wyong Road															
2	T1	All MCs	2252	1.8	2252	1.8	0.835	4.9	LOS A	13.1	93.3	0.74	0.48	0.74	52.3
3	R2	All MCs	87	4.8	87	4.8	0.835	10.8	LOS A	12.4	88.6	0.77	0.50	0.77	50.6
3u	U	All MCs	6	0.0	6	0.0	0.835	13.0	LOS A	12.4	88.6	0.77	0.50	0.77	52.0
Approach			2345	1.9	2345	1.9	0.835	5.1	LOS A	13.1	93.3	0.74	0.49	0.74	52.2
SouthWest: Beckingham Road															
4	L2	All MCs	67	6.3	67	6.3	0.124	7.2	LOS A	0.5	3.7	0.70	0.78	0.70	43.8
6	R2	All MCs	117	1.8	117	1.8	0.146	10.6	LOS A	0.7	4.9	0.70	0.82	0.70	41.6
Approach			184	3.4	184	3.4	0.146	9.4	LOS A	0.7	4.9	0.70	0.80	0.70	42.3
All Vehicles			4138	2.5	4138	2.5	0.835	4.9	LOS A	13.1	93.3	0.61	0.47	0.61	50.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 407 [407 Wyong Rd x Mingara Dr x Tumbi Creek Rd DEV+APP AM (Site Folder: Base Model + Development + Approved)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

 Network: N101 [Thursday DEV + APP AM (Network Folder: Base Case + Development + Approved)]

Wyong Road x Mingara Drive x Tumbi Creek Road
Development + Approved AM Peak
7:45am - 8:45am
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand	Flows	Arrival	Flows	Deg.	Aver.	Level of	95% Back	Of Queue	Prop. Que	Eff.	Aver.	Aver.
			[Total	HV]	[Total	HV]	Satn	Delay	Service	[Veh.	Dist]		Stop Rate	No. of	Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m			Cycles	km/h
South: Mingara Drive															
1	L2	All MCs	251	1.3	181	1.8	0.412	62.8	LOS E	9.2	65.0	0.85	0.79	0.85	11.0
2	T1	All MCs	112	1.9	83	2.6	0.737	86.8	LOS F	5.5	39.4	1.00	0.87	1.18	17.1
3	R2	All MCs	225	1.9	166	2.6	0.817	78.2	LOS F	6.3	45.1	1.00	0.93	1.29	7.0
Approach			587	1.6	430	2.2	0.817	73.4	LOS F	9.2	65.0	0.94	0.86	1.08	10.8
East: Wyong Road															
4	L2	All MCs	319	1.0	297	1.0	0.266	31.4	LOS C	8.3	58.8	0.48	0.72	0.48	29.7
5	T1	All MCs	1556	4.7	1453	4.9	* 0.914	56.6	LOS E	51.9	378.5	0.98	1.02	1.14	16.5
6	R2	All MCs	295	5.7	275	6.0	* 0.933	90.7	LOS F	20.9	154.0	1.00	1.06	1.36	17.3
Approach			2169	4.3	2026	4.5	0.933	57.5	LOS E	51.9	378.5	0.91	0.98	1.07	17.7
North: Tumbi Creek Road															
7	L2	All MCs	419	4.5	419	4.5	0.588	59.6	LOS E	11.8	85.7	0.90	0.81	0.90	16.5
8	T1	All MCs	132	0.0	132	0.0	* 0.911	89.2	LOS F	9.6	67.4	1.00	1.05	1.42	11.6
9	R2	All MCs	86	12.2	86	12.2	* 0.854	80.4	LOS F	6.1	47.5	1.00	0.97	1.36	11.2
Approach			637	4.6	637	4.6	0.911	68.5	LOS E	11.8	85.7	0.94	0.88	1.07	14.3
West: Wyong Road															
10	L2	All MCs	99	11.7	99	11.7	0.466	20.5	LOS B	15.2	113.5	0.69	0.66	0.69	33.8
11	T1	All MCs	1051	6.4	1052	6.4	0.466	23.0	LOS B	17.4	128.5	0.70	0.63	0.70	27.5
12	R2	All MCs	236	1.8	236	1.8	0.766	64.7	LOS E	15.1	107.0	1.00	0.89	1.09	13.9
Approach			1385	6.0	1387	6.0	0.766	29.9	LOS C	17.4	128.5	0.75	0.67	0.76	24.3
All Vehicles			4779	4.5	4480	4.8	0.933	52.1	LOS D	51.9	378.5	0.87	0.86	0.98	17.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist] ped m		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Mingara Drive											
P1	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Tumbi Creek Road											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P41	Stage 1	12	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P42	Stage 2	12	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		25	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89

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

MOVEMENT SUMMARY

 Site: 408 [408 Wyong Rd x Mingara Dr x Tumbi Creek Rd DEV+APP PM (Site Folder: Base Model + Development + Approved)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

 Network: N101 [Thursday DEV +APP PM (Network Folder: Base Case + Development + Approved)]

Wyong Road x Mingara Drive x Tumbi Creek Road
Development + Approved PM Peak
3:15pm-4:15pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Mingara Drive															
1	L2	All MCs	232	2.3	232	2.3	0.431	59.5	LOS E	10.6	75.8	0.78	0.80	0.78	12.9
2	T1	All MCs	128	0.8	128	0.8	* 0.928	107.3	LOS F	9.9	69.7	1.00	1.12	1.50	14.8
3	R2	All MCs	380	0.6	380	0.6	0.706	63.8	LOS E	12.0	84.1	1.00	0.85	1.05	8.4
Approach			740	1.1	740	1.1	0.928	70.0	LOS E	12.0	84.1	0.93	0.88	1.04	11.0
East: Wyong Road															
4	L2	All MCs	371	1.4	371	1.4	0.338	35.0	LOS C	13.0	92.0	0.61	0.73	0.61	26.7
5	T1	All MCs	1214	3.3	1214	3.3	* 0.950	80.8	LOS F	51.1	367.5	1.00	1.15	1.23	12.0
6	R2	All MCs	359	1.5	359	1.5	* 0.945	93.8	LOS F	27.9	197.4	1.00	1.07	1.35	17.1
Approach			1943	2.6	1943	2.6	0.950	74.5	LOS F	51.1	367.5	0.92	1.05	1.13	14.7
North: Tumbi Creek Road															
7	L2	All MCs	428	2.9	428	2.9	0.476	51.6	LOS D	10.7	77.1	0.84	0.79	0.84	17.7
8	T1	All MCs	117	1.8	117	1.8	0.793	79.6	LOS F	7.9	56.3	1.00	0.92	1.20	12.7
9	R2	All MCs	93	4.5	93	4.5	* 0.850	79.4	LOS F	6.5	47.6	1.00	0.96	1.34	11.3
Approach			638	3.0	638	3.0	0.850	60.7	LOS E	10.7	77.1	0.89	0.84	0.98	15.3
West: Wyong Road															
10	L2	All MCs	123	4.3	123	4.3	0.938	61.2	LOS E	15.9	113.5	1.00	1.09	1.23	21.5
11	T1	All MCs	1914	2.0	1914	2.0	0.938	67.0	LOS E	53.7	382.8	1.00	1.10	1.22	14.6
12	R2	All MCs	342	0.3	342	0.3	0.809	70.6	LOS F	21.9	153.4	1.00	0.91	1.09	14.3
Approach			2379	1.9	2379	1.9	0.938	67.2	LOS E	53.7	382.8	1.00	1.07	1.20	15.0
All Vehicles			5700	2.2	5700	2.2	0.950	69.3	LOS E	53.7	382.8	0.95	1.02	1.13	14.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist] ped m		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Mingara Drive											
P1	Full	3	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Tumbi Creek Road											
P3	Full	8	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P41	Stage 1	35	59.2	LOS E	0.1	0.1	0.96	0.96	225.9	200.0	0.89
P42	Stage 2	35	59.2	LOS E	0.1	0.1	0.96	0.96	225.9	200.0	0.89
All Pedestrians		81	59.2	LOS E	0.1	0.1	0.96	0.96	225.9	200.0	0.89

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

MOVEMENT SUMMARY

Site: 507 [507 Wyong Rd x Tumbi Rd x Watson Ave DEV+APP AM (Site Folder: Base Model + Development + Approved)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday DEV + APP AM (Network Folder: Base Case + Development + Approved)]

Wyong Road x Tumbi Road x Watson Avenue
Development + Approved AM Peak
7:45am - 8:45am
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Tumbi Road															
1	L2	All MCs	1033	4.0	1033	4.0	0.921	71.0	LOS F	42.3	306.5	1.00	1.03	1.24	25.5
2	T1	All MCs	1	0.0	1	0.0	0.344	71.9	LOS F	5.8	41.1	0.93	0.78	0.93	31.3
3	R2	All MCs	100	2.1	100	2.1	0.344	76.3	LOS F	5.8	41.1	0.93	0.78	0.93	34.7
Approach			1134	3.8	1134	3.8	0.921	71.4	LOS F	42.3	306.5	0.99	1.00	1.21	26.6
East: Wyong Road															
4	L2	All MCs	15	0.0	16	0.0	* 1.112	212.6	LOS F	104.6	762.9	1.00	1.55	2.35	16.2
5	T1	All MCs	1132	5.0	1215	5.0	* 1.112	292.7	LOS F	104.6	762.9	1.00	1.82	2.39	8.7
6	R2	All MCs	4	0.0	4	0.0	0.098	88.7	LOS F	0.3	2.0	1.00	0.63	1.00	24.8
Approach			1151	4.9	1235	4.9	1.112	291.0	LOS F	104.6	762.9	1.00	1.81	2.38	8.8
North: Watson Avenue															
7	L2	All MCs	16	0.0	16	0.0	0.368	79.6	LOS F	1.1	7.7	1.00	0.69	1.00	24.4
Approach			16	0.0	16	0.0	0.368	79.6	LOS F	1.1	7.7	1.00	0.69	1.00	24.4
West: Wyong Road															
10	L2	All MCs	1	0.0	1	0.0	0.373	9.4	LOS A	6.4	46.6	0.24	0.21	0.24	47.7
11	T1	All MCs	965	5.3	935	5.1	0.373	4.9	LOS A	8.8	64.4	0.28	0.25	0.28	55.1
12	R2	All MCs	724	6.4	701	6.1	* 1.089	100.0	LOS F	39.3	289.6	1.00	1.18	1.49	19.9
Approach			1691	5.8	1636	5.5	1.089	45.6	LOS D	39.3	289.6	0.59	0.65	0.80	30.2
All Vehicles			3991	5.0	4020	4.9	1.112	124.9	LOS F	104.6	762.9	0.83	1.09	1.40	19.0

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

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

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

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
						Dist] m					
South: Tumbi Road											
P1	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P1B	Slip/Bypass	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Watson Avenue											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P4	Full	3	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		6	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89

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

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

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

MOVEMENT SUMMARY

Site: 508 [508 Wyong Rd x Tumbi Rd x Watson Ave DEV+APP PM (Site Folder: Base Model + Development + Approved)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday DEV +APP PM (Network Folder: Base Case + Development + Approved)]

Wyong Road x Tumbi Road x Watson Avenue
Development + Approved PM Peak
3:15pm-4:15pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand	Flows	Arrival	Flows	Deg.	Aver.	Level of	95% Back Of	Queue	Prop.	Eff.	Aver.	Aver.
			[Total	HV]	[Total	HV]	Satn	Delay	Service	[Veh.	Dist]	Que	Stop Rate	No. of	Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m			Cycles	km/h
South: Tumbi Road															
1	L2	All MCs	863	4.1	863	4.1	0.749	43.0	LOS D	22.8	165.3	0.89	0.97	0.90	34.4
2	T1	All MCs	1	0.0	1	0.0	0.855	91.7	LOS F	8.6	60.3	1.00	1.14	1.31	27.1
3	R2	All MCs	121	0.9	121	0.9	0.855	96.1	LOS F	8.6	60.3	1.00	1.14	1.31	30.5
Approach			985	3.7	985	3.7	0.855	49.6	LOS D	22.8	165.3	0.91	0.99	0.95	33.5
East: Wyong Road															
4	L2	All MCs	72	2.9	72	2.9	* 0.981	65.1	LOS E	54.1	385.0	1.00	1.26	1.37	29.1
5	T1	All MCs	1081	1.9	1081	1.9	* 0.981	86.6	LOS F	54.1	385.0	1.00	1.28	1.39	18.6
6	R2	All MCs	4	0.0	4	0.0	0.049	72.2	LOS F	0.3	1.9	0.98	0.64	0.98	26.0
Approach			1157	1.9	1157	1.9	0.981	85.2	LOS F	54.1	385.0	1.00	1.27	1.38	19.5
North: Watson Avenue															
7	L2	All MCs	28	0.0	28	0.0	* 0.284	72.9	LOS F	1.9	13.3	0.99	0.77	0.99	25.6
8	T1	All MCs	1	100.0	1	100.0	0.140	91.6	LOS F	0.1	1.1	1.00	0.59	1.00	25.3
Approach			29	3.6	29	3.6	0.284	73.6	LOS F	1.9	13.3	0.99	0.76	0.99	25.6
West: Wyong Road															
10	L2	All MCs	1	0.0	1	0.0	0.562	6.9	LOS A	7.2	51.2	0.15	0.14	0.15	50.3
11	T1	All MCs	1631	2.3	1631	2.3	0.562	1.1	LOS A	7.2	51.2	0.13	0.12	0.13	58.8
12	R2	All MCs	1089	1.4	1089	1.4	* 0.974	55.9	LOS D	35.8	254.0	1.00	0.95	1.15	31.4
Approach			2721	2.0	2721	2.0	0.974	23.0	LOS B	35.8	254.0	0.48	0.45	0.53	42.7
All Vehicles			4893	2.3	4893	2.3	0.981	43.4	LOS D	54.1	385.0	0.69	0.75	0.82	33.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist] ped m		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Tumbi Road											
P1	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P1B	Slip/Bypass	53	59.3	LOS E	0.2	0.2	0.96	0.96	225.9	200.0	0.89
East: Wyong Road											
P21	Stage 1	1	36.7	LOS D	0.0	0.0	0.91	0.91	203.4	200.0	0.98
P22	Stage 2	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Watson Avenue											
P3	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P4	Full	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		58	58.8	LOS E	0.2	0.2	0.95	0.95	225.5	200.0	0.89

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

MOVEMENT SUMMARY

Mingara Drive x Hansens Road x Site Access
Development + Approved AM Peak
7:45am - 8:45am
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hansens Road															
1	L2	All MCs	69	0.0	69	0.0	0.351	5.9	LOS A	2.8	19.7	0.54	0.58	0.54	55.8
3a	R1	All MCs	326	2.6	326	2.6	0.351	9.7	LOS A	2.8	19.7	0.54	0.58	0.54	55.8
Approach			396	2.1	396	2.1	0.351	9.1	LOS A	2.8	19.7	0.54	0.58	0.54	55.8
NorthEast: Mingara Drive															
24a	L1	All MCs	277	1.9	377	1.6	0.398	3.7	LOS A	2.9	20.6	0.07	0.52	0.07	56.9
26a	R1	All MCs	224	0.0	265	0.0	0.398	7.7	LOS A	2.9	20.6	0.07	0.52	0.07	39.5
26u	U	All MCs	17	6.3	23	5.3	0.398	10.8	LOS A	2.9	20.6	0.07	0.52	0.07	39.5
Approach			518	1.2	665	1.1	0.398	5.5	LOS A	2.9	20.6	0.07	0.52	0.07	55.4
West: Site Access															
10a	L1	All MCs	95	0.0	95	0.0	0.103	4.4	LOS A	0.6	4.1	0.52	0.55	0.52	30.0
12	R2	All MCs	9	0.0	9	0.0	0.103	9.2	LOS A	0.6	4.1	0.52	0.55	0.52	56.6
Approach			104	0.0	104	0.0	0.103	4.9	LOS A	0.6	4.1	0.52	0.55	0.52	44.9
All Vehicles			1018	1.4	1165	1.3	0.398	6.7	LOS A	2.9	20.6	0.27	0.54	0.27	55.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 608 [608 Mingara Dr x Hansens Rd x Site Access DEV+APP PM (Site Folder: Base Model + Development + Approved)]**

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

 **Network: N101 [Thursday DEV +APP PM (Network Folder: Base Case + Development + Approved)]**

Mingara Drive x Hansens Road x Site Access
Development + Approved PM Peak
3:15pm-4:15pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hansens Road															
1	L2	All MCs	75	0.0	75	0.0	0.317	6.8	LOS A	2.6	18.5	0.63	0.60	0.63	55.6
3a	R1	All MCs	258	0.8	258	0.8	0.317	10.6	LOS A	2.6	18.5	0.63	0.60	0.63	55.6
Approach			333	0.6	333	0.6	0.317	9.7	LOS A	2.6	18.5	0.63	0.60	0.63	55.6
NorthEast: Mingara Drive															
24a	L1	All MCs	207	2.0	207	2.0	0.388	3.8	LOS A	2.7	19.2	0.13	0.55	0.13	56.5
26a	R1	All MCs	379	0.0	379	0.0	0.388	7.8	LOS A	2.7	19.2	0.13	0.55	0.13	37.4
26u	U	All MCs	20	10.5	20	10.5	0.388	11.0	LOS A	2.7	19.2	0.13	0.55	0.13	37.4
Approach			606	1.0	606	1.0	0.388	6.6	LOS A	2.7	19.2	0.13	0.55	0.13	52.6
West: Site Access															
10a	L1	All MCs	223	0.0	223	0.0	0.235	4.3	LOS A	1.5	10.3	0.52	0.53	0.52	29.9
12	R2	All MCs	28	0.0	28	0.0	0.235	9.0	LOS A	1.5	10.3	0.52	0.53	0.52	56.5
Approach			252	0.0	252	0.0	0.235	4.8	LOS A	1.5	10.3	0.52	0.53	0.52	46.4
All Vehicles			1191	0.7	1191	0.7	0.388	7.1	LOS A	2.7	19.2	0.35	0.56	0.35	53.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 707 [707 Internal Intersection DEV+APP AM (Site Folder: Base Model + Development + Approved)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday DEV + APP AM (Network Folder: Base Case + Development + Approved)]

Internal Intersection
Development + Approved AM Peak
7:45am - 8:45am
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Kidspoint Mingara															
1	L2	All MCs	1	0.0	1	0.0	0.013	4.1	LOS A	0.1	0.4	0.37	0.60	0.37	38.9
2	T1	All MCs	1	0.0	1	0.0	0.013	4.4	LOS A	0.1	0.4	0.37	0.60	0.37	34.3
3	R2	All MCs	13	0.0	13	0.0	0.013	8.9	LOS A	0.1	0.4	0.37	0.60	0.37	26.9
Approach			15	0.0	15	0.0	0.013	8.2	LOS A	0.1	0.4	0.37	0.60	0.37	29.1
East: Site Access															
4	L2	All MCs	86	0.0	110	0.0	0.212	2.8	LOS A	1.2	8.5	0.10	0.45	0.10	37.5
5	T1	All MCs	140	0.0	176	0.0	0.212	3.2	LOS A	1.2	8.5	0.10	0.45	0.10	46.0
6	R2	All MCs	65	0.0	49	0.0	0.212	7.6	LOS A	1.2	8.5	0.10	0.45	0.10	38.3
Approach			292	0.0	335	0.0	0.212	3.7	LOS A	1.2	8.5	0.10	0.45	0.10	42.8
North: Legends Carpark															
7	L2	All MCs	44	0.0	44	0.0	0.047	4.1	LOS A	0.2	1.6	0.18	0.51	0.18	33.4
8	T1	All MCs	1	0.0	1	0.0	0.047	4.3	LOS A	0.2	1.6	0.18	0.51	0.18	37.1
9	R2	All MCs	17	0.0	17	0.0	0.047	8.9	LOS A	0.2	1.6	0.18	0.51	0.18	42.0
Approach			62	0.0	62	0.0	0.047	5.4	LOS A	0.2	1.6	0.18	0.51	0.18	37.2
West: Main Carpark															
10	L2	All MCs	1	0.0	1	0.0	0.038	4.1	LOS A	0.2	1.2	0.18	0.41	0.18	44.5
11	T1	All MCs	47	0.0	47	0.0	0.038	4.3	LOS A	0.2	1.2	0.18	0.41	0.18	43.7
12	R2	All MCs	1	0.0	1	0.0	0.038	8.9	LOS A	0.2	1.2	0.18	0.41	0.18	42.4
Approach			49	0.0	49	0.0	0.038	4.4	LOS A	0.2	1.2	0.18	0.41	0.18	43.7
All Vehicles			418	0.0	461	0.0	0.212	4.1	LOS A	1.2	8.5	0.13	0.46	0.13	41.8

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

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Project: T:\Synergy\Projects\23\23.303\Modelling\23.303m01v04 TRAFFIX Tumbi Umbi Retirement Living.sip9

MOVEMENT SUMMARY

Site: 708 [708 Internal Intersection DEV+APP PM (Site Folder: Base Model + Development + Approved)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday DEV +APP PM (Network Folder: Base Case + Development + Approved)]

Internal Intersection
Development + Approved PM Peak
3:15pm-4:15pm
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Kidspoint Mingara															
1	L2	All MCs	3	0.0	3	0.0	0.040	5.1	LOS A	0.2	1.4	0.50	0.66	0.50	37.8
2	T1	All MCs	1	100.0	1	100.0	0.040	7.5	LOS A	0.2	1.4	0.50	0.66	0.50	30.6
3	R2	All MCs	35	0.0	35	0.0	0.040	9.9	LOS A	0.2	1.4	0.50	0.66	0.50	25.6
Approach			39	2.7	39	2.7	0.040	9.4	LOS A	0.2	1.4	0.50	0.66	0.50	27.5
East: Site Access															
4	L2	All MCs	48	0.0	48	0.0	0.284	2.8	LOS A	1.9	13.0	0.11	0.45	0.11	37.2
5	T1	All MCs	324	0.0	324	0.0	0.284	3.1	LOS A	1.9	13.0	0.11	0.45	0.11	45.6
6	R2	All MCs	85	0.0	85	0.0	0.284	7.5	LOS A	1.9	13.0	0.11	0.45	0.11	38.0
Approach			458	0.0	458	0.0	0.284	3.9	LOS A	1.9	13.0	0.11	0.45	0.11	43.7
North: Legends Carpark															
7	L2	All MCs	65	0.0	65	0.0	0.069	4.7	LOS A	0.3	2.4	0.35	0.53	0.35	32.4
8	T1	All MCs	1	0.0	1	0.0	0.069	4.9	LOS A	0.3	2.4	0.35	0.53	0.35	36.4
9	R2	All MCs	15	0.0	15	0.0	0.069	9.5	LOS A	0.3	2.4	0.35	0.53	0.35	41.5
Approach			81	0.0	81	0.0	0.069	5.6	LOS A	0.3	2.4	0.35	0.53	0.35	35.4
West: Main Carpark															
10	L2	All MCs	1	0.0	1	0.0	0.124	4.4	LOS A	0.6	4.5	0.28	0.43	0.28	43.6
11	T1	All MCs	154	0.0	154	0.0	0.124	4.6	LOS A	0.6	4.5	0.28	0.43	0.28	42.5
12	R2	All MCs	1	0.0	1	0.0	0.124	9.3	LOS A	0.6	4.5	0.28	0.43	0.28	41.5
Approach			156	0.0	156	0.0	0.124	4.7	LOS A	0.6	4.5	0.28	0.43	0.28	42.5
All Vehicles			734	0.1	734	0.1	0.284	4.6	LOS A	1.9	13.0	0.19	0.46	0.19	42.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 307 [307 Wyong Rd x Site Access DEV+APP AM (Site Folder: Base Model + Development + Approved)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday DEV + APP AM (Network Folder: Base Case + Development + Approved)]

Wyong Road x Site Access
Development + Approved AM Peak
7:45am - 8:45am
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of [Veh.	Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
4	L2	All MCs	5	0.0	5	0.0	0.003	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	48.5
5	T1	All MCs	1886	4.9	1716	5.0	0.462	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			1892	4.9	1721	5.0	0.462	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.5
NorthWest: Wyong Road															
11	T1	All MCs	1388	7.5	1388	6.1	0.377	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1388	7.5	1388	6.1	0.377	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
SouthWest: Site Access															
1	L2	All MCs	40	0.0	40	0.0	0.022	8.0	LOS A	0.0	0.0	0.00	0.53	0.00	42.7
Approach			40	0.0	40	0.0	0.022	8.0	NA	0.0	0.0	0.00	0.53	0.00	42.7
All Vehicles			3320	5.9	3149	6.3	0.462	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 308 [308 Wyong Rd x Site Access DEV+APP PM (Site Folder: Base Model + Development + Approved)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday DEV +APP PM (Network Folder: Base Case + Development + Approved)]

Wyong Road x Site Access
Development + Approved PM Peak
3:15pm-4:15pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of [Veh.	Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
4	L2	All MCs	35	0.0	35	0.0	0.019	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	48.5
5	T1	All MCs	1502	3.2	1502	3.2	0.397	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1537	3.1	1537	3.1	0.397	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.2
NorthWest: Wyong Road															
11	T1	All MCs	2377	1.7	2377	1.7	0.815	0.8	LOS A	0.0	0.0	0.00	0.00	0.00	57.8
Approach			2377	1.7	2377	1.7	0.815	0.8	NA	0.0	0.0	0.00	0.00	0.00	57.8
SouthWest: Site Access															
1	L2	All MCs	114	0.0	114	0.0	0.061	7.6	LOS A	0.0	0.0	0.00	0.53	0.00	42.7
Approach			114	0.0	114	0.0	0.061	7.6	NA	0.0	0.0	0.00	0.53	0.00	42.7
All Vehicles			4027	2.2	4027	2.2	0.815	0.8	NA	0.0	0.0	0.00	0.02	0.00	57.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 104 [104 Wyong Rd x Pindarri Ave DEV AM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday DEV+GR AM
(Network Folder: Base Case + Development +
10yr Growth)]

Wyong Road x Pindarri Avenue
Development AM Peak
7:45am - 8:45am
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
2	T1	All MCs	2280	4.7	1897	4.5	0.728	6.0	LOS A	9.1	65.9	0.76	0.58	0.79	55.8
3	R2	All MCs	68	3.6	57	3.4	0.728	12.3	LOS A	9.1	65.9	0.79	0.62	0.84	31.1
3u	U	All MCs	7	0.0	6	0.0	0.728	14.6	LOS B	9.1	65.9	0.79	0.62	0.84	51.9
Approach			2355	4.7	1960	4.5	0.728	6.2	LOS A	9.1	65.9	0.76	0.58	0.79	55.1
NorthEast: Pindarri Avenue															
4	L2	All MCs	82	4.5	82	4.5	0.147	7.3	LOS A	0.6	4.3	0.69	0.78	0.69	29.4
6	R2	All MCs	192	0.6	192	0.6	0.231	10.8	LOS A	1.1	7.7	0.71	0.82	0.71	50.3
Approach			274	1.8	274	1.8	0.231	9.8	LOS A	1.1	7.7	0.71	0.81	0.71	48.8
NorthWest: Wyong Road															
7	L2	All MCs	110	4.4	110	4.4	0.510	4.1	LOS A	5.1	37.4	0.33	0.36	0.33	54.3
8	T1	All MCs	1436	6.6	1436	6.6	0.510	4.0	LOS A	5.1	37.4	0.34	0.37	0.34	55.4
9u	U	All MCs	39	6.3	39	6.3	0.510	12.1	LOS A	4.9	36.5	0.36	0.38	0.36	56.5
Approach			1586	6.5	1586	6.5	0.510	4.2	LOS A	5.1	37.4	0.34	0.37	0.34	55.3
All Vehicles			4214	5.2	3820	5.7	0.728	5.6	LOS A	9.1	65.9	0.58	0.51	0.60	54.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 105 [105 Wyong Rd x Pindarri Ave DEV PM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday DEV+GR PM
(Network Folder: Base Case + Development +
10yr Growth)]

Wyong Road x Pindarri Avenue
Development PM Peak
3:15pm-4:15pm
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
2	T1	All MCs	1694	6.5	1602	6.7	0.586	4.4	LOS A	6.1	45.4	0.51	0.43	0.51	56.4
3	R2	All MCs	105	2.3	99	2.4	0.586	10.2	LOS A	6.0	43.8	0.53	0.46	0.53	31.5
3u	U	All MCs	12	0.0	12	0.0	0.586	12.5	LOS A	6.0	43.8	0.53	0.46	0.53	53.1
Approach			1811	6.2	1713	6.4	0.586	4.8	LOS A	6.1	45.4	0.51	0.43	0.51	55.0
NorthEast: Pindarri Avenue															
4	L2	All MCs	40	3.0	40	3.0	0.223	18.7	LOS B	1.2	8.5	0.94	0.95	0.94	17.9
6	R2	All MCs	89	9.6	89	9.6	0.357	23.1	LOS B	2.2	17.0	1.00	0.97	1.10	44.5
Approach			129	7.5	129	7.5	0.357	21.7	LOS B	2.2	17.0	0.98	0.96	1.05	41.6
NorthWest: Wyong Road															
7	L2	All MCs	140	3.5	140	3.5	0.909	5.6	LOS A	22.6	160.7	0.83	0.50	0.83	52.4
8	T1	All MCs	2618	1.8	2618	1.8	0.909	5.5	LOS A	22.6	160.7	0.91	0.54	0.91	52.9
9u	U	All MCs	26	4.8	26	4.8	0.909	13.9	LOS A	20.3	144.3	1.00	0.57	1.00	55.1
Approach			2784	1.9	2784	1.9	0.909	5.6	LOS A	22.6	160.7	0.91	0.53	0.91	52.9
All Vehicles			4724	3.7	4626	3.8	0.909	5.7	LOS A	22.6	160.7	0.76	0.51	0.76	53.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 106 [106 Wyong Rd x Pindarri Ave DEV SAT (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Saturday DEV+GR (Network Folder: Base Case + Development + 10yr Growth)]

Wyong Road x Pindarri Avenue
Development Sat Peak
11:00am - 12:00pm
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
2	T1	All MCs	1730	1.8	1597	1.8	0.554	4.3	LOS A	5.3	37.7	0.45	0.42	0.45	56.6
3	R2	All MCs	87	0.0	80	0.0	0.554	10.1	LOS A	5.2	36.7	0.48	0.44	0.48	31.6
3u	U	All MCs	1	0.0	1	0.0	0.554	12.4	LOS A	5.2	36.7	0.48	0.44	0.48	53.5
Approach			1818	1.7	1678	1.7	0.554	4.6	LOS A	5.3	37.7	0.45	0.42	0.45	55.5
NorthEast: Pindarri Avenue															
4	L2	All MCs	31	0.0	31	0.0	0.061	8.2	LOS A	0.3	1.9	0.74	0.81	0.74	28.0
6	R2	All MCs	89	0.0	89	0.0	0.125	11.7	LOS A	0.6	4.4	0.77	0.84	0.77	49.9
Approach			120	0.0	120	0.0	0.125	10.8	LOS A	0.6	4.4	0.76	0.83	0.76	48.5
NorthWest: Wyong Road															
7	L2	All MCs	92	0.0	92	0.0	0.609	4.2	LOS A	6.3	44.8	0.38	0.39	0.38	54.3
8	T1	All MCs	1807	1.4	1807	1.4	0.609	4.1	LOS A	6.3	44.8	0.40	0.39	0.40	55.1
9u	U	All MCs	29	0.0	29	0.0	0.609	12.2	LOS A	6.3	44.7	0.43	0.40	0.43	56.5
Approach			1928	1.3	1928	1.3	0.609	4.3	LOS A	6.3	44.8	0.40	0.39	0.40	55.1
All Vehicles			3865	1.4	3726	1.5	0.609	4.6	LOS A	6.3	44.8	0.44	0.42	0.44	55.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 204 [204 Wyong Rd x Beckingham Road DEV AM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday DEV+GR AM (Network Folder: Base Case + Development + 10yr Growth)]

Wyong Road x Beckingham Road
Development AM Peak
7:45am - 8:45am
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
7	L2	All MCs	70	5.3	57	5.7	0.601	4.0	LOS A	5.4	39.3	0.27	0.36	0.27	49.0
8	T1	All MCs	2132	4.4	1738	4.8	0.601	3.9	LOS A	5.4	39.3	0.28	0.36	0.28	48.4
9u	U	All MCs	5	50.0	4	52.1	0.601	12.7	LOS A	5.4	39.2	0.30	0.36	0.30	48.3
Approach			2206	4.5	1799	4.9	0.601	3.9	LOS A	5.4	39.3	0.28	0.36	0.28	48.5
NorthWest: Wyong Road															
2	T1	All MCs	1472	6.2	1467	6.2	0.564	4.3	LOS A	4.8	35.4	0.45	0.43	0.45	53.8
3	R2	All MCs	39	3.1	39	3.1	0.564	10.0	LOS A	4.7	34.5	0.46	0.44	0.46	51.5
3u	U	All MCs	12	0.0	12	0.0	0.564	12.3	LOS A	4.7	34.5	0.46	0.44	0.46	53.6
Approach			1523	6.1	1518	6.1	0.564	4.5	LOS A	4.8	35.4	0.45	0.43	0.45	53.7
SouthWest: Beckingham Road															
4	L2	All MCs	209	2.3	209	2.3	0.273	6.9	LOS A	1.3	9.6	0.76	0.79	0.76	43.9
6	R2	All MCs	118	2.1	118	2.1	0.223	13.4	LOS A	1.0	6.8	0.74	0.89	0.74	40.0
Approach			327	2.2	327	2.2	0.273	9.3	LOS A	1.3	9.6	0.75	0.82	0.75	42.4
All Vehicles			4057	4.9	3645	5.5	0.601	4.6	LOS A	5.4	39.3	0.39	0.43	0.39	50.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 205 [205 Wyong Rd x Beckingham Road DEV PM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday DEV+GR PM (Network Folder: Base Case + Development + 10yr Growth)]

Wyong Road x Beckingham Road
Development PM Peak
3:15pm-4:15pm
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
7	L2	All MCs	111	1.1	105	1.1	0.629	4.4	LOS A	6.5	47.0	0.49	0.42	0.49	48.1
8	T1	All MCs	1727	3.5	1629	3.5	0.629	4.3	LOS A	6.5	47.0	0.50	0.42	0.50	46.1
9u	U	All MCs	2	0.0	2	0.0	0.629	12.3	LOS A	6.4	45.9	0.52	0.43	0.52	45.9
Approach			1840	3.3	1736	3.4	0.629	4.3	LOS A	6.5	47.0	0.50	0.42	0.50	46.4
NorthWest: Wyong Road															
2	T1	All MCs	2564	1.8	2564	1.8	0.970	10.9	LOS A	34.4	244.7	1.00	0.89	1.18	50.1
3	R2	All MCs	101	4.8	101	4.8	0.970	18.4	LOS B	34.4	244.7	1.00	0.98	1.23	48.8
3u	U	All MCs	7	0.0	7	0.0	0.970	20.5	LOS B	34.4	244.7	1.00	0.98	1.23	49.0
Approach			2673	1.9	2672	1.9	0.970	11.2	LOS A	34.4	244.7	1.00	0.90	1.18	50.0
SouthWest: Beckingham Road															
4	L2	All MCs	78	6.3	78	6.3	0.162	7.7	LOS A	0.7	5.1	0.74	0.82	0.74	43.3
6	R2	All MCs	136	1.8	136	1.8	0.188	11.0	LOS A	0.9	6.6	0.76	0.84	0.76	41.4
Approach			214	3.4	214	3.4	0.188	9.8	LOS A	0.9	6.6	0.75	0.83	0.75	42.1
All Vehicles			4727	2.5	4622	2.6	0.970	8.6	LOS A	34.4	244.7	0.80	0.72	0.91	48.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 206 [206 Wyong Rd x Beckingham Road DEV SAT (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Saturday DEV+GR (Network Folder: Base Case + Development + 10yr Growth)]

Wyong Road x Beckingham Road
Development Sat Peak
11:00am - 12:00pm
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
7	L2	All MCs	121	1.0	111	1.0	0.572	4.0	LOS A	4.9	35.0	0.26	0.36	0.26	49.1
8	T1	All MCs	1753	1.8	1614	1.8	0.572	3.8	LOS A	4.9	35.0	0.27	0.36	0.27	48.5
9u	U	All MCs	10	0.0	9	0.0	0.572	11.9	LOS A	4.9	34.7	0.28	0.36	0.28	48.3
Approach			1884	1.8	1734	1.8	0.572	3.9	LOS A	4.9	35.0	0.27	0.36	0.27	48.6
NorthWest: Wyong Road															
2	T1	All MCs	1785	1.3	1785	1.3	0.651	4.3	LOS A	6.4	45.1	0.48	0.43	0.48	53.7
3	R2	All MCs	50	0.0	50	0.0	0.651	10.0	LOS A	6.3	44.4	0.49	0.44	0.49	51.4
3u	U	All MCs	2	0.0	2	0.0	0.651	12.4	LOS A	6.3	44.4	0.49	0.44	0.49	53.5
Approach			1837	1.3	1837	1.3	0.651	4.5	LOS A	6.4	45.1	0.48	0.43	0.48	53.6
SouthWest: Beckingham Road															
4	L2	All MCs	67	1.8	67	1.8	0.115	7.3	LOS A	0.5	3.3	0.69	0.78	0.69	43.7
6	R2	All MCs	104	1.2	104	1.2	0.125	10.8	LOS A	0.6	4.0	0.69	0.81	0.69	41.6
Approach			171	1.4	171	1.4	0.125	9.4	LOS A	0.6	4.0	0.69	0.80	0.69	42.4
All Vehicles			3892	1.5	3742	1.6	0.651	4.4	LOS A	6.4	45.1	0.39	0.41	0.39	51.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 404 [404 Wyong Rd x Mingara Dr x Tumbi Creek Rd DEV AM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday DEV+GR AM (Network Folder: Base Case + Development + 10yr Growth)]

Wyong Road x Mingara Drive x Tumbi Creek Road
Development AM Peak
7:45am - 8:45am
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Mingara Drive															
1	L2	All MCs	291	1.3	210	1.8	0.454	63.7	LOS E ¹¹	10.6	75.2	0.85	0.79	0.85	11.2
2	T1	All MCs	121	2.0	88	2.8	0.662	84.0	LOS F ¹¹	5.6	40.0	1.00	0.83	1.09	17.8
3	R2	All MCs	253	1.9	183	2.7	0.878	82.0	LOS F ¹¹	7.8	56.2	1.00	1.00	1.40	6.7
Approach			665	1.7	480	2.3	0.878	74.4	LOS F ¹¹	10.6	75.2	0.93	0.88	1.10	10.6
East: Wyong Road															
4	L2	All MCs	361	1.0	277	1.1	0.254	32.1	LOS C	8.0	56.6	0.50	0.72	0.50	28.9
5	T1	All MCs	1799	4.8	1381	5.0	* 0.899	53.2	LOS D ¹¹	47.4	345.7	0.97	0.98	1.10	17.3
6	R2	All MCs	342	5.7	263	6.0	* 0.815	72.7	LOS F ¹¹	17.3	127.0	1.00	0.92	1.14	20.1
Approach			2502	4.3	1920	4.5	0.899	52.8	LOS D ¹¹	47.4	345.7	0.91	0.94	1.02	18.9
North: Tumbi Creek Road															
7	L2	All MCs	486	4.5	486	4.5	0.792	73.0	LOS F ¹¹	16.7	121.1	0.97	0.94	1.10	14.7
8	T1	All MCs	144	0.0	144	0.0	* 0.953	96.3	LOS F ¹¹	11.3	79.4	1.00	1.21	1.53	10.6
9	R2	All MCs	100	12.2	100	12.2	* 0.881	81.7	LOS F ¹¹	7.2	56.0	1.00	1.01	1.39	11.1
Approach			731	4.7	731	4.7	0.953	78.8	LOS F ¹¹	16.7	121.1	0.98	1.00	1.23	13.1
West: Wyong Road															
10	L2	All MCs	115	11.7	115	11.7	0.611	23.0	LOS B	15.2	113.5	0.79	0.73	0.79	31.8
11	T1	All MCs	1211	6.5	1211	6.4	0.611	27.4	LOS B	24.7	182.2	0.79	0.72	0.79	25.0
12	R2	All MCs	264	1.9	264	1.8	0.785	64.1	LOS E ¹¹	16.9	120.2	1.00	0.90	1.10	14.0
Approach			1589	6.1	1590	6.1	0.785	33.2	LOS C	24.7	182.2	0.83	0.75	0.84	22.8
All Vehicles			5486	4.6	4720	5.3	0.953	52.4	LOS D ¹¹	47.4	345.7	0.89	0.88	1.00	17.8

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

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

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

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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.

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist] ped m		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Mingara Drive											
P1	Full	1	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Tumbi Creek Road											
P3	Full	1	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P41	Stage 1	14	59.2	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P42	Stage 2	14	59.2	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		31	59.2	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89

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

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

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

¹² Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

MOVEMENT SUMMARY

Site: 405 [405 Wyong Rd x Mingara Dr x Tumbi Creek Rd DEV PM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday DEV+GR PM (Network Folder: Base Case + Development + 10yr Growth)]

Wyong Road x Mingara Drive x Tumbi Creek Road
Development PM Peak
3:15pm-4:15pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Mingara Drive															
1	L2	All MCs	265	2.3	265	2.3	0.583	71.6	LOS F ¹¹	13.8	98.2	0.88	0.81	0.88	11.2
2	T1	All MCs	142	0.9	142	0.9	* 1.190	278.4	LOS F ¹¹	17.9	126.5	1.00	1.57	2.42	6.1
3	R2	All MCs	430	0.6	429	0.6	1.133	212.1	LOS F ¹¹	29.2	205.7	1.00	1.47	2.13	2.9
Approach			837	1.2	836	1.2	1.190	178.8	LOS F ¹¹	29.2	205.7	0.96	1.28	1.78	4.6
East: Wyong Road															
4	L2	All MCs	415	1.5	387	1.5	0.332	30.8	LOS C	11.7	82.6	0.52	0.73	0.52	29.5
5	T1	All MCs	1397	3.3	1302	3.4	0.892	59.0	LOS E ¹¹	47.6	343.3	1.00	0.99	1.10	16.0
6	R2	All MCs	417	1.5	388	1.5	* 1.200	265.1	LOS F ¹¹	49.9	354.0	1.00	1.54	2.34	7.2
Approach			2229	2.6	2077	2.7	1.200	92.3	LOS F ¹¹	49.9	354.0	0.91	1.05	1.23	12.1
North: Tumbi Creek Road															
7	L2	All MCs	497	2.9	497	2.9	0.867	86.7	LOS F ¹¹	19.0	136.4	1.00	0.98	1.25	12.8
8	T1	All MCs	128	1.9	128	1.9	1.060	158.2	LOS F ¹¹	12.4	87.9	1.00	1.28	1.91	7.1
9	R2	All MCs	108	4.5	108	4.5	* 1.128	201.7	LOS F ¹¹	12.0	87.6	1.00	1.35	2.19	5.2
Approach			733	3.0	733	3.0	1.128	116.1	LOS F ¹¹	19.0	136.4	1.00	1.09	1.50	9.4
West: Wyong Road															
10	L2	All MCs	143	4.3	143	4.3	1.190	234.0	LOS F ¹¹	15.9	113.5	1.00	1.90	2.23	8.3
11	T1	All MCs	2209	2.0	2208	2.0	* 1.190	237.4	LOS F ¹¹	68.7	489.6	1.00	1.95	2.24	4.7
12	R2	All MCs	357	0.3	357	0.3	0.990	100.8	LOS F ¹¹	30.2	212.1	1.00	1.14	1.49	9.7
Approach			2708	1.9	2708	1.9	1.190	219.2	LOS F ¹¹	68.7	489.6	1.00	1.84	2.14	5.3
All Vehicles			6507	2.2	6353	2.2	1.200	160.5	LOS F ¹¹	68.7	489.6	0.97	1.42	1.72	6.9

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

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

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

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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.

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist]		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Mingara Drive											
P1	Full	4	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Tumbi Creek Road											
P3	Full	10	59.2	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P41	Stage 1	42	59.2	LOS E ¹²	0.1	0.1	0.96	0.96	225.9	200.0	0.89
P42	Stage 2	42	59.2	LOS E ¹²	0.1	0.1	0.96	0.96	225.9	200.0	0.89
All Pedestrians		99	59.2	LOS E ¹²	0.1	0.1	0.96	0.96	225.9	200.0	0.89

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

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

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

¹² Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

MOVEMENT SUMMARY

Wyong Road x Mingara Drive x Tumbi Creek Road
Development Sat Peak
11:00am - 12:00pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Mingara Drive															
1	L2	All MCs	222	1.1	222	1.1	0.436	62.5	LOS E ¹¹	10.5	74.0	0.80	0.79	0.80	12.4
2	T1	All MCs	128	0.0	128	0.0	* 0.999	134.4	LOS F ¹¹	11.3	79.3	1.00	1.21	1.72	12.1
3	R2	All MCs	339	2.2	338	2.2	0.912	82.5	LOS F ¹¹	15.0	106.7	1.00	1.06	1.39	6.7
Approach			690	1.4	688	1.4	0.999	85.7	LOS F ¹¹	15.0	106.7	0.94	1.00	1.26	9.3
East: Wyong Road															
4	L2	All MCs	358	1.0	322	1.0	0.293	32.3	LOS C	8.9	63.1	0.48	0.72	0.48	29.8
5	T1	All MCs	1492	1.8	1344	1.8	* 0.975	74.5	LOS F ¹¹	55.8	396.7	1.00	1.15	1.29	12.9
6	R2	All MCs	409	0.3	369	0.3	* 0.996	108.1	LOS F ¹¹	31.0	217.5	1.00	1.13	1.44	15.2
Approach			2259	1.4	2035	1.4	0.996	73.9	LOS F ¹¹	55.8	396.7	0.92	1.08	1.19	14.7
North: Tumbi Creek Road															
7	L2	All MCs	501	1.5	501	1.5	0.814	76.4	LOS F ¹¹	17.7	125.2	0.98	0.92	1.14	14.2
8	T1	All MCs	103	0.0	103	0.0	0.855	88.5	LOS F ¹¹	7.2	50.5	1.00	0.97	1.33	12.0
9	R2	All MCs	109	3.4	109	3.4	* 0.986	103.3	LOS F ¹¹	9.0	64.6	1.00	1.14	1.67	9.2
Approach			712	1.5	712	1.5	0.986	82.3	LOS F ¹¹	17.7	125.2	0.99	0.96	1.25	12.8
West: Wyong Road															
10	L2	All MCs	142	4.3	142	4.3	0.907	50.4	LOS D ¹¹	15.9	113.5	1.00	1.02	1.16	23.5
11	T1	All MCs	1485	1.4	1485	1.4	0.907	57.8	LOS E ¹¹	43.4	307.6	1.00	1.05	1.19	15.7
12	R2	All MCs	264	0.5	264	0.5	0.714	59.3	LOS E ¹¹	16.0	112.5	0.99	0.85	1.02	14.8
Approach			1891	1.5	1890	1.5	0.907	57.5	LOS E ¹¹	43.4	307.6	1.00	1.02	1.16	16.3
All Vehicles			5552	1.5	5326	1.5	0.999	70.7	LOS F ¹¹	55.8	396.7	0.96	1.03	1.20	14.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

¹¹ Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped Dist] 						

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

¹² Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

MOVEMENT SUMMARY

Wyong Road x Tumbi Road x Watson Avenue
Development AM Peak
7:45am - 8:45am
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Tumbi Road															
1	L2	All MCs	1194	4.0	1194	4.0	1.226	275.6	LOS F ¹¹	92.2	667.7	1.00	1.65	2.42	8.9
2	T1	All MCs	1	0.0	1	0.0	0.399	70.9	LOS F ¹¹	6.8	48.3	0.94	0.79	0.94	31.1
3	R2	All MCs	116	2.1	116	2.1	0.399	75.2	LOS F ¹¹	6.8	48.3	0.94	0.79	0.94	34.6
Approach			1311	3.8	1311	3.8	1.226	257.7	LOS F ¹¹	92.2	667.7	0.99	1.57	2.29	10.0
East: Wyong Road															
4	L2	All MCs	17	0.0	18	0.0	* 1.369	443.5	LOS F ¹¹	156.5	1141.8	1.00	2.00	3.45	9.3
5	T1	All MCs	1302	5.1	1385	5.1	* 1.369	531.4	LOS F ¹¹	156.5	1141.8	1.00	2.43	3.48	4.6
6	R2	All MCs	5	0.0	5	0.0	0.114	94.4	LOS F ¹¹	0.3	2.3	1.00	0.64	1.00	24.7
Approach			1324	5.0	1408	5.0	1.369	528.7	LOS F ¹¹	156.5	1141.8	1.00	2.42	3.47	4.7
North: Watson Avenue															
7	L2	All MCs	18	0.0	18	0.0	0.428	79.9	LOS F ¹¹	1.3	9.0	1.00	0.70	1.00	24.3
Approach			18	0.0	18	0.0	0.428	79.9	LOS F ¹¹	1.3	9.0	1.00	0.70	1.00	24.3
West: Wyong Road															
10	L2	All MCs	1	0.0	1	0.0	0.427	10.8	LOS A	9.6	70.1	0.31	0.28	0.31	46.4
11	T1	All MCs	1107	5.4	1070	5.2	0.427	5.8	LOS A	10.9	80.0	0.33	0.30	0.33	54.2
12	R2	All MCs	837	6.4	809	6.1	* 1.350	239.5	LOS F ¹¹	59.8	440.6	1.00	1.45	2.20	11.4
Approach			1945	5.8	1880	5.6	1.350	106.3	LOS F ¹¹	59.8	440.6	0.62	0.80	1.14	19.8
All Vehicles			4598	5.0	4617	5.0	1.369	273.3	LOS F ¹¹	156.5	1141.8	0.84	1.49	2.18	9.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

¹¹ Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist] ped m		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Tumbi Road											
P1	Full	1	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P1B	Slip/Bypass	1	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Watson Avenue											
P3	Full	1	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P4	Full	4	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		8	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89

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

¹² Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

MOVEMENT SUMMARY

Site: 505 [505 Wyong Rd x Tumbi Rd x Watson Ave DEV PM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday DEV+GR PM (Network Folder: Base Case + Development + 10yr Growth)]

Wyong Road x Tumbi Road x Watson Avenue
Development PM Peak
3:15pm-4:15pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Tumbi Road															
1	L2	All MCs	997	4.2	997	4.2	* 0.771	45.0	LOS D ¹¹	22.9	166.0	0.89	1.03	0.90	33.8
2	T1	All MCs	1	0.0	1	0.0	0.971	112.5	LOS F ¹¹	11.9	83.6	1.00	1.25	1.61	23.5
3	R2	All MCs	140	0.9	140	0.9	0.971	116.9	LOS F ¹¹	11.9	83.6	1.00	1.25	1.61	26.7
Approach			1138	3.8	1138	3.8	0.971	53.9	LOS D ¹¹	22.9	166.0	0.90	1.06	0.99	32.1
East: Wyong Road															
4	L2	All MCs	83	2.9	83	2.9	* 1.103	132.1	LOS F ¹¹	80.4	572.5	1.00	1.36	1.85	19.9
5	T1	All MCs	1234	1.9	1234	1.9	* 1.103	160.9	LOS F ¹¹	80.4	572.5	1.00	1.51	1.87	11.3
6	R2	All MCs	5	0.0	5	0.0	0.086	89.5	LOS F ¹¹	0.3	2.3	0.99	0.64	0.99	25.2
Approach			1321	1.9	1321	1.9	1.103	158.8	LOS F ¹¹	80.4	572.5	1.00	1.50	1.86	12.0
North: Watson Avenue															
7	L2	All MCs	33	0.0	33	0.0	* 0.462	72.9	LOS F ¹¹	2.1	14.8	1.00	0.78	1.00	25.6
8	T1	All MCs	1	100.0	1	100.0	0.171	91.9	LOS F ¹¹	0.1	1.4	1.00	0.59	1.00	25.2
Approach			34	3.7	34	3.7	0.462	73.6	LOS F ¹¹	2.1	14.8	1.00	0.77	1.00	25.6
West: Wyong Road															
10	L2	All MCs	1	0.0	1	0.0	0.593	11.1	LOS A	18.4	131.5	0.40	0.37	0.40	46.1
11	T1	All MCs	1874	2.3	1632	2.4	0.593	4.6	LOS A	18.4	131.5	0.35	0.32	0.35	55.3
12	R2	All MCs	1260	1.5	1097	1.5	* 1.081	96.9	LOS F ¹¹	48.4	343.3	1.00	1.21	1.52	21.4
Approach			3135	2.0	2730	2.0	1.081	41.7	LOS C	48.4	343.3	0.61	0.68	0.82	32.7
All Vehicles			5629	2.3	5224	2.5	1.103	74.2	LOS F ¹¹	80.4	572.5	0.77	0.97	1.12	24.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

¹¹ Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist] ped m		Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Tumbi Road											
P1	Full	1	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P1B	Slip/Bypass	64	59.3	LOS E ¹²	0.2	0.2	0.96	0.96	226.0	200.0	0.89
East: Wyong Road											
P21	Stage 1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
P22	Stage 2	1	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Watson Avenue											
P3	Full	1	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P4	Full	1	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		71	58.7	LOS E ¹²	0.2	0.2	0.96	0.96	225.4	200.0	0.89

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

¹² Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

MOVEMENT SUMMARY

Site: 506 [506 Wyong Rd x Tumbi Rd x Watson Ave DEV SAT (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Saturday DEV+GR (Network Folder: Base Case + Development + 10yr Growth)]

Wyong Road x Tumbi Road x Watson Avenue
Development Sat Peak
11:00am - 12:00pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Tumbi Road															
1	L2	All MCs	979	1.6	979	1.6	0.883	60.3	LOS E ¹¹	37.2	264.0	0.97	0.97	1.14	28.0
2	T1	All MCs	1	0.0	1	0.0	0.378	72.4	LOS F ¹¹	6.0	41.9	0.95	0.78	0.95	30.8
3	R2	All MCs	101	0.0	101	0.0	0.378	76.7	LOS F ¹¹	6.0	41.9	0.95	0.78	0.95	34.3
Approach			1081	1.5	1081	1.5	0.883	61.8	LOS E ¹¹	37.2	264.0	0.97	0.95	1.12	28.8
East: Wyong Road															
4	L2	All MCs	72	0.0	72	0.0	* 1.213	225.3	LOS F ¹¹	100.3	708.4	1.00	1.56	2.34	14.7
5	T1	All MCs	1284	1.1	1284	1.1	* 1.213	252.3	LOS F ¹¹	100.3	708.4	1.00	1.79	2.35	7.9
6	R2	All MCs	5	0.0	5	0.0	0.014	62.7	LOS E ¹¹	0.2	1.7	0.83	0.65	0.83	30.7
Approach			1361	1.1	1361	1.1	1.213	250.2	LOS F ¹¹	100.3	708.4	1.00	1.77	2.35	8.3
North: Watson Avenue															
7	L2	All MCs	21	0.0	21	0.0	0.058	50.5	LOS D ¹¹	1.1	7.5	0.85	0.69	0.85	30.5
Approach			21	0.0	21	0.0	0.058	50.5	LOS D ¹¹	1.1	7.5	0.85	0.69	0.85	30.5
West: Wyong Road															
10	L2	All MCs	1	0.0	1	0.0	0.716	31.3	LOS C	34.7	246.3	0.84	0.76	0.84	33.0
11	T1	All MCs	1437	1.7	1436	1.7	0.716	24.7	LOS B	34.7	246.3	0.82	0.75	0.82	41.3
12	R2	All MCs	888	0.7	888	0.7	* 1.220	166.6	LOS F ¹¹	62.6	440.6	1.00	1.35	1.87	14.9
Approach			2327	1.3	2325	1.3	1.220	78.9	LOS F ¹¹	62.6	440.6	0.89	0.98	1.22	23.7
All Vehicles			4790	1.3	4788	1.3	1.220	123.6	LOS F ¹¹	100.3	708.4	0.94	1.20	1.52	17.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

¹¹ Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
						Dist] m			sec	m	m/sec
South: Tumbi Road											
P1	Full	1	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
P1B	Slip/Bypass	1	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
East: Wyong Road											
P21	Stage 1	1	27.4	LOS C	0.0	0.0	0.91	0.91	194.1	200.0	1.03
P22	Stage 2	1	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
North: Watson Avenue											
P3	Full	1	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Wyong Road											
P4	Full	3	59.1	LOS E ¹²	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		9	54.6	LOS E ¹²	0.0	0.0	0.95	0.95	221.3	200.0	0.90

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

¹² Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

MOVEMENT SUMMARY

Site: 604 [604 Mingara Dr x Hansens Rd x Site Access DEV AM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday DEV+GR AM (Network Folder: Base Case + Development + 10yr Growth)]

Mingara Drive x Hansens Road x Site Access
Development AM Peak
7:45am - 8:45am
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hansens Road															
1	L2	All MCs	76	0.0	76	0.0	0.398	6.0	LOS A	3.3	23.6	0.56	0.58	0.56	55.7
3a	R1	All MCs	379	2.6	379	2.6	0.398	9.8	LOS A	3.3	23.6	0.56	0.58	0.56	55.7
Approach			454	2.2	454	2.2	0.398	9.2	LOS A	3.3	23.6	0.56	0.58	0.56	55.7
NorthEast: Mingara Drive															
24a	L1	All MCs	321	1.9	402	1.6	0.404	3.7	LOS A	3.0	21.5	0.05	0.52	0.05	57.0
26a	R1	All MCs	208	0.0	258	0.0	0.404	7.7	LOS A	3.0	21.5	0.05	0.52	0.05	39.9
26u	U	All MCs	20	6.3	24	5.4	0.404	10.8	LOS A	3.0	21.5	0.05	0.52	0.05	39.9
Approach			549	1.3	685	1.1	0.404	5.5	LOS A	3.0	21.5	0.05	0.52	0.05	55.6
West: Site Access															
10a	L1	All MCs	77	0.0	77	0.0	0.086	4.7	LOS A	0.5	3.4	0.55	0.56	0.55	29.7
12	R2	All MCs	6	0.0	6	0.0	0.086	9.5	LOS A	0.5	3.4	0.55	0.56	0.55	56.5
Approach			83	0.0	83	0.0	0.086	5.1	LOS A	0.5	3.4	0.55	0.56	0.55	43.2
All Vehicles			1087	1.6	1222	1.4	0.404	6.8	LOS A	3.3	23.6	0.28	0.54	0.28	55.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 605 [605 Mingara Dr x Hansens Rd x Site Access DEV PM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday DEV+GR PM (Network Folder: Base Case + Development + 10yr Growth)]

Mingara Drive x Hansens Road x Site Access
Development PM Peak
3:15pm-4:15pm
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hansens Road															
1	L2	All MCs	82	0.0	82	0.0	0.477	6.9	LOS A	3.3	23.4	0.70	0.60	0.70	55.5
3a	R1	All MCs	299	0.8	299	0.8	0.477	10.7	LOS A	3.3	23.4	0.70	0.60	0.70	55.5
Approach			381	0.6	381	0.6	0.477	9.9	LOS A	3.3	23.4	0.70	0.60	0.70	55.5
NorthEast: Mingara Drive															
24a	L1	All MCs	241	2.0	231	2.0	0.388	3.8	LOS A	2.8	19.5	0.13	0.54	0.13	56.5
26a	R1	All MCs	357	0.0	343	0.0	0.388	7.8	LOS A	2.8	19.5	0.13	0.54	0.13	37.6
26u	U	All MCs	23	10.5	22	10.5	0.388	11.0	LOS A	2.8	19.5	0.13	0.54	0.13	37.6
Approach			621	1.2	596	1.2	0.388	6.4	LOS A	2.8	19.5	0.13	0.54	0.13	53.3
West: Site Access															
10a	L1	All MCs	223	0.0	223	0.0	0.337	4.7	LOS A	1.7	11.9	0.61	0.56	0.61	28.9
12	R2	All MCs	28	0.0	28	0.0	0.337	9.5	LOS A	1.7	11.9	0.61	0.56	0.61	56.4
Approach			252	0.0	252	0.0	0.337	5.2	LOS A	1.7	11.9	0.61	0.56	0.61	45.6
All Vehicles			1253	0.8	1229	0.8	0.477	7.2	LOS A	3.3	23.4	0.41	0.56	0.41	54.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 606 [606 Mingara Dr x Hansens Rd x Site Access DEV SAT (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Saturday DEV+GR (Network Folder: Base Case + Development + 10yr Growth)]

Mingara Drive x Hansens Road x Site Access
Development Sat Peak
11:00am - 12:00pm
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hansens Road															
1	L2	All MCs	43	0.0	43	0.0	0.154	5.6	LOS A	1.0	7.3	0.48	0.58	0.48	56.0
3a	R1	All MCs	127	1.9	127	1.9	0.154	9.5	LOS A	1.0	7.3	0.48	0.58	0.48	56.0
Approach			170	1.4	170	1.4	0.154	8.5	LOS A	1.0	7.3	0.48	0.58	0.48	56.0
NorthEast: Mingara Drive															
24a	L1	All MCs	111	0.0	106	0.0	0.279	3.9	LOS A	1.6	11.0	0.14	0.57	0.14	56.3
26a	R1	All MCs	295	0.0	281	0.0	0.279	7.9	LOS A	1.6	11.0	0.14	0.57	0.14	36.5
26u	U	All MCs	32	3.8	30	3.8	0.279	11.0	LOS A	1.6	11.0	0.14	0.57	0.14	36.5
Approach			437	0.3	416	0.3	0.279	7.1	LOS A	1.6	11.0	0.14	0.57	0.14	50.6
West: Site Access															
10a	L1	All MCs	261	0.0	261	0.0	0.244	3.6	LOS A	1.5	10.8	0.38	0.48	0.38	31.4
12	R2	All MCs	42	2.9	42	2.9	0.244	8.4	LOS A	1.5	10.8	0.38	0.48	0.38	56.7
Approach			302	0.4	302	0.4	0.244	4.2	LOS A	1.5	10.8	0.38	0.48	0.38	48.5
All Vehicles			910	0.5	889	0.5	0.279	6.4	LOS A	1.6	11.0	0.29	0.54	0.29	52.6

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

Internal Intersection
Development AM Peak
7:45am - 8:45am
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of [Veh.	Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Kidspoint Mingara															
1	L2	All MCs	1	0.0	1	0.0	0.015	4.0	LOS A	0.1	0.5	0.34	0.60	0.34	39.0
2	T1	All MCs	1	0.0	1	0.0	0.015	4.3	LOS A	0.1	0.5	0.34	0.60	0.34	34.4
3	R2	All MCs	15	0.0	15	0.0	0.015	8.8	LOS A	0.1	0.5	0.34	0.60	0.34	27.1
Approach			17	0.0	17	0.0	0.015	8.1	LOS A	0.1	0.5	0.34	0.60	0.34	29.3
East: Site Access															
4	L2	All MCs	100	0.0	120	0.0	0.198	2.8	LOS A	1.1	7.7	0.04	0.44	0.04	38.7
5	T1	All MCs	161	0.0	190	0.0	0.198	3.1	LOS A	1.1	7.7	0.04	0.44	0.04	47.1
6	R2	All MCs	21	0.0	25	0.0	0.198	7.5	LOS A	1.1	7.7	0.04	0.44	0.04	39.4
Approach			282	0.0	334	0.0	0.198	3.3	LOS A	1.1	7.7	0.04	0.44	0.04	44.2
North: Legends Carpark															
7	L2	All MCs	13	0.0	13	0.0	0.013	4.2	LOS A	0.1	0.4	0.19	0.48	0.19	34.4
8	T1	All MCs	1	0.0	1	0.0	0.013	4.3	LOS A	0.1	0.4	0.19	0.48	0.19	38.0
9	R2	All MCs	2	0.0	2	0.0	0.013	9.0	LOS A	0.1	0.4	0.19	0.48	0.19	42.7
Approach			17	0.0	17	0.0	0.013	4.9	LOS A	0.1	0.4	0.19	0.48	0.19	36.9
West: Main Carpark															
10	L2	All MCs	1	0.0	1	0.0	0.043	4.0	LOS A	0.2	1.4	0.14	0.40	0.14	44.9
11	T1	All MCs	55	0.0	55	0.0	0.043	4.2	LOS A	0.2	1.4	0.14	0.40	0.14	44.2
12	R2	All MCs	1	0.0	1	0.0	0.043	8.9	LOS A	0.2	1.4	0.14	0.40	0.14	42.7
Approach			57	0.0	57	0.0	0.043	4.3	LOS A	0.2	1.4	0.14	0.40	0.14	44.2
All Vehicles			373	0.0	426	0.0	0.198	3.7	LOS A	1.1	7.7	0.07	0.44	0.07	43.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 705 [705 Internal Intersection DEV PM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday DEV+GR PM
(Network Folder: Base Case + Development +
10yr Growth)]

Internal Intersection
Development PM Peak
3:15pm-4:15pm
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.					
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Kidspoint Mingara															
1	L2	All MCs	4	0.0	4	0.0	0.045	4.8	LOS A	0.2	1.6	0.47	0.65	0.47	38.1
2	T1	All MCs	1	100.0	1	100.0	0.045	7.0	LOS A	0.2	1.6	0.47	0.65	0.47	30.9
3	R2	All MCs	40	0.0	40	0.0	0.045	9.6	LOS A	0.2	1.6	0.47	0.65	0.47	26.0
Approach			45	2.7	45	2.7	0.045	9.2	LOS A	0.2	1.6	0.47	0.65	0.47	27.8
East: Site Access															
4	L2	All MCs	56	0.0	54	0.0	0.253	2.8	LOS A	1.6	11.0	0.05	0.43	0.05	38.4
5	T1	All MCs	336	0.0	326	0.0	0.253	3.1	LOS A	1.6	11.0	0.05	0.43	0.05	46.6
6	R2	All MCs	51	0.0	50	0.0	0.253	7.5	LOS A	1.6	11.0	0.05	0.43	0.05	39.1
Approach			443	0.0	430	0.0	0.253	3.6	LOS A	1.6	11.0	0.05	0.43	0.05	45.2
North: Legends Carpark															
7	L2	All MCs	43	0.0	43	0.0	0.040	4.8	LOS A	0.2	1.4	0.36	0.51	0.36	33.2
8	T1	All MCs	1	0.0	1	0.0	0.040	5.0	LOS A	0.2	1.4	0.36	0.51	0.36	37.2
9	R2	All MCs	2	0.0	2	0.0	0.040	9.6	LOS A	0.2	1.4	0.36	0.51	0.36	42.2
Approach			46	0.0	46	0.0	0.040	5.1	LOS A	0.2	1.4	0.36	0.51	0.36	34.3
West: Main Carpark															
10	L2	All MCs	1	0.0	1	0.0	0.132	4.3	LOS A	0.7	4.9	0.25	0.41	0.25	44.0
11	T1	All MCs	171	0.0	171	0.0	0.132	4.5	LOS A	0.7	4.9	0.25	0.41	0.25	42.9
12	R2	All MCs	1	0.0	1	0.0	0.132	9.1	LOS A	0.7	4.9	0.25	0.41	0.25	41.8
Approach			173	0.0	173	0.0	0.132	4.5	LOS A	0.7	4.9	0.25	0.41	0.25	42.9
All Vehicles			708	0.2	695	0.2	0.253	4.3	LOS A	1.6	11.0	0.15	0.45	0.15	43.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 706 [706 Internal Intersection DEV SAT (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Saturday DEV+GR (Network Folder: Base Case + Development + 10yr Growth)]

Internal Intersection
Development Sat Peak
11:00am - 12:00pm
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Kidspoint Mingara															
2	T1	All MCs	1	0.0	1	0.0	0.037	4.6	LOS A	0.2	1.2	0.41	0.63	0.41	33.4
3	R2	All MCs	39	0.0	39	0.0	0.037	9.2	LOS A	0.2	1.2	0.41	0.63	0.41	26.2
Approach			40	0.0	40	0.0	0.037	9.0	LOS A	0.2	1.2	0.41	0.63	0.41	26.5
East: Site Access															
4	L2	All MCs	38	0.0	36	0.0	0.192	2.8	LOS A	1.2	8.3	0.05	0.47	0.05	37.5
5	T1	All MCs	222	0.5	214	0.6	0.192	3.1	LOS A	1.2	8.3	0.05	0.47	0.05	45.7
6	R2	All MCs	72	3.4	69	3.5	0.192	7.5	LOS A	1.2	8.3	0.05	0.47	0.05	38.1
Approach			332	1.1	319	1.1	0.192	4.0	LOS A	1.2	8.3	0.05	0.47	0.05	43.6
North: Legends Carpark															
7	L2	All MCs	70	5.3	70	5.3	0.069	5.1	LOS A	0.3	2.5	0.40	0.54	0.40	32.7
8	T1	All MCs	1	0.0	1	0.0	0.069	5.2	LOS A	0.3	2.5	0.40	0.54	0.40	36.7
9	R2	All MCs	5	0.0	5	0.0	0.069	9.8	LOS A	0.3	2.5	0.40	0.54	0.40	41.9
Approach			76	4.8	76	4.8	0.069	5.4	LOS A	0.3	2.5	0.40	0.54	0.40	33.9
West: Main Carpark															
10	L2	All MCs	17	0.0	17	0.0	0.172	4.4	LOS A	0.9	6.5	0.28	0.42	0.28	43.8
11	T1	All MCs	206	0.0	206	0.0	0.172	4.6	LOS A	0.9	6.5	0.28	0.42	0.28	42.6
Approach			223	0.0	223	0.0	0.172	4.6	LOS A	0.9	6.5	0.28	0.42	0.28	42.8
All Vehicles			671	1.1	658	1.1	0.192	4.7	LOS A	1.2	8.3	0.19	0.47	0.19	41.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 304 [304 Wyong Rd x Site Access DEV AM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Thursday DEV+GR AM
(Network Folder: Base Case + Development +
10yr Growth)]

Wyong Road x Site Access
Development AM Peak
7:45am - 8:45am
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
4	L2	All MCs	5	0.0	4	0.0	0.002	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	48.5
5	T1	All MCs	2183	4.9	1723	5.0	0.464	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			2188	4.9	1728	5.0	0.464	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.5
NorthWest: Wyong Road															
11	T1	All MCs	1593	7.6	1591	6.1	0.432	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1593	7.6	1591	6.1	0.432	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
SouthWest: Site Access															
1	L2	All MCs	31	0.0	31	0.0	0.016	8.0	LOS A	0.0	0.0	0.00	0.53	0.00	42.7
Approach			31	0.0	31	0.0	0.016	8.0	NA	0.0	0.0	0.00	0.53	0.00	42.7
All Vehicles			3812	6.0	3349	6.8	0.464	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 305 [305 Wyong Rd x Site Access DEV PM (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [Thursday DEV+GR PM
(Network Folder: Base Case + Development +
10yr Growth)]

Wyong Road x Site Access
Development PM Peak
3:15pm-4:15pm
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
4	L2	All MCs	37	0.0	35	0.0	0.019	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	48.5
5	T1	All MCs	1731	3.2	1627	3.2	0.430	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			1768	3.1	1662	3.2	0.430	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.2
NorthWest: Wyong Road															
11	T1	All MCs	2706	1.7	2705	1.7	0.940	2.5	LOS A	42.3	300.4	0.00	0.00	0.00	53.4
Approach			2706	1.7	2705	1.7	0.940	2.5	NA	42.3	300.4	0.00	0.00	0.00	53.4
SouthWest: Site Access															
1	L2	All MCs	110	0.0	110	0.0	0.059	7.9	LOS A	0.0	0.0	0.00	0.53	0.00	42.7
Approach			110	0.0	110	0.0	0.059	7.9	NA	0.0	0.0	0.00	0.53	0.00	42.7
All Vehicles			4585	2.2	4477	2.3	0.940	1.8	NA	42.3	300.4	0.00	0.02	0.00	55.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 306 [306 Wyong Rd x Site Access DEV SAT (Site Folder: Base Model + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Network: N101 [Saturday DEV+GR (Network Folder: Base Case + Development + 10yr Growth)]

Wyong Road x Site Access
Development Sat Peak
11:00am - 12:00pm
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back [Veh.	Of Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Wyong Road															
4	L2	All MCs	18	0.0	16	0.0	0.009	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	48.5
5	T1	All MCs	1808	1.8	1660	1.8	0.433	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			1826	1.7	1676	1.8	0.433	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.4
NorthWest: Wyong Road															
11	T1	All MCs	1900	1.6	1899	1.6	0.507	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			1900	1.6	1899	1.6	0.507	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.6
SouthWest: Site Access															
1	L2	All MCs	77	1.6	77	1.6	0.042	7.9	LOS A	0.0	0.0	0.00	0.53	0.00	42.7
Approach			77	1.6	77	1.6	0.042	7.9	NA	0.0	0.0	0.00	0.53	0.00	42.7
All Vehicles			3803	1.7	3652	1.7	0.507	0.3	NA	0.0	0.0	0.00	0.01	0.00	59.2

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

APPENDIX F

Consultation Correspondence

Ben Liddell

From: Timothy Chapman <Timothy.CHAPMAN@transport.nsw.gov.au>
Sent: Monday, 27 November 2023 10:30 AM
To: Ben Liddell
Subject: RE: Seniors Living Development at 14 Mingara Drive, Tumbi Umbi (SSD-63475709) [Our Ref: 23.303]

Thanks Ben

Tim

OFFICIAL

From: Ben Liddell <Ben.Liddell@traffix.com.au>
Sent: Monday, 27 November 2023 10:28 AM
To: Timothy Chapman <Timothy.CHAPMAN@transport.nsw.gov.au>
Cc: Marg Johnston <Marg.Johnston@transport.nsw.gov.au>; michael.cardillo@pariter.com.au; Ben Konetschnik <Ben.KONETSCHNIK@transport.nsw.gov.au>
Subject: RE: Seniors Living Development at 14 Mingara Drive, Tumbi Umbi (SSD-63475709) [Our Ref: 23.303]

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi Tim,

Thank you for your feedback. We have incorporated your comments into our methodology.

Much appreciated.

Regards,

Ben Liddell
Director

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OFFICIAL

From: Timothy Chapman <Timothy.CHAPMAN@transport.nsw.gov.au>
Sent: Thursday, November 23, 2023 9:40 AM
To: Ben Liddell <Ben.Liddell@traffix.com.au>
Cc: Marg Johnston <Marg.Johnston@transport.nsw.gov.au>; Shenara Wanigasekera <Shenara.Wanigasekera@traffix.com.au>; michael.cardillo@pariter.com.au; Ben Konetschnik <Ben.KONETSCHNIK@transport.nsw.gov.au>
Subject: RE: Seniors Living Development at 14 Mingara Drive, Tumby Umbi (SSD-63475709) [Our Ref: 23.303]

Hi Ben

Thank you for the early engagement.

We agree with the proposed locations. Could you please extend to 9.30am to ensure capture of the peak and start PM counts at 2.30pm to capture the school peak. Counts should be done on a Tuesday, Wednesday or Thursday and should separate light and heavy vehicles and include pedestrians and cyclists.

Please consider the Saturday peak as Google maps indicates some congestion around the access into Mingara.

Any questions please call.

Regards

Tim Chapman

Development Services Case Officer
Development Services
Regional and Outer Metropolitan
Transport for NSW

M 0412274356 **E** timothy.chapman@transport.nsw.gov.au

6 Stewart Avenue, Newcastle West 2302

I work flexibly. Unless it suits you, I don't expect you to read or respond to my emails outside of your normal work hours.



I recognise and acknowledge that modern New South Wales is an overlay on Aboriginal land and that many of the transport routes of today follow songlines Aboriginal people have followed for tens of thousands of years. I pay my respects to the Aboriginal people of NSW and Elders past and present.

Please consider the environment before printing this email.

OFFICIAL

From: Ben Liddell <Ben.Liddell@traffix.com.au>

Sent: Wednesday, 22 November 2023 3:04 PM

To: Timothy Chapman <Timothy.CHAPMAN@transport.nsw.gov.au>; Development North <Development.North@transport.nsw.gov.au>

Cc: Marg Johnston <Marg.Johnston@transport.nsw.gov.au>; Shenara Wanigasekera <Shenara.Wanigasekera@traffix.com.au>; michael.cardillo@pariter.com.au

Subject: RE: Seniors Living Development at 14 Mingara Drive, Tumbi Umbi (SSD-63475709) [Our Ref: 23.303]

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Hi Tim,

Thank you for the call last week. As discussed, we are looking to commence our traffic studies in the area and would like TfNSW's endorsement of the proposed survey scope.

We propose conducting traffic intersection counts at the following locations:

Public Intersections (RED)

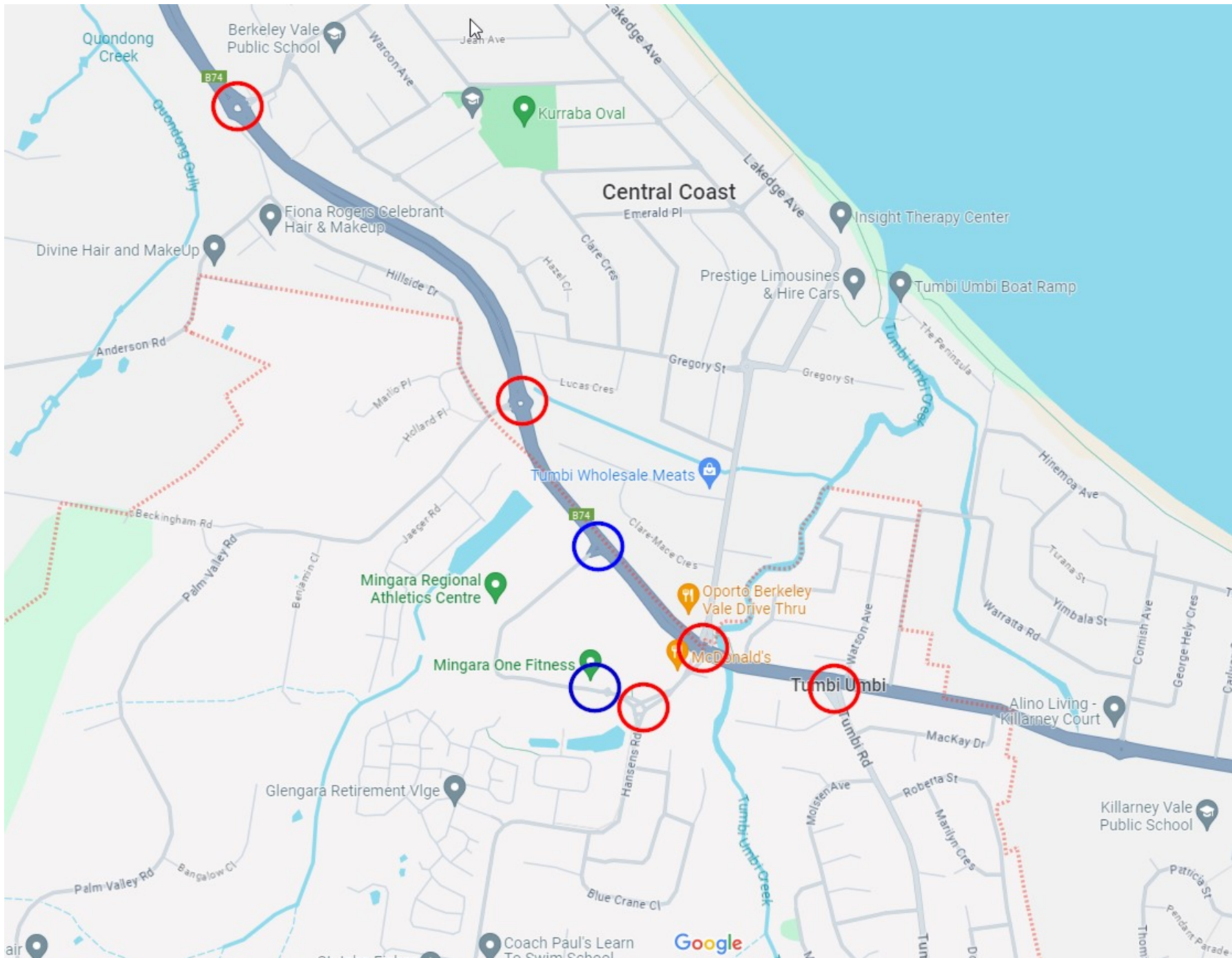
- Wyong Road / Pindarri Avenue
- Wyong Road / Beckingham Road
- Wyong Road / Mingara Drive / Tumbi Creek Road
- Mingara Drive / Hansens Road
- Wyong Road / Tumbi Road

Driveway Intersections (BLUE)

- Wyong Road / Mingara Recreation Club
- Mingara Recreation Club / Hansens Road

Counts will be undertaken on a typical weekday (outside of school holiday periods) between 7am-9am and 4pm-6pm.

Are you able to confirm TfNSW is supportive of the proposed survey extent? We would like to commence our works before the December school holidays commence.



Regards,

Ben Liddell
Director

TRAFFIX

 Suite 2.08, 50 Holt St, Surry Hills, NSW, 2010

 02 8324 8700

 0410 460 043

 www.traffix.com.au

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OFFICIAL

From: Timothy Chapman <Timothy.CHAPMAN@transport.nsw.gov.au>

Sent: Thursday, November 16, 2023 1:23 PM

To: Ben Liddell <Ben.Liddell@traffix.com.au>; Development North <Development.North@transport.nsw.gov.au>

Cc: Marg Johnston <Marg.Johnston@transport.nsw.gov.au>; Shenara Wanigasekera <Shenara.Wanigasekera@traffix.com.au>; michael.cardillo@pariter.com.au

Subject: RE: Seniors Living Development at 14 Mingara Drive, Tumby Umbi (SSD-63475709) [Our Ref: 23.303]

Hi Ben

Thank you for our phone discussion today. With regards to scope for intersection modelling, as discussed, please send through a map of proposed scope and I will consult internally and get back to you. Happy to have a meeting next week if required.

Regards

Tim Chapman

Development Services Case Officer

Development Services

Regional and Outer Metropolitan

Transport for NSW

M 0412274356 **E** timothy.chapman@transport.nsw.gov.au

6 Stewart Avenue, Newcastle West 2302

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Transport
for NSW



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OFFICIAL

From: Ben Liddell <Ben.Liddell@traffix.com.au>

Sent: Tuesday, 14 November 2023 1:50 PM

To: Development North <Development.North@transport.nsw.gov.au>; Shengxi Lin <Shengxi.Lin@transport.nsw.gov.au>

Cc: Marg Johnston <Marg.Johnston@transport.nsw.gov.au>; Shenara Wanigasekera <Shenara.Wanigasekera@traffix.com.au>; michael.cardillo@pariter.com.au

Subject: Seniors Living Development at 14 Mingara Drive, Tumbi Umbi (SSD-63475709) [Our Ref: 23.303]

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Assign to Tim

Hi Shengxi,

I hope you have been well. The purpose of this correspondence is to notify TfNSW that TRAFFIX is the traffic consultant preparing the Transport and Accessibility Impact Assessment in support of a proposed seniors housing State Significant Development (SSD-63475709) at 14 Mingara Drive, Tumbi Umbi.

I would like to arrange a brief MS Teams meeting this next week (if you are available) to discuss the proposed development and the proposed scope of our intersection studies. This meeting will allow us to clarify a few items before commencing our key intersection studies.

Are you able to provide your availability next week? We are happy to work around your availability. Once a time is locked in, I can provide an agenda for the meeting.

Please give me a call if you need to discuss.

Regards,

Ben Liddell
Director

TRAFFIX

 Suite 2.08, 50 Holt St, Surry Hills, NSW, 2010

 02 8324 8700

 0410 460 043

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APPENDIX G

SCATS Data

Report: Periodic statistics for site 3732

15 minute intervals

From: Thursday, 30 November 2023, 12:00:00 AM AEDT

To: Thursday, 30 November 2023, 11:59:59 PM AEDT

Thursday, 30 November 2023, 12:00:00 AM AEDT to Thursday, 30 November 2023, 12:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
Unknown phase	1	11	11	11	11
A phase	9	15	227	67	611
D phase	4	14	15	14	57
E phase	3	14	17	15	46
G phase	5	14	31	18	92
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	10	11	255	81	817
Signal group 1	7	18	220	86	602
Signal group 2	6	9	260	97	586
Signal group 3	3	7	23	12	37
Signal group 4	3	7	12	9	28
Signal group 5	3	6	9	7	22
Signal group 6	4	6	9	7	29
Signal group 7	3	6	10	7	23
Signal group 8	4	6	10	7	30
Signal group 9	3	5	9	6	20
Signal group 10	5	9	346	130	652
Signal group 11	6	6	12	8	50
Signal group 12	7	6	23	9	66

Thursday, 30 November 2023, 12:15:00 AM AEDT to Thursday, 30 November 2023, 12:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	14	16	93	41	577
D phase	8	14	14	14	112
E phase	3	14	15	14	43
G phase	8	13	15	13	109
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	13	30	106	62	811
Signal group 1	13	9	85	41	534
Signal group 2	9	9	201	59	535
Signal group 3	3	5	7	6	19
Signal group 4	5	6	9	7	35
Signal group 5	4	6	7	6	26
Signal group 6	6	6	7	6	38
Signal group 7	5	6	7	6	32
Signal group 8	7	6	7	6	44
Signal group 9	4	5	13	9	36
Signal group 10	5	52	245	131	659
Signal group 11	9	6	9	6	61
Signal group 12	9	5	7	6	57

Thursday, 30 November 2023, 12:30:00 AM AEDT to Thursday, 30 November 2023, 12:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	15	16	173	40	604
D phase	8	13	16	14	114
E phase	1	14	14	14	14
G phase	10	13	16	14	144
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	15	29	202	58	876
Signal group 1	12	9	196	48	579
Signal group 2	11	9	166	52	572
Signal group 3	6	5	8	6	39
Signal group 4	5	5	8	6	34
Signal group 5	2	3	9	6	12
Signal group 6	4	3	8	5	23
Signal group 7	5	6	9	7	35
Signal group 8	7	6	8	6	46
Signal group 9	5	5	15	10	52
Signal group 10	7	38	261	99	693
Signal group 11	7	3	9	6	46
Signal group 12	10	3	8	6	62

Thursday, 30 November 2023, 12:45:00 AM AEDT to Thursday, 30 November 2023, 1:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	16	204	63	635
D phase	9	14	18	14	133
E phase	3	13	15	13	41
G phase	4	13	15	14	56
Actual cycle	9	31	236	89	807
Signal group 1	9	9	197	58	522
Signal group 2	10	9	197	56	562
Signal group 3	4	6	7	6	26
Signal group 5	4	5	7	6	25
Signal group 6	5	5	8	6	32
Signal group 7	7	6	10	6	48
Signal group 8	8	6	10	7	56
Signal group 9	7	5	17	10	72
Signal group 10	7	9	273	93	657
Signal group 11	4	5	7	6	25
Signal group 12	9	5	8	6	58

Thursday, 30 November 2023, 1:00:00 AM AEDT to Thursday, 30 November 2023, 1:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	16	16	91	34	553
D phase	9	14	18	14	131
E phase	2	15	16	15	31
G phase	10	14	16	14	144
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	16	30	106	53	859
Signal group 1	13	8	86	39	515
Signal group 2	12	8	89	41	500
Signal group 3	4	7	7	7	28
Signal group 4	6	3	8	6	36

Signal group 5	4	6	10	7	31
Signal group 6	5	6	8	7	35
Signal group 7	6	6	10	6	41
Signal group 8	7	6	7	6	45
Signal group 9	6	5	13	8	50
Signal group 10	7	12	244	90	636
Signal group 11	9	6	24	8	78
Signal group 12	9	6	8	7	63

Thursday, 30 November 2023, 1:15:00 AM AEDT to Thursday, 30 November 2023, 1:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	16	197	79	555
D phase	6	14	15	14	86
G phase	5	14	15	14	72
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	7	31	225	97	685
Signal group 1	6	8	190	92	555
Signal group 2	6	23	204	85	511
Signal group 3	3	6	7	6	20
Signal group 4	2	6	8	7	14
Signal group 6	3	7	7	7	21
Signal group 7	3	6	6	6	18
Signal group 8	6	6	7	6	39
Signal group 9	3	5	13	10	31
Signal group 10	2	113	273	193	386
Signal group 11	2	6	8	7	14
Signal group 12	6	6	7	6	41

Thursday, 30 November 2023, 1:30:00 AM AEDT to Thursday, 30 November 2023, 1:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	16	244	100	702
D phase	6	14	15	14	85
G phase	6	14	15	14	85
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	6	30	272	138	828
Signal group 1	6	8	237	107	643
Signal group 2	6	22	237	124	744
Signal group 4	6	6	7	6	38
Signal group 6	1	7	7	7	7
Signal group 7	5	6	6	6	30
Signal group 8	6	6	7	6	37
Signal group 9	5	5	5	5	25
Signal group 11	6	6	7	6	38
Signal group 12	1	7	7	7	7

Thursday, 30 November 2023, 1:45:00 AM AEDT to Thursday, 30 November 2023, 2:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	15	16	208	39	592
D phase	10	14	16	14	143
G phase	10	13	17	14	145

Actual cycle	14	30	235	61	864
Signal group 1	12	8	201	47	565
Signal group 2	12	8	214	45	547
Signal group 3	6	1	8	5	32
Signal group 4	5	6	9	7	36
Signal group 6	4	6	8	7	28
Signal group 7	6	6	7	6	38
Signal group 8	10	6	8	6	66
Signal group 9	6	5	13	10	63
Signal group 10	6	36	349	121	729
Signal group 11	5	6	9	7	36
Signal group 12	10	1	8	6	60

Thursday, 30 November 2023, 2:00:00 AM AEDT to Thursday, 30 November 2023, 2:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	5	34	197	128	643
D phase	5	14	14	14	70
G phase	4	13	15	14	57
Actual cycle	5	63	211	154	770
Signal group 1	5	27	190	121	608
Signal group 2	4	27	162	111	447
Signal group 3	1	6	6	6	6
Signal group 4	4	5	7	6	26
Signal group 6	1	7	7	7	7
Signal group 7	4	6	6	6	24
Signal group 8	5	6	7	6	31
Signal group 9	4	5	5	5	20
Signal group 11	4	5	7	6	26
Signal group 12	2	6	7	6	13

Thursday, 30 November 2023, 2:15:00 AM AEDT to Thursday, 30 November 2023, 2:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	5	45	303	115	575
D phase	6	14	15	14	86
G phase	5	13	14	13	69
Actual cycle	5	71	332	140	702
Signal group 1	5	52	296	116	582
Signal group 2	5	38	296	110	553
Signal group 3	3	6	7	6	20
Signal group 4	2	5	7	6	12
Signal group 6	3	6	7	6	20
Signal group 7	3	6	7	6	19
Signal group 8	6	6	7	6	39
Signal group 9	3	6	13	10	32
Signal group 10	2	144	381	262	525
Signal group 11	2	5	7	6	12
Signal group 12	5	6	21	9	48

Thursday, 30 November 2023, 2:30:00 AM AEDT to Thursday, 30 November 2023, 2:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	5	16	253	69	347
D phase	3	14	14	14	42

E phase	1	14	14	14	14
G phase	4	13	15	13	55
Nominal cycle length	1	70	70	70	70
Active cycle length	1	70	70	70	70
Actual cycle	5	30	267	88	443
Signal group 1	5	8	246	64	324
Signal group 2	2	9	38	23	47
Signal group 3	1	6	6	6	6
Signal group 4	3	6	7	6	20
Signal group 5	1	6	6	6	6
Signal group 6	3	6	7	6	19
Signal group 7	1	7	7	7	7
Signal group 8	3	6	7	6	20
Signal group 9	1	6	6	6	6
Signal group 11	4	6	7	6	26
Signal group 12	3	6	20	11	33

Thursday, 30 November 2023, 2:45:00 AM AEDT to Thursday, 30 November 2023, 3:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	16	223	46	510
D phase	11	13	15	14	154
G phase	5	13	16	14	71
Nominal cycle length	1	40	40	40	40
Active cycle length	1	40	40	40	40
Actual cycle	11	30	237	64	707
Signal group 1	11	8	216	39	435
Signal group 2	10	16	257	51	512
Signal group 4	5	4	9	6	32
Signal group 5	2	6	7	6	13
Signal group 6	5	5	7	5	29
Signal group 7	6	6	7	6	37
Signal group 8	9	5	7	5	53
Signal group 9	6	5	13	7	46
Signal group 10	1	172	172	172	172
Signal group 11	7	4	9	6	45
Signal group 12	5	5	7	5	29

Thursday, 30 November 2023, 3:00:00 AM AEDT to Thursday, 30 November 2023, 3:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	16	109	43	568
D phase	12	14	17	14	176
E phase	1	12	12	12	12
G phase	9	13	15	14	129
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	12	30	134	68	827
Signal group 1	12	13	128	42	512
Signal group 2	13	19	117	44	575
Signal group 3	2	6	6	6	12
Signal group 4	7	4	8	6	44
Signal group 5	3	3	9	6	18
Signal group 6	2	3	9	6	12
Signal group 7	12	6	9	6	79

Signal group 8	11	6	9	6	72
Signal group 9	12	5	16	7	90
Signal group 10	4	32	236	131	526
Signal group 11	10	3	9	6	62
Signal group 12	4	3	9	6	24

Thursday, 30 November 2023, 3:15:00 AM AEDT to Thursday, 30 November 2023, 3:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	16	198	45	596
D phase	9	13	14	13	125
E phase	1	20	20	20	20
G phase	8	13	16	14	116
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	13	29	232	64	842
Signal group 1	12	8	191	43	523
Signal group 2	10	8	204	60	609
Signal group 3	2	6	8	7	14
Signal group 4	6	5	8	6	40
Signal group 5	4	6	12	7	31
Signal group 6	3	5	12	7	23
Signal group 7	7	6	7	6	44
Signal group 8	6	5	7	6	37
Signal group 9	7	5	13	9	67
Signal group 10	5	8	376	139	698
Signal group 11	10	5	12	7	71
Signal group 12	5	5	12	7	37

Thursday, 30 November 2023, 3:30:00 AM AEDT to Thursday, 30 November 2023, 3:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	16	259	81	654
D phase	6	14	17	14	87
G phase	6	13	18	15	91
Actual cycle	7	33	273	106	746
Signal group 1	7	8	265	92	647
Signal group 2	7	10	252	91	638
Signal group 3	4	5	8	7	28
Signal group 4	3	7	15	10	30
Signal group 5	1	6	6	6	6
Signal group 6	1	6	6	6	6
Signal group 7	6	6	10	7	43
Signal group 8	6	6	10	7	43
Signal group 9	6	5	16	11	69
Signal group 10	4	10	252	164	659
Signal group 11	4	6	15	9	36
Signal group 12	5	5	8	6	34

Thursday, 30 November 2023, 3:45:00 AM AEDT to Thursday, 30 November 2023, 4:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	15	15	131	34	520
D phase	7	14	17	14	102
E phase	1	12	12	12	12

G phase	11	13	20	15	169
Actual cycle	15	29	154	53	803
Signal group 1	13	8	124	36	468
Signal group 2	10	9	179	50	504
Signal group 3	3	6	8	7	21
Signal group 4	8	6	12	8	64
Signal group 5	3	3	9	6	18
Signal group 6	2	3	7	5	10
Signal group 7	6	6	9	6	40
Signal group 8	5	6	7	6	32
Signal group 9	6	5	16	9	58
Signal group 10	5	9	224	102	511
Signal group 11	11	3	12	7	82
Signal group 12	5	3	8	6	31

Thursday, 30 November 2023, 4:00:00 AM AEDT to Thursday, 30 November 2023, 4:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	16	151	44	489
D phase	7	14	15	14	99
G phase	9	13	21	15	137
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	11	29	182	63	696
Split plan 2	1	70	70	70	70
Signal group 1	9	8	159	53	480
Signal group 2	8	8	158	59	479
Signal group 3	6	5	7	6	39
Signal group 4	5	6	13	9	45
Signal group 5	2	6	6	6	12
Signal group 6	1	7	7	7	7
Signal group 7	6	6	7	6	38
Signal group 8	5	6	7	6	33
Signal group 9	6	5	14	9	59
Signal group 10	7	8	210	77	540
Signal group 11	7	6	13	8	57
Signal group 12	7	5	7	6	46

Thursday, 30 November 2023, 4:15:00 AM AEDT to Thursday, 30 November 2023, 4:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	16	175	54	594
D phase	6	13	15	13	83
E phase	4	14	17	15	61
G phase	7	13	16	14	101
Nominal cycle length	3	40	70	60	180
Active cycle length	3	40	70	60	180
Actual cycle	11	33	203	74	824
Signal group 1	9	23	168	66	598
Signal group 2	10	9	168	53	536
Signal group 3	6	6	9	7	42
Signal group 4	2	7	7	7	14
Signal group 5	5	6	9	7	36
Signal group 6	4	7	20	10	43
Signal group 7	5	5	7	6	32

Signal group 8	5	5	7	6	31
Signal group 9	5	6	13	11	58
Signal group 10	9	10	271	68	612
Signal group 11	7	6	9	7	50
Signal group 12	9	6	34	10	93

Thursday, 30 November 2023, 4:30:00 AM AEDT to Thursday, 30 November 2023, 4:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	16	16	103	32	512
D phase	11	14	15	14	156
E phase	4	14	15	14	57
G phase	10	13	17	14	147
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	16	30	130	52	842
Split plan 2	1	40	40	40	40
Signal group 1	12	9	92	38	465
Signal group 2	15	8	111	30	464
Signal group 3	6	5	9	6	40
Signal group 4	4	6	9	7	30
Signal group 5	6	4	7	5	35
Signal group 6	6	4	7	5	35
Signal group 7	9	6	7	6	56
Signal group 8	9	6	7	6	56
Signal group 9	9	5	13	7	71
Signal group 10	10	9	165	47	478
Signal group 11	10	4	9	6	65
Signal group 12	11	5	19	7	83

Thursday, 30 November 2023, 4:45:00 AM AEDT to Thursday, 30 November 2023, 5:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	18	16	29	21	391
D phase	7	12	21	14	104
E phase	6	14	21	16	100
G phase	17	13	33	17	297
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	17	29	78	48	823
Signal group 1	14	9	71	27	383
Signal group 2	15	9	50	24	360
Signal group 3	11	6	15	9	100
Signal group 4	11	5	26	10	116
Signal group 5	9	6	27	10	98
Signal group 6	6	6	22	11	66
Signal group 7	6	3	13	7	44
Signal group 8	2	6	13	9	19
Signal group 9	6	3	20	9	56
Signal group 10	14	9	50	26	368
Signal group 11	13	5	42	19	252
Signal group 12	14	6	24	10	144
Signal group 13	1	7	7	7	7
Signal group 14	1	6	6	6	6
Signal group 15	1	7	7	7	7

Signal group 16	1	6	6	6	6
Pedestrian movement 1	1	7	7	7	7
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	1	7	7	7	7
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 5:00:00 AM AEDT to Thursday, 30 November 2023, 5:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	21	15	30	20	426
D phase	11	13	17	15	165
E phase	4	14	20	16	64
G phase	15	13	22	15	225
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	21	30	59	41	862
Split plan 2	1	70	70	70	70
Signal group 1	20	8	48	20	415
Signal group 2	17	9	71	24	417
Signal group 3	8	6	14	8	64
Signal group 4	7	5	8	6	46
Signal group 5	10	6	12	7	79
Signal group 6	6	6	12	8	48
Signal group 7	9	6	10	7	67
Signal group 8	5	6	10	7	35
Signal group 9	9	1	16	11	99
Signal group 10	15	13	86	33	502
Signal group 11	16	6	19	8	133
Signal group 12	12	6	25	10	128

Thursday, 30 November 2023, 5:15:00 AM AEDT to Thursday, 30 November 2023, 5:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	15	16	39	26	403
D phase	9	13	20	15	140
E phase	7	14	25	17	122
G phase	13	14	27	17	225
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	14	35	77	57	809
Split plan 2	5	70	140	92	460
Split plan 4	4	70	140	87	350
Signal group 1	13	8	76	32	424
Signal group 2	15	13	35	21	327
Signal group 3	12	1	13	7	86
Signal group 4	6	2	19	9	54
Signal group 5	11	6	21	10	119
Signal group 6	9	6	20	10	96
Signal group 7	6	6	12	8	51
Signal group 8	4	6	8	7	28
Signal group 9	6	6	19	11	68
Signal group 10	15	13	35	25	386
Signal group 11	13	2	34	14	193
Signal group 12	15	6	34	15	225
Signal group 15	1	6	6	6	6

Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 5:30:00 AM AEDT to Thursday, 30 November 2023, 5:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	25	45	33	439
D phase	10	14	20	15	152
E phase	5	14	26	18	92
G phase	11	14	27	18	206
Nominal cycle length	1	82	82	82	82
Active cycle length	1	82	82	82	82
Actual cycle	13	55	91	68	889
Split plan 2	2	70	210	140	280
Split plan 4	2	70	70	70	140
Signal group 1	13	18	53	33	437
Signal group 2	13	20	38	29	380
Signal group 3	9	6	19	11	101
Signal group 4	7	7	12	9	66
Signal group 5	10	6	18	9	93
Signal group 6	6	9	25	17	104
Signal group 7	6	7	12	8	48
Signal group 8	5	6	10	7	37
Signal group 9	6	6	14	10	61
Signal group 10	12	20	78	38	460
Signal group 11	11	7	35	18	206
Signal group 12	13	7	39	17	221

Thursday, 30 November 2023, 5:45:00 AM AEDT to Thursday, 30 November 2023, 6:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	34	66	45	411
D phase	9	14	19	15	139
E phase	6	15	18	15	94
G phase	9	15	30	21	195
Nominal cycle length	9	82	92	87	785
Active cycle length	9	82	92	87	785
Actual cycle	8	82	110	91	733
Split plan 1	1	252	252	252	252
Signal group 1	9	27	69	40	364
Signal group 2	9	30	64	43	387
Signal group 3	9	6	23	10	94
Signal group 4	9	7	21	13	120
Signal group 5	8	6	22	11	91
Signal group 6	6	7	24	10	60
Signal group 7	8	6	11	8	66
Signal group 8	5	6	10	7	39
Signal group 9	8	5	10	7	58
Signal group 10	9	30	78	51	461
Signal group 11	9	18	39	28	260
Signal group 12	9	9	40	20	187

Thursday, 30 November 2023, 6:00:00 AM AEDT to Thursday, 30 November 2023, 6:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	24	58	38	380
D phase	9	14	20	16	146
E phase	9	13	18	15	142
G phase	10	14	23	18	185
Nominal cycle length	10	75	104	87	874
Active cycle length	10	75	104	87	874
Actual cycle	10	62	110	85	853
Split plan 2	1	323	323	323	323
Split plan 4	1	152	152	152	152
Signal group 1	10	17	51	31	313
Signal group 2	10	17	63	39	391
Signal group 3	5	7	15	9	47
Signal group 4	10	7	16	11	112
Signal group 5	9	3	12	8	72
Signal group 6	9	6	20	9	85
Signal group 7	8	7	13	9	76
Signal group 8	9	6	13	8	72
Signal group 9	8	6	12	8	68
Signal group 10	10	30	77	52	521
Signal group 11	10	7	36	25	256
Signal group 12	10	6	37	16	164

Thursday, 30 November 2023, 6:15:00 AM AEDT to Thursday, 30 November 2023, 6:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	38	58	48	435
D phase	10	14	21	16	166
E phase	7	13	18	15	105
G phase	9	16	26	19	177
Nominal cycle length	9	93	103	96	864
Active cycle length	9	93	103	96	864
Actual cycle	8	83	106	96	770
Signal group 1	9	31	51	41	372
Signal group 2	9	31	67	45	405
Signal group 3	8	6	16	9	74
Signal group 4	9	8	19	12	109
Signal group 5	7	6	25	9	69
Signal group 6	8	6	20	8	71
Signal group 7	8	7	14	10	81
Signal group 8	9	6	13	8	75
Signal group 9	7	6	13	9	67
Signal group 10	9	27	84	55	498
Signal group 11	9	16	43	25	233
Signal group 12	9	10	26	20	182
Signal group 13	1	6	6	6	6
Signal group 14	1	11	11	11	11
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 2	1	11	11	11	11
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 6:30:00 AM AEDT to Thursday, 30 November 2023, 6:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	42	64	52	474
D phase	8	14	20	15	126
E phase	8	14	18	15	125
G phase	9	15	20	17	155
Nominal cycle length	8	93	113	102	817
Active cycle length	8	93	113	102	817
Actual cycle	8	88	115	100	806
Signal group 1	9	35	57	45	411
Signal group 2	9	39	57	46	421
Signal group 3	9	7	11	8	73
Signal group 4	9	7	13	10	91
Signal group 5	8	6	20	9	75
Signal group 6	8	6	21	9	76
Signal group 7	7	7	13	8	62
Signal group 8	8	6	10	8	64
Signal group 9	6	6	9	7	43
Signal group 10	9	39	74	60	541
Signal group 11	8	22	39	27	221
Signal group 12	8	7	36	22	176
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 6:45:00 AM AEDT to Thursday, 30 November 2023, 7:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	42	57	51	410
D phase	8	14	21	16	129
E phase	8	14	17	15	124
G phase	8	22	35	28	227
Nominal cycle length	8	107	116	111	888
Active cycle length	8	107	116	111	888
Actual cycle	7	98	116	109	767
Split plan 3	1	227	227	227	227
Signal group 1	8	35	53	45	363
Signal group 2	8	41	62	53	424
Signal group 3	8	6	20	12	98
Signal group 4	8	9	27	20	160
Signal group 5	8	6	9	7	60
Signal group 6	9	6	24	10	90
Signal group 7	6	7	11	8	50
Signal group 8	8	6	14	8	69
Signal group 9	6	6	10	7	44
Signal group 10	8	45	77	65	520
Signal group 11	8	25	42	33	268
Signal group 12	8	21	50	30	243
Signal group 14	1	9	9	9	9
Pedestrian movement 2	1	11	11	11	11

Thursday, 30 November 2023, 7:00:00 AM AEDT to Thursday, 30 November 2023, 7:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	44	68	56	454
D phase	8	14	20	16	129
E phase	7	15	19	16	116
G phase	8	20	29	23	190
Nominal cycle length	8	105	119	112	896
Active cycle length	8	105	119	112	896
Actual cycle	7	97	125	113	796
Split plan 2	1	110	110	110	110
Signal group 1	8	37	61	49	398
Signal group 2	8	44	82	59	476
Signal group 3	5	7	13	10	51
Signal group 4	7	13	22	16	116
Signal group 5	8	7	11	8	70
Signal group 6	8	7	11	8	70
Signal group 7	8	6	13	9	72
Signal group 8	8	6	13	8	71
Signal group 9	6	5	10	7	45
Signal group 10	8	59	97	75	603
Signal group 11	7	28	39	33	232
Signal group 12	8	8	31	18	145
Signal group 13	1	6	6	6	6
Signal group 15	1	6	6	6	6
Signal group 16	2	6	6	6	12
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 7:15:00 AM AEDT to Thursday, 30 November 2023, 7:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	46	75	58	468
D phase	7	16	21	18	128
E phase	7	13	24	16	118
G phase	8	18	30	21	173
Nominal cycle length	7	107	121	114	804
Active cycle length	7	107	121	114	804
Actual cycle	7	98	123	112	790
Signal group 1	8	39	68	53	430
Signal group 2	8	39	68	54	432
Signal group 3	8	8	19	11	91
Signal group 4	7	11	23	15	106
Signal group 5	7	6	16	10	72
Signal group 6	7	5	24	11	79
Signal group 7	6	6	14	10	65
Signal group 8	7	7	14	9	66
Signal group 9	4	5	12	9	37
Signal group 10	7	53	76	68	479
Signal group 11	7	12	37	30	211
Signal group 12	7	16	41	28	201
Signal group 13	1	9	9	9	9
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 1	1	9	9	9	9

Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 7:30:00 AM AEDT to Thursday, 30 November 2023, 7:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	55	71	60	425
D phase	7	14	15	14	99
E phase	8	15	21	17	141
G phase	8	19	26	22	183
Nominal cycle length	7	111	120	116	812
Active cycle length	7	111	120	116	812
Actual cycle	7	112	125	116	814
Signal group 1	7	48	64	53	376
Signal group 2	7	48	66	54	382
Signal group 3	8	12	18	14	116
Signal group 4	8	12	19	15	123
Signal group 5	8	7	13	9	77
Signal group 6	8	7	27	13	105
Signal group 7	5	6	8	7	35
Signal group 8	7	6	8	7	49
Signal group 9	2	5	7	6	12
Signal group 10	7	36	81	64	454
Signal group 11	8	27	37	33	264
Signal group 12	8	7	31	18	148
Signal group 13	2	6	6	6	12
Signal group 14	2	6	6	6	12
Signal group 15	6	6	6	6	36
Signal group 16	5	6	6	6	30
Pedestrian movement 1	2	6	6	6	12
Pedestrian movement 2	2	6	6	6	12
Pedestrian movement 3	6	6	6	6	36
Pedestrian movement 4	5	6	6	6	30

Thursday, 30 November 2023, 7:45:00 AM AEDT to Thursday, 30 November 2023, 8:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	48	63	56	395
D phase	7	16	21	19	134
E phase	7	16	26	19	138
G phase	7	21	37	29	209
Nominal cycle length	4	120	130	126	506
Active cycle length	4	120	130	126	506
Actual cycle	6	117	134	128	768
Split plan 2	1	130	130	130	130
Signal group 1	7	45	56	50	353
Signal group 2	7	41	67	52	368
Signal group 3	7	14	26	19	134
Signal group 4	7	14	30	21	152
Signal group 5	7	8	18	11	82
Signal group 6	7	8	23	13	92
Signal group 7	7	7	14	10	74
Signal group 8	7	9	14	11	80
Signal group 9	5	6	13	9	49
Signal group 10	6	67	88	72	437

Signal group 11	7	34	46	41	290
Signal group 12	7	18	42	32	227
Signal group 13	1	6	6	6	6
Signal group 15	2	6	7	6	13
Signal group 16	3	6	6	6	18
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	2	6	7	6	13
Pedestrian movement 4	3	6	6	6	18

Thursday, 30 November 2023, 8:00:00 AM AEDT to Thursday, 30 November 2023, 8:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	57	69	61	371
D phase	7	14	19	16	115
E phase	7	17	24	20	143
G phase	7	26	36	30	214
Nominal cycle length	6	125	130	127	765
Active cycle length	6	125	130	127	765
Actual cycle	6	124	135	128	773
Signal group 1	7	50	62	54	382
Signal group 2	7	50	62	56	393
Signal group 3	7	17	24	20	144
Signal group 4	7	18	28	22	159
Signal group 5	7	9	16	12	87
Signal group 6	6	9	28	14	86
Signal group 7	5	7	12	9	48
Signal group 8	6	7	11	8	53
Signal group 9	5	6	11	8	43
Signal group 10	6	64	78	72	435
Signal group 11	7	40	46	43	302
Signal group 12	6	38	55	42	256
Signal group 15	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6

Thursday, 30 November 2023, 8:15:00 AM AEDT to Thursday, 30 November 2023, 8:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	50	61	56	392
D phase	7	15	22	19	135
E phase	7	16	21	18	132
G phase	7	26	36	31	217
Nominal cycle length	7	123	130	126	885
Active cycle length	7	123	130	126	885
Actual cycle	6	117	129	124	747
Split plan 2	1	126	126	126	126
Signal group 1	7	45	54	49	348
Signal group 2	7	43	59	52	367
Signal group 3	7	11	29	19	139
Signal group 4	7	19	26	22	159
Signal group 5	7	8	13	10	76
Signal group 6	7	10	30	14	104
Signal group 7	7	7	14	10	76
Signal group 8	8	8	17	12	103
Signal group 9	6	6	13	9	56
Signal group 10	7	64	83	72	505

Signal group 11	7	38	47	41	291
Signal group 12	7	11	50	35	249
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 8:30:00 AM AEDT to Thursday, 30 November 2023, 8:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	49	62	57	400
D phase	6	15	24	19	117
E phase	7	17	21	19	137
G phase	7	29	35	32	228
Nominal cycle length	5	123	130	127	636
Active cycle length	5	123	130	127	636
Actual cycle	6	118	136	128	771
Split plan 1	1	130	130	130	130
Split plan 2	2	129	130	129	259
Split plan 3	1	128	128	128	128
Signal group 1	7	42	55	50	351
Signal group 2	7	42	64	53	377
Signal group 3	7	13	28	21	150
Signal group 4	7	21	27	24	173
Signal group 5	7	9	13	11	81
Signal group 6	6	9	18	13	81
Signal group 7	7	6	14	9	66
Signal group 8	7	8	16	12	84
Signal group 9	7	5	13	8	59
Signal group 10	7	60	85	72	510
Signal group 11	7	40	47	44	310
Signal group 12	6	31	53	42	254

Thursday, 30 November 2023, 8:45:00 AM AEDT to Thursday, 30 November 2023, 9:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	50	59	53	375
D phase	7	15	22	17	124
E phase	8	16	20	18	147
G phase	7	29	34	31	223
Nominal cycle length	6	120	124	121	731
Active cycle length	6	120	124	121	731
Actual cycle	6	121	126	122	736
Split plan 1	1	611	611	611	611
Split plan 2	1	123	123	123	123
Signal group 1	7	43	52	47	331
Signal group 2	7	45	61	52	364
Signal group 3	8	11	26	18	149
Signal group 4	8	22	27	24	193
Signal group 5	8	8	12	10	83
Signal group 6	8	8	12	10	83
Signal group 7	7	8	11	9	65
Signal group 8	7	8	15	10	75
Signal group 9	5	7	10	8	41
Signal group 10	7	65	76	69	488

Signal group 11	8	41	45	42	340
Signal group 12	8	10	45	31	252
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 9:00:00 AM AEDT to Thursday, 30 November 2023, 9:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	37	61	46	374
D phase	7	16	19	17	122
E phase	7	17	21	18	130
G phase	7	29	41	35	251
Nominal cycle length	8	116	128	120	962
Active cycle length	8	116	128	120	962
Actual cycle	7	106	128	116	816
Split plan 4	1	120	120	120	120
Signal group 1	8	30	54	39	318
Signal group 2	7	37	66	51	362
Signal group 3	7	9	28	15	110
Signal group 4	7	22	34	28	202
Signal group 5	7	9	13	10	74
Signal group 6	7	9	26	13	91
Signal group 7	7	9	13	10	76
Signal group 8	8	8	13	9	78
Signal group 9	7	8	12	9	69
Signal group 10	8	34	86	60	485
Signal group 11	7	40	53	47	332
Signal group 12	7	11	52	33	236
Signal group 14	1	9	9	9	9
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 2	1	9	9	9	9
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 9:15:00 AM AEDT to Thursday, 30 November 2023, 9:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	45	69	53	377
D phase	7	15	21	18	127
E phase	8	17	23	19	156
G phase	8	22	35	29	233
Nominal cycle length	7	112	126	117	822
Active cycle length	7	112	126	117	822
Actual cycle	7	103	140	120	843
Split plan 2	1	114	114	114	114
Signal group 1	7	38	62	46	328
Signal group 2	7	40	66	52	369
Signal group 3	8	10	24	16	129
Signal group 4	8	14	28	21	171
Signal group 5	8	9	30	13	107
Signal group 6	8	10	32	16	134
Signal group 7	5	7	13	9	49

Signal group 8	6	9	14	11	67
Signal group 9	3	6	12	8	26
Signal group 10	7	36	74	56	392
Signal group 11	8	33	64	42	342
Signal group 12	8	13	55	35	284
Signal group 14	3	6	10	8	26
Signal group 15	2	6	6	6	12
Signal group 16	3	6	6	6	18
Pedestrian movement 2	3	6	10	8	26
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	3	6	6	6	18

Thursday, 30 November 2023, 9:30:00 AM AEDT to Thursday, 30 November 2023, 9:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	46	58	51	361
D phase	8	18	23	20	160
E phase	8	14	18	16	130
G phase	8	21	29	25	203
Nominal cycle length	9	108	115	111	1006
Active cycle length	9	108	115	111	1006
Actual cycle	7	103	123	113	794
Split plan 1	1	332	332	332	332
Split plan 2	1	114	114	114	114
Signal group 1	7	39	57	46	328
Signal group 2	7	39	51	46	326
Signal group 3	8	12	22	15	123
Signal group 4	8	8	20	15	124
Signal group 5	8	7	15	9	72
Signal group 6	8	9	29	15	122
Signal group 7	6	5	16	9	59
Signal group 8	8	6	16	12	97
Signal group 9	3	6	15	11	34
Signal group 10	7	31	74	56	393
Signal group 11	8	25	43	32	259
Signal group 12	8	10	51	27	221
Signal group 13	2	6	6	6	12
Signal group 14	2	13	13	13	26
Signal group 15	4	6	6	6	24
Signal group 16	5	6	6	6	30
Pedestrian movement 1	2	6	6	6	12
Pedestrian movement 2	2	13	13	13	26
Pedestrian movement 3	4	6	6	6	24
Pedestrian movement 4	5	6	6	6	30

Thursday, 30 November 2023, 9:45:00 AM AEDT to Thursday, 30 November 2023, 10:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	41	58	48	341
D phase	8	15	23	18	150
E phase	7	14	21	16	116
G phase	8	22	37	28	224
Nominal cycle length	9	102	115	109	982
Active cycle length	9	102	115	109	982
Actual cycle	7	101	120	109	769

Split plan 1	2	102	228	165	330
Split plan 2	2	113	217	165	330
Signal group 1	7	34	51	41	292
Signal group 2	7	38	58	47	331
Signal group 3	8	13	20	15	121
Signal group 4	8	12	29	20	163
Signal group 5	7	6	13	8	60
Signal group 6	8	7	15	9	78
Signal group 7	7	7	13	9	66
Signal group 8	8	8	15	11	89
Signal group 9	4	7	12	9	37
Signal group 10	7	56	76	65	456
Signal group 11	8	29	42	34	279
Signal group 12	8	8	43	26	214
Signal group 13	1	6	6	6	6
Signal group 15	2	6	6	6	12
Signal group 16	4	6	7	6	25
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	4	6	7	6	25

Thursday, 30 November 2023, 10:00:00 AM AEDT to Thursday, 30 November 2023, 10:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	41	54	45	360
D phase	9	14	25	17	160
E phase	9	15	21	17	158
G phase	8	21	29	26	210
Nominal cycle length	7	103	113	107	749
Active cycle length	7	103	113	107	749
Actual cycle	7	92	124	106	743
Split plan 1	1	314	314	314	314
Split plan 2	1	111	111	111	111
Split plan 3	1	105	105	105	105
Split plan 4	2	106	111	108	217
Signal group 1	8	34	47	38	304
Signal group 2	8	34	51	42	339
Signal group 3	8	7	22	14	113
Signal group 4	8	11	22	18	150
Signal group 5	9	6	14	10	90
Signal group 6	9	7	29	13	118
Signal group 7	7	7	18	11	77
Signal group 8	9	7	14	10	90
Signal group 9	3	6	12	8	25
Signal group 10	8	30	67	56	448
Signal group 11	8	26	43	36	291
Signal group 12	8	7	55	29	237
Signal group 14	1	6	6	6	6
Signal group 15	3	6	6	6	18
Signal group 16	4	6	6	6	24
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	3	6	6	6	18
Pedestrian movement 4	4	6	6	6	24

Thursday, 30 November 2023, 10:15:00 AM AEDT to Thursday, 30 November 2023, 10:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	30	49	43	345
D phase	8	21	24	22	179
E phase	8	14	19	16	133
G phase	7	21	35	29	207
Nominal cycle length	6	107	120	112	675
Active cycle length	6	107	120	112	675
Actual cycle	7	93	121	111	782
Split plan 3	1	332	332	332	332
Split plan 4	1	336	336	336	336
Signal group 1	8	27	44	38	305
Signal group 2	8	23	65	41	329
Signal group 3	6	12	28	20	122
Signal group 4	7	13	28	19	133
Signal group 5	8	6	14	9	76
Signal group 6	8	7	12	9	79
Signal group 7	8	9	17	13	110
Signal group 8	8	9	16	13	109
Signal group 9	6	9	16	13	79
Signal group 10	8	41	86	61	494
Signal group 11	7	29	45	37	259
Signal group 12	7	7	47	22	156
Signal group 13	1	6	6	6	6
Signal group 15	3	6	6	6	18
Signal group 16	2	6	6	6	12
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	3	6	6	6	18
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 10:30:00 AM AEDT to Thursday, 30 November 2023, 10:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	24	56	37	336
D phase	8	17	24	20	164
E phase	8	14	24	17	138
G phase	8	26	33	29	232
Nominal cycle length	8	88	118	101	811
Active cycle length	8	88	118	101	811
Actual cycle	8	89	130	105	845
Split plan 3	1	224	224	224	224
Split plan 4	1	118	118	118	118
Signal group 1	9	17	49	32	292
Signal group 2	9	22	50	36	332
Signal group 3	7	6	25	17	122
Signal group 4	8	13	25	18	150
Signal group 5	8	6	16	9	74
Signal group 6	9	7	33	14	132
Signal group 7	7	6	11	8	59
Signal group 8	9	8	17	12	113
Signal group 9	6	5	8	7	42
Signal group 10	9	37	74	56	508
Signal group 11	8	27	47	36	288
Signal group 12	8	7	60	34	274

Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 10:45:00 AM AEDT to Thursday, 30 November 2023, 11:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	39	55	44	357
D phase	8	15	23	19	152
E phase	8	16	20	17	140
G phase	8	28	34	29	237
Nominal cycle length	8	104	115	109	872
Active cycle length	8	104	115	109	872
Actual cycle	7	105	125	110	775
Split plan 1	1	115	115	115	115
Split plan 2	2	110	210	160	320
Split plan 3	2	105	106	105	211
Signal group 1	8	32	48	38	307
Signal group 2	8	32	76	45	366
Signal group 3	8	9	22	16	130
Signal group 4	9	11	26	20	183
Signal group 5	8	8	12	9	76
Signal group 6	8	8	30	16	129
Signal group 7	6	6	14	8	53
Signal group 8	8	8	16	12	96
Signal group 9	3	5	13	8	25
Signal group 10	8	31	99	61	492
Signal group 11	9	26	40	35	323
Signal group 12	8	8	33	21	173
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Signal group 15	5	6	6	6	30
Signal group 16	4	6	6	6	24
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	5	6	6	6	30
Pedestrian movement 4	4	6	6	6	24

Thursday, 30 November 2023, 11:00:00 AM AEDT to Thursday, 30 November 2023, 11:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	38	58	46	369
D phase	8	14	25	18	146
E phase	8	14	24	19	152
G phase	7	27	37	31	220
Nominal cycle length	7	111	116	113	795
Active cycle length	7	111	116	113	795
Actual cycle	7	100	133	115	810
Split plan 1	1	114	114	114	114
Split plan 2	1	223	223	223	223
Split plan 3	1	113	113	113	113
Split plan 4	1	114	114	114	114
Signal group 1	8	31	62	41	335
Signal group 2	8	33	54	45	361

Signal group 3	7	11	27	17	119
Signal group 4	7	9	30	21	148
Signal group 5	8	6	27	12	102
Signal group 6	8	9	16	12	98
Signal group 7	8	6	14	9	78
Signal group 8	7	9	18	11	82
Signal group 9	6	5	12	7	46
Signal group 10	8	48	74	61	492
Signal group 11	7	28	56	42	300
Signal group 12	8	11	50	30	245
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 11:15:00 AM AEDT to Thursday, 30 November 2023, 11:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	37	53	45	360
D phase	8	18	24	20	166
E phase	8	15	20	16	135
G phase	7	25	31	28	202
Nominal cycle length	8	107	112	110	880
Active cycle length	8	107	112	110	880
Actual cycle	7	103	120	112	784
Split plan 1	1	111	111	111	111
Split plan 2	2	112	328	220	440
Split plan 3	1	112	112	112	112
Signal group 1	8	34	53	39	316
Signal group 2	8	30	46	40	324
Signal group 3	7	9	23	18	127
Signal group 4	7	14	24	19	136
Signal group 5	8	7	12	8	71
Signal group 6	8	8	28	16	129
Signal group 7	6	6	15	10	60
Signal group 8	8	11	17	13	104
Signal group 9	2	5	14	9	19
Signal group 10	8	33	66	56	451
Signal group 11	7	29	40	36	254
Signal group 12	7	12	58	32	225
Signal group 13	2	6	11	8	17
Signal group 14	1	13	13	13	13
Signal group 15	3	6	6	6	18
Signal group 16	5	6	6	6	30
Pedestrian movement 1	2	6	11	8	17
Pedestrian movement 2	1	13	13	13	13
Pedestrian movement 3	3	6	6	6	18
Pedestrian movement 4	5	6	6	6	30

Thursday, 30 November 2023, 11:30:00 AM AEDT to Thursday, 30 November 2023, 11:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	42	63	47	380
D phase	8	15	21	18	145
E phase	7	14	19	16	118

G phase	8	17	34	27	222
Nominal cycle length	8	108	113	110	881
Active cycle length	8	108	113	110	881
Actual cycle	8	92	122	108	865
Split plan 1	2	111	220	165	331
Split plan 2	2	109	217	163	326
Signal group 1	8	35	56	40	324
Signal group 2	8	36	73	49	394
Signal group 3	7	8	21	13	94
Signal group 4	8	9	27	20	164
Signal group 5	7	6	11	8	62
Signal group 6	8	6	26	12	96
Signal group 7	6	6	13	9	58
Signal group 8	8	8	14	10	87
Signal group 9	5	6	12	9	47
Signal group 10	8	54	88	67	537
Signal group 11	8	21	44	35	282
Signal group 12	8	9	42	26	209
Signal group 13	1	6	6	6	6
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 11:45:00 AM AEDT to Thursday, 30 November 2023, 12:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	38	50	43	301
D phase	8	18	23	21	169
E phase	8	16	19	17	136
G phase	8	26	33	30	246
Nominal cycle length	6	110	114	111	670
Active cycle length	6	110	114	111	670
Actual cycle	7	104	119	112	786
Split plan 2	2	110	226	168	336
Split plan 3	1	112	112	112	112
Signal group 1	7	31	43	36	252
Signal group 2	7	34	51	42	299
Signal group 3	8	9	24	15	125
Signal group 4	8	18	26	23	187
Signal group 5	8	8	14	9	77
Signal group 6	8	8	14	10	80
Signal group 7	8	8	16	12	100
Signal group 8	8	9	16	13	107
Signal group 9	6	7	15	11	70
Signal group 10	7	54	71	63	444
Signal group 11	8	35	47	41	329
Signal group 12	8	8	47	26	211
Signal group 15	3	6	6	6	18
Signal group 16	2	6	6	6	12
Pedestrian movement 3	3	6	6	6	18
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 12:00:00 PM AEDT to Thursday, 30 November 2023, 12:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	39	54	47	331
D phase	8	17	24	19	158
E phase	8	14	19	17	138
G phase	8	28	36	30	244
Nominal cycle length	7	110	117	113	795
Active cycle length	7	110	117	113	795
Actual cycle	7	106	123	115	808
Split plan 1	1	112	112	112	112
Split plan 2	2	113	458	285	571
Signal group 1	7	32	47	40	282
Signal group 2	7	32	54	42	300
Signal group 3	8	13	23	19	158
Signal group 4	8	20	29	23	184
Signal group 5	8	6	11	9	74
Signal group 6	8	9	15	10	87
Signal group 7	8	6	14	10	84
Signal group 8	8	10	17	12	97
Signal group 9	6	7	13	9	59
Signal group 10	7	51	71	62	435
Signal group 11	8	37	46	40	322
Signal group 12	8	10	42	36	288
Signal group 15	1	6	6	6	6
Signal group 16	2	6	6	6	12
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 12:15:00 PM AEDT to Thursday, 30 November 2023, 12:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	39	61	46	325
D phase	8	15	26	19	159
E phase	8	16	20	17	137
G phase	8	25	35	29	237
Nominal cycle length	7	107	119	112	787
Active cycle length	7	107	119	112	787
Actual cycle	7	104	130	113	793
Split plan 2	1	236	236	236	236
Signal group 1	7	32	54	39	276
Signal group 2	7	41	60	48	342
Signal group 3	8	7	20	13	105
Signal group 4	8	17	28	22	179
Signal group 5	8	8	12	9	73
Signal group 6	8	8	27	15	120
Signal group 7	6	6	19	11	67
Signal group 8	8	8	15	12	99
Signal group 9	4	5	10	7	31
Signal group 10	7	56	82	68	479
Signal group 11	8	33	44	39	316
Signal group 12	8	8	53	31	251
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 3	2	6	6	6	12

Pedestrian movement 4	2	6	6	6	12
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Thursday, 30 November 2023, 12:30:00 PM AEDT to Thursday, 30 November 2023, 12:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	40	56	45	317
D phase	8	17	22	20	161
E phase	8	14	21	18	145
G phase	8	23	33	26	215
Nominal cycle length	9	105	113	109	981
Active cycle length	9	105	113	109	981
Actual cycle	7	101	122	109	768
Split plan 1	1	109	109	109	109
Split plan 2	2	111	549	330	660
Signal group 1	8	25	49	36	293
Signal group 2	8	31	49	39	316
Signal group 3	8	9	22	16	130
Signal group 4	8	16	26	19	157
Signal group 5	8	5	13	10	80
Signal group 6	8	9	24	12	101
Signal group 7	7	9	15	12	86
Signal group 8	8	9	15	12	102
Signal group 9	4	10	14	12	48
Signal group 10	7	41	67	56	392
Signal group 11	8	34	41	37	302
Signal group 12	8	10	49	29	239
Signal group 14	1	9	9	9	9
Signal group 15	2	6	6	6	12
Signal group 16	3	6	6	6	18
Pedestrian movement 2	1	10	10	10	10
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	3	6	6	6	18

Thursday, 30 November 2023, 12:45:00 PM AEDT to Thursday, 30 November 2023, 1:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	35	64	45	317
D phase	8	17	22	19	158
E phase	8	15	21	17	137
G phase	8	22	37	31	250
Nominal cycle length	7	112	119	114	804
Active cycle length	7	112	119	114	804
Actual cycle	7	107	137	113	791
Split plan 3	1	691	691	691	691
Split plan 4	1	114	114	114	114
Signal group 1	7	28	57	38	268
Signal group 2	7	38	57	46	327
Signal group 3	8	9	27	15	127
Signal group 4	8	14	30	23	189
Signal group 5	8	7	13	9	73
Signal group 6	8	9	13	10	85
Signal group 7	8	8	14	10	83
Signal group 8	8	9	14	12	98
Signal group 9	5	8	11	9	47
Signal group 10	7	56	77	65	460

Signal group 11	8	35	45	40	326
Signal group 12	8	9	38	21	175
Signal group 15	4	6	6	6	24
Signal group 16	3	6	6	6	18
Pedestrian movement 3	4	6	6	6	24
Pedestrian movement 4	3	6	6	6	18

Thursday, 30 November 2023, 1:00:00 PM AEDT to Thursday, 30 November 2023, 1:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	33	48	43	348
D phase	8	17	20	18	147
E phase	8	19	23	21	169
G phase	8	23	30	26	209
Nominal cycle length	7	106	112	109	763
Active cycle length	7	106	112	109	763
Actual cycle	7	95	114	108	760
Split plan 2	1	107	107	107	107
Split plan 4	2	108	221	164	329
Signal group 1	8	31	47	38	307
Signal group 2	8	26	63	41	329
Signal group 3	7	7	23	16	113
Signal group 4	8	9	22	16	132
Signal group 5	8	11	15	13	105
Signal group 6	8	11	19	14	113
Signal group 7	8	6	11	8	67
Signal group 8	8	9	13	10	87
Signal group 9	6	5	10	7	47
Signal group 10	7	33	64	52	367
Signal group 11	8	29	44	37	301
Signal group 12	8	11	45	31	253
Signal group 14	1	6	6	6	6
Signal group 15	1	7	7	7	7
Signal group 16	2	6	6	6	12
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	1	7	7	7	7
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 1:15:00 PM AEDT to Thursday, 30 November 2023, 1:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	38	55	45	364
D phase	7	16	24	20	145
E phase	8	14	21	17	141
G phase	8	26	32	29	233
Nominal cycle length	7	108	118	112	790
Active cycle length	7	108	118	112	790
Actual cycle	7	104	124	112	786
Split plan 1	1	232	232	232	232
Signal group 1	8	31	48	38	308
Signal group 2	8	35	50	44	353
Signal group 3	8	10	22	15	127
Signal group 4	8	18	25	21	175
Signal group 5	8	6	13	9	77
Signal group 6	8	9	19	13	109

Signal group 7	7	6	12	8	62
Signal group 8	7	9	17	13	94
Signal group 9	6	5	11	8	49
Signal group 10	7	59	70	65	456
Signal group 11	8	34	43	39	316
Signal group 12	8	19	42	33	271
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 1:30:00 PM AEDT to Thursday, 30 November 2023, 1:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	41	58	50	400
D phase	7	16	23	20	141
E phase	8	14	22	18	144
G phase	8	23	31	25	201
Nominal cycle length	6	110	115	113	680
Active cycle length	6	110	115	113	680
Actual cycle	7	110	121	114	801
Split plan 1	1	685	685	685	685
Signal group 1	8	34	51	43	344
Signal group 2	8	34	57	46	373
Signal group 3	8	9	17	13	109
Signal group 4	8	15	24	17	143
Signal group 5	8	6	14	10	80
Signal group 6	8	9	22	13	104
Signal group 7	6	6	15	11	70
Signal group 8	7	9	16	12	88
Signal group 9	5	5	13	10	50
Signal group 10	7	31	78	63	445
Signal group 11	8	32	38	35	287
Signal group 12	8	13	47	32	257
Signal group 14	1	11	11	11	11
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 2	1	11	11	11	11
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 1:45:00 PM AEDT to Thursday, 30 November 2023, 2:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	40	64	46	373
D phase	8	15	25	19	153
E phase	7	15	19	17	120
G phase	8	24	33	30	240
Nominal cycle length	5	109	113	111	556
Active cycle length	5	109	113	111	556
Actual cycle	7	91	128	110	775
Split plan 1	1	225	225	225	225
Split plan 2	1	220	220	220	220
Split plan 3	1	328	328	328	328
Signal group 1	8	33	57	40	324

Signal group 2	8	35	61	44	357
Signal group 3	8	8	24	17	140
Signal group 4	8	16	26	21	173
Signal group 5	7	7	15	9	68
Signal group 6	6	7	27	12	76
Signal group 7	7	6	18	10	75
Signal group 8	8	6	18	11	93
Signal group 9	7	5	17	9	68
Signal group 10	8	57	74	63	506
Signal group 11	8	16	43	37	297
Signal group 12	7	13	57	36	252

Thursday, 30 November 2023, 2:00:00 PM AEDT to Thursday, 30 November 2023, 2:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	41	64	51	413
D phase	7	16	23	19	136
E phase	7	14	21	16	118
G phase	8	22	30	26	214
Nominal cycle length	6	110	116	112	677
Active cycle length	6	110	116	112	677
Actual cycle	7	92	125	112	784
Split plan 2	2	111	112	111	223
Split plan 3	2	110	111	110	221
Signal group 1	8	34	60	45	362
Signal group 2	8	34	57	48	386
Signal group 3	8	9	23	15	121
Signal group 4	8	10	23	19	153
Signal group 5	7	6	13	8	62
Signal group 6	7	8	14	11	80
Signal group 7	7	7	16	9	66
Signal group 8	8	7	16	11	93
Signal group 9	7	6	15	8	59
Signal group 10	8	57	75	66	535
Signal group 11	8	21	40	33	271
Signal group 12	8	17	45	32	257
Signal group 16	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 2:15:00 PM AEDT to Thursday, 30 November 2023, 2:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	40	62	51	360
D phase	7	14	21	17	123
E phase	8	15	22	18	145
G phase	8	26	35	29	238
Nominal cycle length	6	111	123	115	692
Active cycle length	6	111	123	115	692
Actual cycle	7	104	132	117	822
Split plan 2	1	111	111	111	111
Signal group 1	7	33	57	46	325
Signal group 2	7	40	69	49	348
Signal group 3	8	9	23	15	121
Signal group 4	8	12	28	20	166
Signal group 5	8	7	14	10	81

Signal group 6	7	7	18	10	75
Signal group 7	7	7	13	9	67
Signal group 8	7	7	14	10	72
Signal group 9	4	6	12	8	34
Signal group 10	7	23	89	62	436
Signal group 11	8	30	50	38	311
Signal group 12	7	9	35	16	118
Signal group 13	1	6	6	6	6
Signal group 14	1	13	13	13	13
Signal group 15	6	6	6	6	36
Signal group 16	4	6	6	6	24
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 2	1	13	13	13	13
Pedestrian movement 3	6	6	6	6	36
Pedestrian movement 4	4	6	6	6	24

Thursday, 30 November 2023, 2:30:00 PM AEDT to Thursday, 30 November 2023, 2:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	36	64	50	353
D phase	8	16	22	19	152
E phase	8	14	22	16	134
G phase	7	21	40	32	228
Nominal cycle length	7	113	121	117	824
Active cycle length	7	113	121	117	824
Actual cycle	6	93	137	120	720
Split plan 1	1	119	119	119	119
Split plan 2	2	117	120	118	237
Signal group 1	7	29	57	44	310
Signal group 2	7	34	57	49	343
Signal group 3	8	9	28	19	154
Signal group 4	7	10	32	23	167
Signal group 5	8	6	13	8	69
Signal group 6	8	6	14	9	77
Signal group 7	8	6	13	10	82
Signal group 8	8	9	15	11	95
Signal group 9	5	5	12	8	44
Signal group 10	7	19	79	62	440
Signal group 11	7	27	50	41	287
Signal group 12	8	9	45	28	225
Signal group 14	1	11	11	11	11
Signal group 15	3	6	6	6	18
Signal group 16	4	6	6	6	24
Pedestrian movement 2	1	11	11	11	11
Pedestrian movement 3	3	6	6	6	18
Pedestrian movement 4	4	6	6	6	24

Thursday, 30 November 2023, 2:45:00 PM AEDT to Thursday, 30 November 2023, 3:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	43	63	53	424
D phase	7	14	20	17	120
E phase	7	14	18	16	114
G phase	7	27	36	31	217
Nominal cycle length	7	113	124	118	827

Active cycle length	7	113	124	118	827
Actual cycle	7	107	127	118	832
Split plan 3	1	113	113	113	113
Signal group 1	8	36	56	46	368
Signal group 2	8	41	64	53	425
Signal group 3	7	9	23	17	119
Signal group 4	7	20	29	24	168
Signal group 5	7	6	10	8	58
Signal group 6	7	6	14	8	62
Signal group 7	8	7	13	8	71
Signal group 8	8	7	13	10	80
Signal group 9	5	7	12	8	43
Signal group 10	8	41	79	59	477
Signal group 11	7	34	46	40	282
Signal group 12	7	7	41	26	188
Signal group 13	2	6	6	6	12
Signal group 14	3	6	9	8	24
Signal group 15	2	6	6	6	12
Signal group 16	3	6	6	6	18
Pedestrian movement 1	2	6	6	6	12
Pedestrian movement 2	3	6	9	8	24
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	3	6	6	6	18

Thursday, 30 November 2023, 3:00:00 PM AEDT to Thursday, 30 November 2023, 3:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	49	62	54	378
D phase	7	13	21	17	120
E phase	8	15	24	19	153
G phase	7	27	34	31	217
Nominal cycle length	6	117	124	120	725
Active cycle length	6	117	124	120	725
Actual cycle	6	118	128	122	734
Split plan 1	1	488	488	488	488
Split plan 2	1	117	117	117	117
Signal group 1	7	42	55	47	329
Signal group 2	7	42	62	49	347
Signal group 3	8	11	27	22	176
Signal group 4	8	20	27	24	192
Signal group 5	8	7	16	11	89
Signal group 6	8	7	29	13	106
Signal group 7	6	6	10	8	53
Signal group 8	7	6	14	10	71
Signal group 9	3	5	9	7	23
Signal group 10	7	57	79	66	467
Signal group 11	8	37	51	43	345
Signal group 12	8	9	49	29	232
Signal group 13	1	6	6	6	6
Signal group 15	4	6	6	6	24
Signal group 16	3	6	6	6	18
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	4	6	6	6	24
Pedestrian movement 4	3	6	6	6	18

Thursday, 30 November 2023, 3:15:00 PM AEDT to Thursday, 30 November 2023, 3:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	41	60	50	353
D phase	7	19	29	23	166
E phase	7	16	23	19	137
G phase	7	26	33	30	213
Nominal cycle length	7	118	130	125	875
Active cycle length	7	118	130	125	875
Actual cycle	7	114	133	124	869
Split plan 1	1	384	384	384	384
Split plan 2	1	120	120	120	120
Split plan 3	1	118	118	118	118
Signal group 1	7	34	53	44	308
Signal group 2	7	37	53	44	308
Signal group 3	7	19	24	22	158
Signal group 4	7	19	26	22	158
Signal group 5	7	8	15	11	81
Signal group 6	7	14	35	18	132
Signal group 7	6	9	14	12	72
Signal group 8	7	12	22	16	117
Signal group 9	6	8	13	11	66
Signal group 10	7	56	81	67	474
Signal group 11	7	38	48	42	295
Signal group 12	7	43	65	49	346

Thursday, 30 November 2023, 3:30:00 PM AEDT to Thursday, 30 November 2023, 3:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	45	64	55	330
D phase	7	19	24	21	151
E phase	7	16	21	17	124
G phase	7	32	40	34	241
Nominal cycle length	2	128	130	129	258
Active cycle length	2	128	130	129	258
Actual cycle	6	120	136	128	768
Signal group 1	6	38	57	48	288
Signal group 2	6	44	57	49	298
Signal group 3	7	23	32	25	179
Signal group 4	7	25	33	27	192
Signal group 5	7	8	13	9	68
Signal group 6	7	8	17	12	87
Signal group 7	7	8	14	11	80
Signal group 8	7	12	17	14	102
Signal group 9	5	7	13	10	52
Signal group 10	6	65	76	71	428
Signal group 11	7	41	50	45	316
Signal group 12	7	11	49	32	224
Signal group 13	2	6	6	6	12
Signal group 15	3	6	6	6	18
Signal group 16	3	6	6	6	18
Pedestrian movement 1	2	6	6	6	12
Pedestrian movement 3	3	6	6	6	18
Pedestrian movement 4	3	6	6	6	18

Thursday, 30 November 2023, 3:45:00 PM AEDT to Thursday, 30 November 2023, 4:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	54	67	59	355
D phase	7	16	21	19	133
E phase	7	16	24	19	135
G phase	7	28	37	32	229
Nominal cycle length	2	128	130	129	258
Active cycle length	2	128	130	129	258
Actual cycle	6	123	141	130	785
Signal group 1	6	47	60	53	321
Signal group 2	6	47	64	54	327
Signal group 3	7	18	27	22	159
Signal group 4	7	12	30	24	171
Signal group 5	7	8	16	11	79
Signal group 6	7	8	29	15	109
Signal group 7	6	7	12	10	61
Signal group 8	7	9	14	12	84
Signal group 9	2	8	11	9	19
Signal group 10	6	66	85	74	444
Signal group 11	7	36	49	43	306
Signal group 12	7	8	61	28	200
Signal group 13	2	6	6	6	12
Signal group 15	4	6	6	6	24
Signal group 16	4	6	6	6	24
Pedestrian movement 1	2	6	6	6	12
Pedestrian movement 3	4	6	6	6	24
Pedestrian movement 4	4	6	6	6	24

Thursday, 30 November 2023, 4:00:00 PM AEDT to Thursday, 30 November 2023, 4:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	52	76	62	373
D phase	7	15	29	21	152
E phase	7	16	20	16	116
G phase	7	25	34	29	204
Nominal cycle length	7	126	130	128	897
Active cycle length	7	126	130	128	897
Actual cycle	6	118	141	128	769
Signal group 1	6	45	69	56	337
Signal group 2	6	45	74	57	344
Signal group 3	7	12	27	19	138
Signal group 4	7	14	27	20	144
Signal group 5	7	8	11	8	59
Signal group 6	7	8	29	13	96
Signal group 7	6	5	19	11	70
Signal group 8	7	8	22	14	98
Signal group 9	2	16	18	17	34
Signal group 10	6	42	82	68	408
Signal group 11	7	30	43	37	260
Signal group 12	7	8	43	22	159
Signal group 13	3	6	6	6	18
Signal group 14	2	6	11	8	17
Signal group 15	5	6	6	6	30

Signal group 16	4	6	6	6	24
Pedestrian movement 1	3	6	6	6	18
Pedestrian movement 2	2	6	11	8	17
Pedestrian movement 3	5	6	6	6	30
Pedestrian movement 4	4	6	6	6	24

Thursday, 30 November 2023, 4:15:00 PM AEDT to Thursday, 30 November 2023, 4:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	38	61	51	309
D phase	7	18	23	20	144
E phase	7	15	21	17	124
G phase	7	29	38	34	238
Nominal cycle length	7	120	129	125	878
Active cycle length	7	120	129	125	878
Actual cycle	6	107	132	124	747
Split plan 1	1	129	129	129	129
Split plan 2	1	246	246	246	246
Split plan 3	1	120	120	120	120
Signal group 1	6	31	54	44	267
Signal group 2	6	43	58	50	304
Signal group 3	7	13	24	20	145
Signal group 4	7	21	31	26	188
Signal group 5	7	7	13	9	68
Signal group 6	7	7	16	10	76
Signal group 7	7	8	15	10	76
Signal group 8	7	11	16	13	94
Signal group 9	4	7	13	9	39
Signal group 10	6	48	75	66	398
Signal group 11	7	39	48	44	312
Signal group 12	7	8	48	28	196
Signal group 14	1	9	9	9	9
Signal group 15	3	6	6	6	18
Signal group 16	3	6	6	6	18
Pedestrian movement 2	1	9	9	9	9
Pedestrian movement 3	3	6	6	6	18
Pedestrian movement 4	3	6	6	6	18

Thursday, 30 November 2023, 4:30:00 PM AEDT to Thursday, 30 November 2023, 4:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	45	62	53	319
D phase	7	18	26	23	162
E phase	7	16	22	18	126
G phase	7	26	39	33	233
Nominal cycle length	6	124	130	127	766
Active cycle length	6	124	130	127	766
Actual cycle	6	120	144	129	777
Signal group 1	6	38	63	47	285
Signal group 2	6	38	67	52	316
Signal group 3	7	7	29	19	139
Signal group 4	7	11	32	25	176
Signal group 5	7	8	13	9	69
Signal group 6	7	10	32	19	138
Signal group 7	5	9	14	11	55

Signal group 8	7	11	19	16	112
Signal group 9	3	8	10	9	28
Signal group 10	6	60	91	76	459
Signal group 11	7	30	51	43	302
Signal group 12	7	16	64	32	227
Signal group 15	4	6	6	6	24
Signal group 16	4	6	6	6	24
Pedestrian movement 3	4	6	6	6	24
Pedestrian movement 4	4	6	6	6	24

Thursday, 30 November 2023, 4:45:00 PM AEDT to Thursday, 30 November 2023, 5:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	51	59	53	323
D phase	7	21	26	22	158
E phase	7	16	22	17	124
G phase	7	32	38	35	248
Nominal cycle length	2	129	130	129	259
Active cycle length	2	129	130	129	259
Actual cycle	6	125	133	129	779
Split plan 1	1	389	389	389	389
Split plan 2	2	130	130	130	260
Signal group 1	6	44	52	46	281
Signal group 2	6	44	67	52	315
Signal group 3	7	13	31	22	156
Signal group 4	7	25	31	28	199
Signal group 5	7	8	14	9	67
Signal group 6	7	8	30	19	134
Signal group 7	5	6	15	10	53
Signal group 8	7	14	19	15	109
Signal group 9	2	9	14	11	23
Signal group 10	6	42	88	70	423
Signal group 11	7	43	49	46	323
Signal group 12	7	17	70	37	263
Signal group 13	1	6	6	6	6
Signal group 14	2	6	6	6	12
Signal group 15	3	6	6	6	18
Signal group 16	3	6	6	6	18
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 2	2	6	6	6	12
Pedestrian movement 3	3	6	6	6	18
Pedestrian movement 4	3	6	6	6	18

Thursday, 30 November 2023, 5:00:00 PM AEDT to Thursday, 30 November 2023, 5:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	48	60	52	314
D phase	7	20	23	21	152
E phase	7	16	22	17	123
G phase	7	31	41	35	246
Nominal cycle length	6	123	128	126	756
Active cycle length	6	123	128	126	756
Actual cycle	6	123	131	126	758
Split plan 1	1	126	126	126	126
Split plan 2	2	125	128	126	253

Split plan 3	1	128	128	128	128
Signal group 1	6	41	53	45	272
Signal group 2	6	41	55	50	305
Signal group 3	7	19	26	22	157
Signal group 4	7	24	34	28	196
Signal group 5	7	8	14	9	67
Signal group 6	7	10	31	16	113
Signal group 7	6	6	13	10	60
Signal group 8	7	13	16	14	103
Signal group 9	3	8	12	10	32
Signal group 10	6	47	78	67	407
Signal group 11	7	40	50	45	319
Signal group 12	7	12	47	33	233
Signal group 13	2	6	6	6	12
Signal group 14	1	9	9	9	9
Signal group 15	3	6	6	6	18
Signal group 16	5	6	6	6	30
Pedestrian movement 1	2	6	6	6	12
Pedestrian movement 2	1	9	9	9	9
Pedestrian movement 3	3	6	6	6	18
Pedestrian movement 4	5	6	6	6	30

Thursday, 30 November 2023, 5:15:00 PM AEDT to Thursday, 30 November 2023, 5:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	48	61	55	391
D phase	8	17	22	20	164
E phase	7	15	20	17	120
G phase	7	22	37	28	200
Nominal cycle length	7	118	129	123	863
Active cycle length	7	118	129	123	863
Actual cycle	6	118	125	121	731
Signal group 1	7	41	54	48	342
Signal group 2	7	41	58	49	346
Signal group 3	7	13	30	20	146
Signal group 4	7	15	30	21	150
Signal group 5	8	7	12	9	72
Signal group 6	8	8	29	13	106
Signal group 7	7	7	15	10	76
Signal group 8	8	10	15	13	108
Signal group 9	4	6	11	8	33
Signal group 10	7	39	73	62	437
Signal group 11	7	32	46	38	270
Signal group 12	8	8	42	26	212
Signal group 13	1	6	6	6	6
Signal group 14	2	6	10	8	16
Signal group 15	3	6	6	6	18
Signal group 16	4	6	6	6	24
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 2	2	6	10	8	16
Pedestrian movement 3	3	6	6	6	18
Pedestrian movement 4	4	6	6	6	24

Thursday, 30 November 2023, 5:30:00 PM AEDT to Thursday, 30 November 2023, 5:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	47	64	57	400
D phase	7	16	27	20	146
E phase	7	14	23	19	139
G phase	7	24	33	28	202
Nominal cycle length	6	119	130	125	752
Active cycle length	6	119	130	125	752
Actual cycle	6	119	135	126	760
Split plan 1	1	119	119	119	119
Split plan 2	1	124	124	124	124
Signal group 1	7	40	57	52	365
Signal group 2	7	40	62	51	360
Signal group 3	7	14	24	19	138
Signal group 4	7	16	26	19	136
Signal group 5	7	6	15	11	83
Signal group 6	7	12	23	16	113
Signal group 7	7	6	20	9	64
Signal group 8	7	9	20	13	97
Signal group 9	5	5	19	8	43
Signal group 10	7	64	83	72	506
Signal group 11	6	34	45	38	229
Signal group 12	6	18	49	39	234
Signal group 13	1	6	6	6	6
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 5:45:00 PM AEDT to Thursday, 30 November 2023, 6:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	44	62	51	358
D phase	7	17	27	21	148
E phase	7	14	21	17	123
G phase	7	26	36	31	218
Nominal cycle length	8	117	127	121	974
Active cycle length	8	117	127	121	974
Actual cycle	7	113	132	121	847
Split plan 1	2	355	375	365	730
Split plan 2	1	121	121	121	121
Signal group 1	7	37	60	45	321
Signal group 2	7	40	55	45	319
Signal group 3	7	18	29	22	159
Signal group 4	7	18	28	22	155
Signal group 5	7	6	13	9	67
Signal group 6	7	8	31	15	109
Signal group 7	6	6	13	10	61
Signal group 8	7	10	19	14	98
Signal group 9	3	5	10	7	23
Signal group 10	7	62	73	66	466
Signal group 11	7	36	48	39	278
Signal group 12	7	10	63	33	237
Signal group 13	2	6	6	6	12

Signal group 15	3	6	7	6	19
Signal group 16	5	6	6	6	30
Pedestrian movement 1	2	6	6	6	12
Pedestrian movement 3	3	6	7	6	19
Pedestrian movement 4	5	6	6	6	30

Thursday, 30 November 2023, 6:00:00 PM AEDT to Thursday, 30 November 2023, 6:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	41	54	47	329
D phase	8	18	25	21	174
E phase	8	17	22	18	146
G phase	7	28	34	30	211
Nominal cycle length	7	112	122	117	819
Active cycle length	7	112	122	117	819
Actual cycle	6	108	128	116	699
Split plan 1	1	238	238	238	238
Split plan 2	2	120	230	175	350
Split plan 3	1	119	119	119	119
Signal group 1	7	34	75	44	308
Signal group 2	7	34	58	44	310
Signal group 3	8	10	24	17	138
Signal group 4	6	21	27	23	140
Signal group 5	8	9	14	10	82
Signal group 6	8	9	34	14	113
Signal group 7	7	6	18	13	91
Signal group 8	8	11	16	13	110
Signal group 9	5	5	14	10	53
Signal group 10	7	30	77	61	428
Signal group 11	7	9	45	37	261
Signal group 12	8	9	64	30	240
Signal group 14	1	6	6	6	6
Signal group 15	3	6	6	6	18
Signal group 16	2	6	6	6	12
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	3	6	6	6	18
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 6:15:00 PM AEDT to Thursday, 30 November 2023, 6:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	35	50	43	344
D phase	8	16	24	20	162
E phase	8	15	21	18	149
G phase	7	29	37	32	225
Nominal cycle length	7	110	121	115	807
Active cycle length	7	110	121	115	807
Actual cycle	7	109	122	112	789
Split plan 2	1	221	221	221	221
Split plan 3	2	224	240	232	464
Split plan 4	1	115	115	115	115
Signal group 1	8	28	51	39	318
Signal group 2	8	32	48	40	322
Signal group 3	7	13	30	21	151
Signal group 4	7	8	28	20	141

Signal group 5	8	7	13	10	85
Signal group 6	8	7	33	16	128
Signal group 7	7	6	14	9	65
Signal group 8	8	9	16	13	104
Signal group 9	5	5	10	7	37
Signal group 10	8	35	64	56	453
Signal group 11	7	27	47	38	270
Signal group 12	7	12	49	34	243
Signal group 13	2	6	6	6	12
Signal group 14	1	9	9	9	9
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 1	2	6	6	6	12
Pedestrian movement 2	1	9	9	9	9
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 6:30:00 PM AEDT to Thursday, 30 November 2023, 6:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	40	52	44	358
D phase	8	20	33	23	188
E phase	7	16	25	19	139
G phase	7	20	32	26	187
Nominal cycle length	5	108	113	110	552
Active cycle length	5	108	113	110	552
Actual cycle	7	100	120	111	783
Split plan 2	1	111	111	111	111
Split plan 3	2	110	113	111	223
Split plan 4	1	110	110	110	110
Signal group 1	8	33	45	38	311
Signal group 2	8	33	45	39	314
Signal group 3	8	8	24	15	122
Signal group 4	7	9	24	17	123
Signal group 5	7	8	17	11	83
Signal group 6	8	12	38	22	180
Signal group 7	5	7	11	9	46
Signal group 8	8	13	26	16	132
Signal group 9	4	8	10	8	35
Signal group 10	8	53	72	62	502
Signal group 11	7	20	41	33	237
Signal group 12	8	20	54	42	340
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 6:45:00 PM AEDT to Thursday, 30 November 2023, 7:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	33	47	40	361
D phase	9	15	22	18	165
E phase	8	17	23	19	154
G phase	8	20	30	25	200
Nominal cycle length	7	95	108	101	712

Active cycle length	7	95	108	101	712
Actual cycle	8	91	108	102	821
Signal group 1	9	26	42	34	311
Signal group 2	9	30	49	38	344
Signal group 3	7	10	23	15	111
Signal group 4	8	12	22	16	129
Signal group 5	8	10	15	11	91
Signal group 6	9	10	30	16	147
Signal group 7	6	7	11	9	56
Signal group 8	9	8	15	11	99
Signal group 9	5	6	10	8	41
Signal group 10	9	51	64	56	506
Signal group 11	8	32	43	35	283
Signal group 12	8	10	50	34	276
Signal group 13	1	6	6	6	6
Signal group 15	1	6	6	6	6
Signal group 16	2	6	6	6	12
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 7:00:00 PM AEDT to Thursday, 30 November 2023, 7:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	34	52	42	381
D phase	9	15	28	20	180
E phase	7	16	20	17	125
G phase	8	20	25	22	182
Nominal cycle length	7	92	106	98	691
Active cycle length	7	92	106	98	691
Actual cycle	8	85	108	100	802
Split plan 2	1	97	97	97	97
Split plan 4	1	97	97	97	97
Signal group 1	9	27	46	37	336
Signal group 2	9	27	45	35	323
Signal group 3	8	9	18	14	119
Signal group 4	9	8	16	13	121
Signal group 5	7	8	12	9	69
Signal group 6	9	8	33	20	180
Signal group 7	3	7	12	9	27
Signal group 8	9	8	20	12	114
Signal group 9	1	7	7	7	7
Signal group 10	9	48	64	55	500
Signal group 11	9	13	35	27	246
Signal group 12	9	9	56	36	325
Signal group 14	1	9	9	9	9
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 2	1	9	9	9	9
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 7:15:00 PM AEDT to Thursday, 30 November 2023, 7:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
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A phase	10	27	46	35	353
D phase	10	13	20	15	157
E phase	10	15	18	16	166
G phase	10	16	24	19	197
Nominal cycle length	10	81	94	86	865
Active cycle length	10	81	94	86	865
Actual cycle	10	80	99	87	873
Split plan 2	1	184	184	184	184
Split plan 3	1	94	94	94	94
Signal group 1	10	20	39	28	287
Signal group 2	9	21	41	30	272
Signal group 3	9	7	17	11	101
Signal group 4	10	9	15	11	118
Signal group 5	10	7	10	8	86
Signal group 6	10	7	26	16	168
Signal group 7	5	7	9	7	38
Signal group 8	10	6	13	8	84
Signal group 9	5	6	8	6	33
Signal group 10	10	37	54	45	457
Signal group 11	10	25	33	28	284
Signal group 12	10	8	48	30	309
Signal group 15	2	6	7	6	13
Signal group 16	2	6	6	6	12
Pedestrian movement 3	2	6	7	6	13
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 7:30:00 PM AEDT to Thursday, 30 November 2023, 7:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	28	50	38	342
D phase	10	16	25	20	201
E phase	8	14	20	16	135
G phase	9	19	28	21	197
Nominal cycle length	9	91	104	95	860
Active cycle length	9	91	104	95	860
Actual cycle	8	83	108	93	751
Split plan 2	1	474	474	474	474
Split plan 3	1	92	92	92	92
Split plan 4	1	94	94	94	94
Signal group 1	9	21	43	31	279
Signal group 2	9	28	57	39	355
Signal group 3	7	6	16	10	72
Signal group 4	9	11	21	14	133
Signal group 5	8	6	12	8	71
Signal group 6	9	9	28	17	154
Signal group 7	5	6	12	8	44
Signal group 8	10	9	18	12	128
Signal group 9	3	8	11	9	28
Signal group 10	9	48	81	59	534
Signal group 11	9	21	34	29	268
Signal group 12	9	13	46	29	262
Signal group 15	1	6	6	6	6
Signal group 16	3	6	6	6	18
Pedestrian movement 3	1	6	6	6	6

Pedestrian movement 4	3	6	6	6	18
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Thursday, 30 November 2023, 7:45:00 PM AEDT to Thursday, 30 November 2023, 8:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	32	50	41	369
D phase	9	18	24	21	189
E phase	8	14	20	17	136
G phase	9	17	27	21	196
Nominal cycle length	9	84	107	98	883
Active cycle length	9	84	107	98	883
Actual cycle	8	87	109	99	795
Signal group 1	9	25	54	35	317
Signal group 2	9	25	44	36	325
Signal group 3	9	6	19	12	110
Signal group 4	9	8	16	12	112
Signal group 5	8	6	12	9	75
Signal group 6	8	8	32	19	157
Signal group 7	6	6	14	9	58
Signal group 8	9	10	17	13	120
Signal group 9	6	5	13	8	52
Signal group 10	9	48	63	56	508
Signal group 11	9	8	36	25	233
Signal group 12	9	10	54	32	295
Signal group 15	1	4	4	4	4
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 8:00:00 PM AEDT to Thursday, 30 November 2023, 8:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	21	55	39	358
D phase	9	14	26	19	173
E phase	7	13	21	16	118
G phase	10	17	28	22	229
Nominal cycle length	9	86	107	98	882
Active cycle length	9	86	107	98	882
Actual cycle	9	66	113	95	856
Split plan 2	1	97	97	97	97
Split plan 3	2	95	207	151	302
Split plan 4	2	107	192	149	299
Signal group 1	8	21	48	35	283
Signal group 2	9	14	54	38	347
Signal group 3	8	7	16	11	94
Signal group 4	9	9	20	15	142
Signal group 5	7	5	13	8	62
Signal group 6	9	9	27	14	131
Signal group 7	5	7	15	9	49
Signal group 8	9	7	18	12	108
Signal group 9	3	6	11	8	24
Signal group 10	9	31	72	57	516
Signal group 11	9	9	37	28	260
Signal group 12	9	9	48	28	256
Signal group 15	2	6	6	6	12

Signal group 16	3	6	6	6	18
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	3	6	6	6	18

Thursday, 30 November 2023, 8:15:00 PM AEDT to Thursday, 30 November 2023, 8:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	28	42	36	360
D phase	10	13	25	19	198
E phase	8	14	18	15	121
G phase	10	15	23	19	190
Nominal cycle length	10	75	96	84	842
Active cycle length	10	75	96	84	842
Actual cycle	9	70	101	86	776
Signal group 1	10	21	40	30	300
Signal group 2	10	24	48	32	327
Signal group 3	8	8	15	11	89
Signal group 4	10	6	16	10	103
Signal group 5	8	6	14	7	61
Signal group 6	9	9	36	18	167
Signal group 7	6	6	15	9	58
Signal group 8	11	6	18	12	134
Signal group 9	5	5	11	7	35
Signal group 10	10	40	65	51	516
Signal group 11	10	9	32	22	225
Signal group 12	10	13	41	29	293
Signal group 15	1	6	6	6	6
Signal group 16	2	6	6	6	12
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	2	6	6	6	12

Thursday, 30 November 2023, 8:30:00 PM AEDT to Thursday, 30 November 2023, 8:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	12	16	36	23	287
D phase	12	13	23	18	221
E phase	9	14	20	16	150
G phase	12	14	21	18	220
Nominal cycle length	8	70	78	75	600
Active cycle length	8	70	78	75	600
Actual cycle	11	62	88	73	808
Signal group 1	12	9	33	18	221
Signal group 2	12	9	38	22	270
Signal group 3	10	7	11	9	94
Signal group 4	12	6	14	11	135
Signal group 5	9	6	12	8	76
Signal group 6	13	6	29	12	165
Signal group 7	6	7	9	7	47
Signal group 8	12	6	16	11	132
Signal group 9	6	6	8	6	41
Signal group 10	10	28	161	49	498
Signal group 11	13	9	32	21	275
Signal group 12	13	9	48	26	338

Thursday, 30 November 2023, 8:45:00 PM AEDT to Thursday, 30 November 2023, 9:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	15	17	28	22	335
D phase	11	14	19	15	173
E phase	8	15	23	17	138
G phase	14	12	24	17	249
Actual cycle	14	52	70	62	873
Split plan 2	1	70	70	70	70
Signal group 1	15	9	32	16	242
Signal group 2	15	9	37	19	296
Signal group 3	10	5	16	8	89
Signal group 4	13	3	17	9	121
Signal group 5	8	7	14	9	72
Signal group 6	14	7	24	12	173
Signal group 7	2	7	7	7	14
Signal group 8	11	6	12	8	93
Signal group 9	2	6	6	6	12
Signal group 10	12	23	73	36	434
Signal group 11	13	6	31	20	262
Signal group 12	14	8	38	24	343
Signal group 14	1	8	8	8	8
Pedestrian movement 2	1	8	8	8	8

Thursday, 30 November 2023, 9:00:00 PM AEDT to Thursday, 30 November 2023, 9:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	12	20	61	32	393
D phase	12	14	30	18	227
E phase	4	14	18	16	64
G phase	12	13	24	17	213
Nominal cycle length	6	70	88	80	485
Active cycle length	6	70	88	80	485
Actual cycle	11	57	114	76	838
Signal group 1	12	13	54	27	326
Signal group 2	12	13	54	28	342
Signal group 3	10	5	14	9	96
Signal group 4	11	6	16	9	109
Signal group 5	4	6	10	8	32
Signal group 6	10	6	28	16	168
Signal group 7	2	7	9	8	16
Signal group 8	11	7	23	11	131
Signal group 9	2	6	8	7	14
Signal group 10	11	28	89	50	559
Signal group 11	11	6	28	15	173
Signal group 12	11	6	46	27	300
Signal group 13	1	6	6	6	6
Signal group 15	1	6	6	6	6
Signal group 16	2	6	8	7	14
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	2	6	7	6	13

Thursday, 30 November 2023, 9:15:00 PM AEDT to Thursday, 30 November 2023, 9:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	18	30	23	301
D phase	12	14	21	15	189
E phase	9	13	19	15	143
G phase	13	13	31	18	234
Actual cycle	13	51	78	65	849
Split plan 2	1	70	70	70	70
Split plan 4	1	70	70	70	70
Signal group 1	14	11	27	16	225
Signal group 2	14	11	31	19	270
Signal group 3	11	6	17	9	103
Signal group 4	13	3	24	10	132
Signal group 5	9	1	13	8	72
Signal group 6	13	7	23	14	192
Signal group 7	3	6	7	6	20
Signal group 8	12	7	13	8	100
Signal group 9	2	5	6	5	11
Signal group 10	12	28	77	37	450
Signal group 11	13	3	33	19	253
Signal group 12	14	8	48	25	350
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 9:30:00 PM AEDT to Thursday, 30 November 2023, 9:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	17	15	28	20	345
D phase	11	13	21	16	186
E phase	8	14	20	15	125
G phase	15	13	20	15	234
Nominal cycle length	5	40	70	52	260
Active cycle length	5	40	70	52	260
Actual cycle	17	33	70	50	861
Signal group 1	15	8	56	22	341
Signal group 2	16	8	69	18	290
Signal group 3	12	6	12	7	86
Signal group 4	8	6	13	8	68
Signal group 5	9	6	12	7	71
Signal group 6	14	6	25	11	158
Signal group 7	3	6	10	7	23
Signal group 8	10	6	14	9	96
Signal group 9	3	6	16	9	28
Signal group 10	13	11	71	30	390
Signal group 11	14	6	21	11	163
Signal group 12	16	7	40	20	323

Thursday, 30 November 2023, 9:45:00 PM AEDT to Thursday, 30 November 2023, 10:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	18	16	37	19	351
D phase	13	13	18	15	199
E phase	7	14	20	15	108
G phase	14	12	25	16	229

Nominal cycle length	3	40	70	60	180
Active cycle length	3	40	70	60	180
Actual cycle	18	31	73	48	870
Signal group 1	16	8	57	18	295
Signal group 2	18	8	30	14	252
Signal group 3	12	1	17	8	102
Signal group 4	9	6	11	7	68
Signal group 5	7	6	21	9	66
Signal group 6	16	4	25	9	153
Signal group 7	2	6	7	6	13
Signal group 8	12	4	11	7	94
Signal group 9	2	6	6	6	12
Signal group 10	13	7	106	34	445
Signal group 11	12	6	38	13	166
Signal group 12	19	4	39	17	330
Signal group 14	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6

Thursday, 30 November 2023, 10:00:00 PM AEDT to Thursday, 30 November 2023, 10:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	18	16	45	21	384
D phase	8	14	24	16	133
E phase	6	13	22	16	100
G phase	16	13	22	16	259
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	18	30	75	47	857
Signal group 1	17	9	46	21	371
Signal group 2	15	9	51	21	323
Signal group 3	11	5	14	8	91
Signal group 4	9	6	12	8	77
Signal group 5	6	5	14	9	54
Signal group 6	11	5	16	9	105
Signal group 7	3	6	10	7	23
Signal group 8	8	6	16	9	74
Signal group 9	3	6	16	11	35
Signal group 10	13	10	91	36	468
Signal group 11	14	5	25	9	139
Signal group 12	16	5	35	14	226
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 10:15:00 PM AEDT to Thursday, 30 November 2023, 10:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	18	16	44	20	372
D phase	14	14	32	18	263
E phase	4	13	18	15	61
G phase	13	12	20	14	187
Nominal cycle length	4	40	70	55	220
Active cycle length	4	40	70	55	220
Actual cycle	17	29	73	50	853

Signal group 1	17	9	61	18	313
Signal group 2	15	9	42	23	345
Signal group 3	7	5	12	7	55
Signal group 4	9	3	10	6	54
Signal group 5	4	4	10	7	28
Signal group 6	12	4	29	14	170
Signal group 7	5	6	10	7	37
Signal group 8	15	6	25	11	165
Signal group 9	5	5	9	6	32
Signal group 10	7	19	124	65	455
Signal group 11	12	3	22	7	90
Signal group 12	14	5	43	18	264

Thursday, 30 November 2023, 10:30:00 PM AEDT to Thursday, 30 November 2023, 10:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	19	16	36	21	402
D phase	16	14	18	15	247
E phase	4	13	16	14	57
G phase	12	13	18	14	178
Nominal cycle length	4	40	70	55	220
Active cycle length	4	40	70	55	220
Actual cycle	19	30	61	46	884
Split plan 2	1	40	40	40	40
Signal group 1	18	8	44	16	300
Signal group 2	18	9	42	19	342
Signal group 3	7	6	11	7	52
Signal group 4	8	6	10	7	57
Signal group 5	5	6	7	6	33
Signal group 6	13	6	25	8	115
Signal group 7	6	6	11	7	45
Signal group 8	15	6	11	8	120
Signal group 9	6	5	13	8	53
Signal group 10	10	9	186	59	591
Signal group 11	12	6	20	8	97
Signal group 12	16	6	25	12	198

Thursday, 30 November 2023, 10:45:00 PM AEDT to Thursday, 30 November 2023, 11:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	19	15	66	23	448
D phase	14	13	18	14	206
E phase	5	14	17	14	74
G phase	11	12	18	14	155
Nominal cycle length	3	40	70	50	150
Active cycle length	3	40	70	50	150
Actual cycle	19	28	94	44	851
Signal group 1	17	7	59	21	369
Signal group 2	16	9	59	25	403
Signal group 3	6	1	11	6	36
Signal group 4	8	1	8	5	46
Signal group 5	6	6	23	8	53
Signal group 6	14	6	19	9	127
Signal group 7	3	6	7	6	20
Signal group 8	12	6	10	7	87

Signal group 9	3	6	13	8	25
Signal group 10	9	9	244	64	578
Signal group 11	12	6	23	10	120
Signal group 12	16	6	33	12	199

Thursday, 30 November 2023, 11:00:00 PM AEDT to Thursday, 30 November 2023, 11:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	17	16	85	30	519
D phase	11	14	15	14	156
E phase	4	14	19	15	62
G phase	10	13	16	14	145
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	16	30	114	51	828
Signal group 1	13	9	108	38	499
Signal group 2	17	8	78	26	456
Signal group 3	6	6	8	7	44
Signal group 4	5	6	8	7	35
Signal group 5	4	6	11	7	30
Signal group 6	9	6	11	7	66
Signal group 7	6	6	7	6	37
Signal group 8	11	6	8	6	73
Signal group 9	6	5	13	6	39
Signal group 10	9	8	256	68	613
Signal group 11	7	6	26	11	81
Signal group 12	14	6	21	8	117

Thursday, 30 November 2023, 11:15:00 PM AEDT to Thursday, 30 November 2023, 11:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	17	16	72	27	468
D phase	13	14	18	14	191
G phase	15	13	16	14	215
Actual cycle	17	30	100	50	861
Signal group 1	17	8	80	26	449
Signal group 2	15	11	65	31	478
Signal group 3	8	6	8	7	57
Signal group 4	9	6	9	6	62
Signal group 6	3	7	10	8	26
Signal group 7	10	6	8	6	64
Signal group 8	13	6	10	6	90
Signal group 9	10	5	14	9	93
Signal group 10	7	26	247	100	703
Signal group 11	9	6	9	6	62
Signal group 12	11	6	10	7	83

Thursday, 30 November 2023, 11:30:00 PM AEDT to Thursday, 30 November 2023, 11:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	15	15	182	36	546
D phase	10	13	19	14	146
E phase	1	14	14	14	14
G phase	12	12	17	13	166
Nominal cycle length	2	40	70	55	110

Active cycle length	2	40	70	55	110
Actual cycle	15	28	209	57	857
Signal group 1	11	8	175	50	560
Signal group 2	13	8	188	30	391
Signal group 3	7	4	7	5	41
Signal group 4	5	6	9	7	36
Signal group 5	3	6	6	6	18
Signal group 6	6	6	12	7	44
Signal group 7	5	6	9	7	35
Signal group 8	8	6	12	7	61
Signal group 9	5	5	15	9	47
Signal group 10	7	9	202	72	506
Signal group 11	7	6	20	8	62
Signal group 12	12	4	20	7	93

Thursday, 30 November 2023, 11:45:00 PM AEDT to Friday, 1 December 2023, 12:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	14	16	116	43	606
D phase	13	4	16	13	173
G phase	7	13	18	15	109
Actual cycle	14	31	143	62	873
Signal group 1	14	9	109	39	552
Signal group 2	12	10	109	47	570
Signal group 3	4	6	10	7	30
Signal group 4	4	7	11	8	35
Signal group 5	1	9	9	9	9
Signal group 6	6	6	13	7	46
Signal group 7	7	5	9	6	46
Signal group 8	12	5	13	6	83
Signal group 9	7	4	13	9	66
Signal group 10	5	44	220	127	639
Signal group 11	5	7	11	8	44
Signal group 12	10	6	13	7	76

Report: Periodic statistics for site 3732

15 minute intervals

From: Saturday, 2 December 2023, 12:00:00 AM AEDT

To: Saturday, 2 December 2023, 11:59:59 PM AEDT

Saturday, 2 December 2023, 12:00:00 AM AEDT to Saturday, 2 December 2023, 12:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
Unknown phase	1	1	1	1	1
A phase	20	15	109	23	468
D phase	8	14	18	15	120
E phase	5	14	19	16	81
G phase	15	13	18	14	223
Nominal cycle length	3	40	70	50	150
Active cycle length	3	40	70	50	150
Actual cycle	21	1	124	41	862
Signal group 1	16	8	100	25	409
Signal group 2	16	8	100	29	478
Signal group 3	6	3	9	6	41
Signal group 4	12	3	11	7	85
Signal group 5	5	6	11	8	41
Signal group 6	9	6	25	9	86
Signal group 7	3	6	10	7	22
Signal group 8	8	6	10	7	60
Signal group 9	3	5	9	6	20
Signal group 10	10	8	218	60	603
Signal group 11	15	3	25	9	142
Signal group 12	15	3	25	8	127
Signal group 13	1	4	4	4	4
Pedestrian movement 1	1	6	6	6	6

Saturday, 2 December 2023, 12:15:00 AM AEDT to Saturday, 2 December 2023, 12:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	19	16	73	23	448
D phase	10	14	16	14	143
E phase	5	13	16	14	70
G phase	15	13	35	15	230
Actual cycle	18	29	96	48	875
Signal group 1	16	8	80	30	484
Signal group 2	15	9	66	24	365
Signal group 3	10	5	28	8	87
Signal group 4	6	6	8	6	40
Signal group 5	5	4	8	5	29
Signal group 6	10	4	22	7	78
Signal group 7	4	6	7	6	25
Signal group 8	10	6	8	6	66
Signal group 9	4	5	13	9	36
Signal group 10	11	9	126	38	427
Signal group 11	10	4	20	7	77
Signal group 12	15	4	36	13	204
Signal group 14	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6

Saturday, 2 December 2023, 12:30:00 AM AEDT to Saturday, 2 December 2023, 12:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	19	16	65	25	477
D phase	12	14	15	14	171
E phase	4	14	15	14	58
G phase	11	13	17	14	160
Actual cycle	19	30	80	45	866
Signal group 1	17	8	58	24	414
Signal group 2	14	9	90	31	447
Signal group 3	5	6	10	7	36
Signal group 4	7	6	8	7	49
Signal group 5	6	6	8	6	41
Signal group 6	9	6	7	6	58
Signal group 7	7	6	10	7	51
Signal group 8	10	6	10	6	68
Signal group 9	7	5	14	8	58
Signal group 10	9	9	166	55	503
Signal group 11	12	6	20	8	98
Signal group 12	14	6	10	6	94
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6

Saturday, 2 December 2023, 12:45:00 AM AEDT to Saturday, 2 December 2023, 1:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	18	15	69	25	459
D phase	11	14	18	15	165
E phase	2	15	19	17	34
G phase	10	13	17	14	148
Nominal cycle length	4	40	70	55	220
Active cycle length	4	40	70	55	220
Actual cycle	17	30	89	43	747
Signal group 1	15	8	62	29	438
Signal group 2	15	5	93	27	407
Signal group 3	6	6	8	7	42
Signal group 4	4	6	10	7	31
Signal group 5	2	7	11	9	18
Signal group 6	10	6	11	8	80
Signal group 7	4	6	7	6	26
Signal group 8	12	6	10	7	88
Signal group 9	4	5	13	11	44
Signal group 10	7	5	272	84	589
Signal group 11	6	6	11	8	49
Signal group 12	16	6	11	7	122

Saturday, 2 December 2023, 1:00:00 AM AEDT to Saturday, 2 December 2023, 1:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	16	16	86	34	557
D phase	10	12	15	14	141
E phase	3	14	17	15	46

G phase	9	13	19	15	138
Actual cycle	15	31	122	57	866
Signal group 1	15	8	92	31	473
Signal group 2	14	9	119	40	561
Signal group 3	2	6	12	9	18
Signal group 4	7	5	11	8	56
Signal group 5	4	6	10	8	32
Signal group 6	9	6	10	7	67
Signal group 7	5	5	7	6	31
Signal group 8	10	5	7	6	66
Signal group 9	5	5	6	5	27
Signal group 10	4	14	490	180	720
Signal group 11	11	5	11	8	88
Signal group 12	10	7	20	9	93

Saturday, 2 December 2023, 1:15:00 AM AEDT to Saturday, 2 December 2023, 1:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	12	16	104	45	540
D phase	7	13	17	14	99
E phase	3	14	15	14	44
G phase	10	13	17	14	143
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	12	29	132	68	826
Signal group 1	9	9	141	54	493
Signal group 2	10	22	126	56	566
Signal group 3	3	5	10	8	24
Signal group 4	7	6	9	6	45
Signal group 5	3	6	24	12	37
Signal group 6	4	6	19	9	39
Signal group 7	5	6	10	7	36
Signal group 8	6	6	7	6	38
Signal group 9	5	5	9	6	31
Signal group 10	6	24	204	112	676
Signal group 11	8	6	38	12	98
Signal group 12	7	5	19	9	63

Saturday, 2 December 2023, 1:30:00 AM AEDT to Saturday, 2 December 2023, 1:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	15	79	37	493
D phase	11	14	18	14	163
E phase	2	14	15	14	29
G phase	9	13	15	14	128
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	12	31	97	64	768
Signal group 1	12	8	73	35	420
Signal group 2	13	8	87	36	471
Signal group 3	5	6	13	8	40
Signal group 4	7	6	9	7	49
Signal group 5	3	6	7	6	20
Signal group 6	7	6	10	7	52
Signal group 7	6	6	7	6	40

Signal group 8	10	6	10	7	72
Signal group 9	6	2	14	10	62
Signal group 10	6	24	185	109	655
Signal group 11	8	7	21	10	85
Signal group 12	11	6	20	9	100

Saturday, 2 December 2023, 1:45:00 AM AEDT to Saturday, 2 December 2023, 2:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	17	16	93	34	581
D phase	8	14	19	15	120
E phase	5	14	15	14	72
G phase	8	13	20	14	117
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	17	30	108	52	890
Signal group 1	13	8	127	41	540
Signal group 2	14	8	155	37	525
Signal group 3	5	6	8	6	33
Signal group 4	3	6	13	8	25
Signal group 5	5	6	7	6	32
Signal group 6	10	6	12	7	72
Signal group 7	3	5	6	5	17
Signal group 8	8	5	12	7	57
Signal group 9	3	5	13	7	23
Signal group 10	9	8	86	35	321
Signal group 11	8	6	13	7	57
Signal group 12	14	6	20	8	113
Signal group 14	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6

Saturday, 2 December 2023, 2:00:00 AM AEDT to Saturday, 2 December 2023, 2:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	15	113	35	467
D phase	9	13	15	14	128
E phase	1	14	14	14	14
G phase	8	13	14	13	110
Actual cycle	13	28	127	54	704
Signal group 1	11	8	120	38	428
Signal group 2	11	8	106	41	456
Signal group 3	3	6	6	6	18
Signal group 4	5	5	6	5	29
Signal group 5	1	6	6	6	6
Signal group 6	7	6	10	7	51
Signal group 7	3	5	7	6	18
Signal group 8	9	5	10	7	63
Signal group 9	3	5	13	7	23
Signal group 10	3	9	184	86	260
Signal group 11	5	5	20	8	43
Signal group 12	10	6	10	6	69

Saturday, 2 December 2023, 2:15:00 AM AEDT to Saturday, 2 December 2023, 2:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
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A phase	11	16	126	47	525
D phase	11	13	15	14	154
E phase	2	13	16	14	29
G phase	8	13	15	14	113
Actual cycle	11	30	154	72	794
Signal group 1	10	9	119	50	505
Signal group 2	11	9	134	46	507
Signal group 3	4	1	7	4	19
Signal group 4	4	7	9	7	31
Signal group 5	2	5	8	6	13
Signal group 6	4	5	21	9	38
Signal group 7	8	6	7	6	50
Signal group 8	11	6	7	6	68
Signal group 9	8	5	18	8	70
Signal group 10	5	22	192	131	656
Signal group 11	6	5	9	7	44
Signal group 12	8	1	21	7	57

Saturday, 2 December 2023, 2:30:00 AM AEDT to Saturday, 2 December 2023, 2:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	16	110	36	479
D phase	9	14	17	14	129
E phase	4	13	15	14	57
G phase	8	14	15	14	116
Actual cycle	12	30	138	59	713
Signal group 1	11	8	103	39	429
Signal group 2	10	17	117	49	495
Signal group 3	2	7	8	7	15
Signal group 4	6	7	8	7	43
Signal group 5	5	5	7	6	31
Signal group 6	6	5	9	6	40
Signal group 7	7	6	7	6	44
Signal group 8	8	6	9	6	53
Signal group 9	7	5	13	6	45
Signal group 10	6	18	222	92	553
Signal group 11	10	5	22	8	82
Signal group 12	8	5	9	6	55

Saturday, 2 December 2023, 2:45:00 AM AEDT to Saturday, 2 December 2023, 3:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	12	16	135	54	648
D phase	8	14	15	14	113
G phase	9	13	15	14	126
Actual cycle	11	30	163	79	871
Signal group 1	10	8	138	57	575
Signal group 2	9	8	128	69	626
Signal group 3	2	6	7	6	13
Signal group 4	8	5	7	6	51
Signal group 5	2	7	7	7	14
Signal group 7	8	6	7	6	54
Signal group 8	6	6	7	6	40
Signal group 9	8	2	14	7	58
Signal group 10	4	8	438	164	657

Signal group 11	10	5	7	6	65
Signal group 12	2	6	7	6	13

Saturday, 2 December 2023, 3:00:00 AM AEDT to Saturday, 2 December 2023, 3:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	14	15	140	43	604
D phase	8	13	14	13	111
E phase	2	14	15	14	29
G phase	9	13	20	15	137
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	14	29	169	62	868
Signal group 1	12	8	159	45	546
Signal group 2	10	8	133	61	612
Signal group 3	3	6	9	7	22
Signal group 4	5	7	12	8	43
Signal group 5	3	6	7	6	19
Signal group 6	4	5	7	6	24
Signal group 7	6	6	7	6	39
Signal group 8	7	5	7	6	44
Signal group 9	6	1	13	9	59
Signal group 10	6	44	146	102	614
Signal group 11	8	6	12	7	62
Signal group 12	7	5	9	6	46

Saturday, 2 December 2023, 3:15:00 AM AEDT to Saturday, 2 December 2023, 3:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	15	15	93	33	508
D phase	13	13	18	14	185
E phase	1	15	15	15	15
G phase	11	13	17	15	165
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	15	29	124	56	843
Signal group 1	14	5	86	30	432
Signal group 2	15	8	101	31	479
Signal group 3	6	5	9	6	40
Signal group 4	6	6	9	7	47
Signal group 5	3	7	11	8	25
Signal group 6	4	6	7	6	26
Signal group 7	10	6	11	6	68
Signal group 8	11	6	7	6	69
Signal group 9	10	5	17	9	96
Signal group 10	7	8	242	85	600
Signal group 11	9	6	11	8	72
Signal group 12	10	5	9	6	66

Saturday, 2 December 2023, 3:30:00 AM AEDT to Saturday, 2 December 2023, 3:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	15	220	85	683
D phase	6	14	14	14	84
G phase	8	13	16	14	114

Actual cycle	8	30	249	106	851
Signal group 1	7	22	213	96	677
Signal group 2	6	9	412	116	698
Signal group 3	3	6	9	7	21
Signal group 4	5	5	7	6	31
Signal group 5	1	6	6	6	6
Signal group 6	1	6	6	6	6
Signal group 7	5	6	7	6	31
Signal group 8	5	6	7	6	31
Signal group 9	5	5	13	8	41
Signal group 10	3	9	75	52	157
Signal group 11	6	5	7	6	37
Signal group 12	3	6	20	11	35

Saturday, 2 December 2023, 3:45:00 AM AEDT to Saturday, 2 December 2023, 4:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	15	15	75	33	507
D phase	10	14	16	14	142
E phase	1	14	14	14	14
G phase	13	13	16	14	184
Actual cycle	15	28	103	55	831
Signal group 1	12	8	68	35	430
Signal group 2	13	10	68	39	510
Signal group 3	6	6	8	7	42
Signal group 4	8	5	7	6	50
Signal group 5	2	6	7	6	13
Signal group 6	3	6	8	6	20
Signal group 7	8	6	7	6	52
Signal group 8	9	6	8	6	59
Signal group 9	8	5	13	8	65
Signal group 10	7	11	240	97	679
Signal group 11	9	5	20	7	71
Signal group 12	9	6	8	6	62

Saturday, 2 December 2023, 4:00:00 AM AEDT to Saturday, 2 December 2023, 4:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	16	178	57	575
D phase	7	13	18	14	103
E phase	1	13	13	13	13
G phase	6	13	19	15	94
Actual cycle	10	29	193	77	770
Signal group 1	6	19	199	98	593
Signal group 2	10	8	171	51	518
Signal group 3	5	5	12	8	41
Signal group 4	1	9	9	9	9
Signal group 5	1	5	5	5	5
Signal group 6	5	5	10	7	36
Signal group 7	3	6	7	6	19
Signal group 8	7	6	10	7	50
Signal group 9	3	5	13	8	24
Signal group 10	5	13	201	107	535
Signal group 11	2	5	9	7	14
Signal group 12	10	5	12	7	77

Saturday, 2 December 2023, 4:15:00 AM AEDT to Saturday, 2 December 2023, 4:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	15	220	66	669
D phase	6	14	15	14	85
E phase	1	16	16	16	16
G phase	6	14	19	15	90
Actual cycle	10	29	250	84	846
Signal group 1	9	8	213	71	639
Signal group 2	7	8	284	94	660
Signal group 3	3	6	10	7	23
Signal group 4	4	5	8	6	26
Signal group 5	2	7	8	7	15
Signal group 6	3	6	8	7	21
Signal group 7	4	6	7	6	26
Signal group 8	5	6	7	6	32
Signal group 9	4	6	14	11	46
Signal group 10	4	8	406	180	721
Signal group 11	6	5	8	6	41
Signal group 12	6	6	10	7	44

Saturday, 2 December 2023, 4:30:00 AM AEDT to Saturday, 2 December 2023, 4:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	16	124	41	538
D phase	10	13	15	14	142
E phase	2	14	14	14	28
G phase	7	13	16	14	100
Actual cycle	13	31	139	60	781
Signal group 1	11	9	117	44	488
Signal group 2	13	9	117	36	475
Signal group 3	5	6	9	7	35
Signal group 4	2	7	9	8	16
Signal group 5	4	6	7	6	25
Signal group 6	5	6	7	6	32
Signal group 7	7	6	10	6	48
Signal group 8	8	6	10	6	55
Signal group 9	7	5	14	11	77
Signal group 10	8	9	245	75	607
Signal group 11	6	6	9	6	41
Signal group 12	10	6	9	6	67

Saturday, 2 December 2023, 4:45:00 AM AEDT to Saturday, 2 December 2023, 5:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	14	16	109	35	496
D phase	9	13	17	14	129
E phase	2	14	15	14	29
G phase	11	13	15	14	154
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	14	29	137	56	793
Signal group 1	13	8	133	42	551
Signal group 2	12	13	102	47	575

Signal group 3	5	6	12	7	37
Signal group 4	6	6	8	6	41
Signal group 5	3	6	7	6	20
Signal group 6	6	6	9	6	41
Signal group 7	5	6	7	6	31
Signal group 8	8	6	9	6	52
Signal group 9	5	5	13	6	33
Signal group 10	5	24	179	102	513
Signal group 11	9	6	8	6	61
Signal group 12	9	6	25	10	93

Saturday, 2 December 2023, 5:00:00 AM AEDT to Saturday, 2 December 2023, 5:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	19	16	58	26	510
D phase	15	14	17	14	217
G phase	11	13	17	14	159
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	19	30	73	45	857
Signal group 1	17	8	65	25	432
Signal group 2	16	9	93	29	468
Signal group 3	6	5	10	7	43
Signal group 4	8	4	8	6	55
Signal group 5	2	6	6	6	12
Signal group 6	7	6	10	7	52
Signal group 7	8	6	8	6	50
Signal group 8	13	6	10	6	90
Signal group 9	8	5	14	7	61
Signal group 10	6	9	151	62	374
Signal group 11	9	4	21	8	75
Signal group 12	13	5	10	7	95

Saturday, 2 December 2023, 5:15:00 AM AEDT to Saturday, 2 December 2023, 5:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	16	15	70	31	498
D phase	10	13	16	14	141
E phase	5	14	16	15	77
G phase	11	13	16	14	159
Nominal cycle length	1	70	70	70	70
Active cycle length	1	70	70	70	70
Actual cycle	16	30	100	52	844
Signal group 1	15	3	63	30	455
Signal group 2	13	8	130	38	499
Signal group 3	5	6	8	7	35
Signal group 4	7	6	9	7	51
Signal group 5	5	5	8	7	35
Signal group 6	9	5	21	9	87
Signal group 7	4	6	7	6	26
Signal group 8	10	6	7	6	63
Signal group 9	4	5	13	7	29
Signal group 10	9	11	206	60	546
Signal group 11	11	5	20	8	94
Signal group 12	12	5	21	11	136

Saturday, 2 December 2023, 5:30:00 AM AEDT to Saturday, 2 December 2023, 5:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	20	15	72	23	464
D phase	10	14	18	14	148
E phase	3	14	14	14	42
G phase	16	13	18	14	231
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	20	29	103	43	867
Signal group 1	17	8	68	26	443
Signal group 2	15	8	68	31	474
Signal group 3	9	6	10	6	61
Signal group 4	9	5	9	6	62
Signal group 5	4	6	20	9	38
Signal group 6	8	6	10	7	57
Signal group 7	5	6	7	6	32
Signal group 8	8	6	10	7	59
Signal group 9	5	5	13	8	42
Signal group 10	10	9	126	49	490
Signal group 11	12	5	20	9	108
Signal group 12	13	6	21	11	149

Saturday, 2 December 2023, 5:45:00 AM AEDT to Saturday, 2 December 2023, 6:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	20	16	56	22	453
D phase	6	13	17	14	88
E phase	8	13	16	14	117
G phase	14	13	24	16	230
Nominal cycle length	3	40	70	50	150
Active cycle length	3	40	70	50	150
Actual cycle	19	30	85	45	856
Signal group 1	16	8	79	24	385
Signal group 2	19	8	49	18	348
Signal group 3	12	6	17	8	100
Signal group 4	7	7	11	8	62
Signal group 5	8	5	8	6	53
Signal group 6	11	5	20	8	91
Signal group 7	3	6	9	7	22
Signal group 8	7	6	10	7	53
Signal group 9	3	6	15	9	27
Signal group 10	17	8	63	27	466
Signal group 11	13	5	26	10	131
Signal group 12	19	6	24	10	208

Saturday, 2 December 2023, 6:00:00 AM AEDT to Saturday, 2 December 2023, 6:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	20	15	38	20	415
D phase	7	14	21	16	112
E phase	6	14	17	15	90
G phase	18	13	19	15	278
Nominal cycle length	4	40	70	55	220

Active cycle length	4	40	70	55	220
Actual cycle	20	29	64	44	881
Signal group 1	17	8	49	21	367
Signal group 2	16	9	62	24	395
Signal group 3	12	3	11	7	86
Signal group 4	13	6	10	7	101
Signal group 5	6	6	9	7	42
Signal group 6	10	6	20	9	94
Signal group 7	2	6	7	6	13
Signal group 8	7	6	13	8	57
Signal group 9	2	5	6	5	11
Signal group 10	15	11	103	34	512
Signal group 11	15	7	24	11	175
Signal group 12	15	3	34	12	190
Signal group 13	1	7	7	7	7
Signal group 15	2	6	6	6	12
Signal group 16	1	6	6	6	6
Pedestrian movement 1	1	7	7	7	7
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 6:15:00 AM AEDT to Saturday, 2 December 2023, 6:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	17	16	78	23	395
D phase	7	14	20	16	113
E phase	6	14	21	16	101
G phase	16	13	24	17	287
Nominal cycle length	3	40	70	60	180
Active cycle length	3	40	70	60	180
Actual cycle	17	31	97	52	896
Signal group 1	15	9	70	24	360
Signal group 2	16	8	70	22	358
Signal group 3	11	6	16	10	110
Signal group 4	11	6	15	9	107
Signal group 5	8	6	21	10	87
Signal group 6	8	6	20	10	87
Signal group 7	4	7	12	8	34
Signal group 8	4	6	13	8	33
Signal group 9	3	6	15	10	32
Signal group 10	14	8	74	31	434
Signal group 11	14	6	42	16	234
Signal group 12	15	6	27	12	193
Signal group 15	2	6	7	6	13
Signal group 16	3	6	6	6	18
Pedestrian movement 3	2	6	7	6	13
Pedestrian movement 4	3	6	6	6	18

Saturday, 2 December 2023, 6:30:00 AM AEDT to Saturday, 2 December 2023, 6:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	15	16	31	22	334
D phase	13	14	17	14	191
E phase	7	15	19	16	115
G phase	14	14	21	17	240

Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	14	36	76	56	790
Signal group 1	14	8	45	20	285
Signal group 2	15	9	36	18	280
Signal group 3	11	5	12	9	101
Signal group 4	11	6	14	8	95
Signal group 5	9	7	11	8	73
Signal group 6	9	7	28	14	132
Signal group 7	7	7	7	7	49
Signal group 8	11	6	10	7	80
Signal group 9	7	6	6	6	42
Signal group 10	12	9	116	38	459
Signal group 11	13	6	29	15	207
Signal group 12	13	5	42	19	252
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 6:45:00 AM AEDT to Saturday, 2 December 2023, 7:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	14	15	30	20	291
D phase	13	13	17	14	194
E phase	10	14	23	16	169
G phase	13	13	24	16	220
Nominal cycle length	3	40	76	62	186
Active cycle length	3	40	76	62	186
Actual cycle	14	47	76	62	874
Signal group 1	14	9	39	18	263
Signal group 2	14	3	27	15	213
Signal group 3	11	1	15	9	100
Signal group 4	9	5	11	7	68
Signal group 5	11	6	20	9	108
Signal group 6	11	6	32	16	186
Signal group 7	6	6	11	7	44
Signal group 8	11	6	10	7	85
Signal group 9	6	5	13	7	45
Signal group 10	14	14	40	26	377
Signal group 11	14	7	29	16	232
Signal group 12	14	8	46	25	358

Saturday, 2 December 2023, 7:00:00 AM AEDT to Saturday, 2 December 2023, 7:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	17	49	36	325
D phase	10	14	22	18	183
E phase	8	15	19	16	133
G phase	10	16	24	20	201
Nominal cycle length	11	73	100	83	923
Active cycle length	11	73	100	83	923
Actual cycle	9	57	106	87	790
Split plan 2	1	470	470	470	470
Signal group 1	9	10	42	31	279

Signal group 2	9	10	46	31	284
Signal group 3	9	7	16	12	113
Signal group 4	10	6	13	10	102
Signal group 5	8	7	22	10	82
Signal group 6	8	7	24	12	96
Signal group 7	9	6	12	9	84
Signal group 8	9	10	15	11	103
Signal group 9	8	5	11	8	69
Signal group 10	9	29	64	50	450
Signal group 11	10	9	37	24	249
Signal group 12	10	7	45	24	242
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 7:15:00 AM AEDT to Saturday, 2 December 2023, 7:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	19	47	33	371
D phase	11	14	24	19	212
E phase	5	15	20	17	85
G phase	11	13	24	19	216
Nominal cycle length	7	70	95	84	594
Active cycle length	7	70	95	84	594
Actual cycle	10	39	106	77	777
Split plan 2	1	95	95	95	95
Signal group 1	10	12	62	32	325
Signal group 2	11	12	53	34	378
Signal group 3	7	6	14	11	77
Signal group 4	10	5	16	11	116
Signal group 5	5	7	12	9	45
Signal group 6	9	7	33	15	137
Signal group 7	5	7	16	10	51
Signal group 8	11	7	16	11	122
Signal group 9	5	6	15	9	46
Signal group 10	9	31	115	64	579
Signal group 11	10	10	33	20	201
Signal group 12	10	7	54	26	261

Saturday, 2 December 2023, 7:30:00 AM AEDT to Saturday, 2 December 2023, 7:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	25	40	35	351
D phase	10	16	22	19	191
E phase	8	14	20	15	126
G phase	10	15	25	19	195
Nominal cycle length	8	83	93	88	709
Active cycle length	8	83	93	88	709
Actual cycle	9	76	93	86	782
Split plan 1	1	86	86	86	86
Split plan 2	1	361	361	361	361
Signal group 1	10	18	47	31	314
Signal group 2	10	18	37	28	286
Signal group 3	11	8	18	11	126

Signal group 4	9	6	17	10	94
Signal group 5	8	6	13	8	69
Signal group 6	9	7	30	12	112
Signal group 7	8	6	12	8	69
Signal group 8	10	6	14	11	110
Signal group 9	7	5	11	7	50
Signal group 10	10	24	56	44	440
Signal group 11	9	8	35	22	205
Signal group 12	9	12	51	29	261
Signal group 14	1	6	6	6	6
Signal group 15	3	6	7	6	19
Signal group 16	2	6	6	6	12
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	3	6	7	6	19
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 7:45:00 AM AEDT to Saturday, 2 December 2023, 8:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	32	52	39	358
D phase	9	15	21	17	154
E phase	9	14	21	16	152
G phase	9	17	30	22	201
Nominal cycle length	10	81	103	94	944
Active cycle length	10	81	103	94	944
Actual cycle	9	89	105	96	865
Split plan 2	1	376	376	376	376
Split plan 3	3	90	103	97	292
Split plan 4	1	195	195	195	195
Signal group 1	9	25	45	34	310
Signal group 2	8	25	49	33	266
Signal group 3	9	6	23	14	129
Signal group 4	9	7	19	12	113
Signal group 5	9	7	27	11	102
Signal group 6	9	6	26	13	119
Signal group 7	7	7	14	9	66
Signal group 8	8	6	12	8	71
Signal group 9	7	6	13	8	59
Signal group 10	8	25	65	47	379
Signal group 11	9	23	47	31	286
Signal group 12	9	13	50	33	299
Signal group 15	1	7	7	7	7
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	7	7	7	7
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 8:00:00 AM AEDT to Saturday, 2 December 2023, 8:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	26	50	31	317
D phase	11	14	21	15	174
E phase	10	15	19	16	163
G phase	10	16	28	22	220
Nominal cycle length	10	80	98	86	867
Active cycle length	10	80	98	86	867

Actual cycle	9	74	106	84	759
Split plan 3	1	98	98	98	98
Signal group 1	10	19	43	25	258
Signal group 2	10	19	43	29	292
Signal group 3	9	6	18	11	101
Signal group 4	10	6	21	13	134
Signal group 5	11	7	25	9	104
Signal group 6	11	7	29	11	127
Signal group 7	9	6	10	7	67
Signal group 8	10	7	14	8	89
Signal group 9	6	5	9	6	39
Signal group 10	10	22	64	43	433
Signal group 11	10	23	47	31	311
Signal group 12	10	8	45	22	227
Signal group 13	1	9	9	9	9
Signal group 15	3	6	6	6	18
Signal group 16	3	6	6	6	18
Pedestrian movement 1	1	9	9	9	9
Pedestrian movement 3	3	6	6	6	18
Pedestrian movement 4	3	6	6	6	18

Saturday, 2 December 2023, 8:15:00 AM AEDT to Saturday, 2 December 2023, 8:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	30	56	39	359
D phase	9	14	17	15	137
E phase	9	14	23	17	153
G phase	10	14	29	22	228
Nominal cycle length	10	90	101	95	953
Active cycle length	10	90	101	95	953
Actual cycle	9	73	108	94	848
Split plan 1	2	92	97	94	189
Split plan 2	3	90	188	124	372
Split plan 4	1	92	92	92	92
Signal group 1	9	23	59	35	323
Signal group 2	9	27	63	39	359
Signal group 3	8	7	21	12	100
Signal group 4	9	7	18	14	133
Signal group 5	9	6	15	9	81
Signal group 6	9	7	24	12	113
Signal group 7	7	6	10	7	49
Signal group 8	9	7	10	8	74
Signal group 9	6	5	9	6	36
Signal group 10	9	43	77	55	496
Signal group 11	9	7	35	28	260
Signal group 12	9	8	34	23	210
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 8:30:00 AM AEDT to Saturday, 2 December 2023, 8:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	40	55	47	378

D phase	9	14	21	16	146
E phase	7	16	20	17	123
G phase	9	19	37	24	216
Nominal cycle length	9	94	111	101	912
Active cycle length	9	94	111	101	912
Actual cycle	8	83	113	100	804
Split plan 1	1	801	801	801	801
Signal group 1	8	33	48	40	322
Signal group 2	8	33	48	42	341
Signal group 3	9	7	16	12	112
Signal group 4	9	12	30	16	150
Signal group 5	7	8	12	9	67
Signal group 6	8	9	25	13	111
Signal group 7	6	6	10	7	47
Signal group 8	9	7	13	9	82
Signal group 9	4	5	8	6	26
Signal group 10	8	49	66	58	470
Signal group 11	9	14	36	30	273
Signal group 12	9	9	49	28	257
Signal group 15	2	6	6	6	12
Signal group 16	3	6	6	6	18
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	3	6	6	6	18

Saturday, 2 December 2023, 8:45:00 AM AEDT to Saturday, 2 December 2023, 9:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	35	51	44	311
D phase	8	14	23	19	152
E phase	8	15	19	17	136
G phase	8	25	38	31	252
Nominal cycle length	7	110	115	112	788
Active cycle length	7	110	115	112	788
Actual cycle	7	106	122	112	785
Split plan 3	1	565	565	565	565
Split plan 4	1	113	113	113	113
Signal group 1	7	28	44	37	262
Signal group 2	7	39	69	48	336
Signal group 3	7	11	22	17	124
Signal group 4	8	17	30	23	190
Signal group 5	8	7	30	11	92
Signal group 6	8	7	15	9	76
Signal group 7	8	7	16	10	87
Signal group 8	7	7	16	11	80
Signal group 9	7	6	15	9	68
Signal group 10	7	39	83	64	449
Signal group 11	8	34	61	43	346
Signal group 12	8	9	42	28	226
Signal group 13	1	6	6	6	6
Signal group 15	1	7	7	7	7
Signal group 16	1	6	6	6	6
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	1	7	7	7	7
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 9:00:00 AM AEDT to Saturday, 2 December 2023, 9:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	29	55	41	334
D phase	8	14	24	17	141
E phase	8	15	23	19	155
G phase	8	22	37	28	227
Nominal cycle length	8	99	115	107	857
Active cycle length	8	99	115	107	857
Actual cycle	7	87	125	109	766
Split plan 1	1	99	99	99	99
Split plan 2	1	100	100	100	100
Signal group 1	8	22	48	36	291
Signal group 2	8	26	54	42	340
Signal group 3	8	7	24	13	104
Signal group 4	8	10	30	19	156
Signal group 5	8	7	15	11	91
Signal group 6	8	9	35	18	147
Signal group 7	6	7	13	9	59
Signal group 8	9	7	17	11	99
Signal group 9	6	6	12	8	53
Signal group 10	8	26	75	57	459
Signal group 11	8	29	52	38	311
Signal group 12	8	11	59	34	276
Signal group 13	1	9	9	9	9
Signal group 14	1	7	7	7	7
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 1	1	9	9	9	9
Pedestrian movement 2	1	7	7	7	7
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 9:15:00 AM AEDT to Saturday, 2 December 2023, 9:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	37	55	47	332
D phase	7	19	22	20	145
E phase	8	14	22	17	143
G phase	8	26	35	30	242
Nominal cycle length	6	108	121	116	696
Active cycle length	6	108	121	116	696
Actual cycle	7	104	123	116	815
Split plan 1	1	238	238	238	238
Split plan 2	2	110	238	174	348
Split plan 3	1	108	108	108	108
Signal group 1	7	30	48	42	294
Signal group 2	7	30	60	45	317
Signal group 3	8	5	27	16	129
Signal group 4	8	15	28	21	174
Signal group 5	8	6	14	9	79
Signal group 6	8	8	29	13	105
Signal group 7	6	10	15	12	75
Signal group 8	7	9	15	12	90

Signal group 9	6	9	14	11	69
Signal group 10	7	38	82	60	426
Signal group 11	8	29	44	39	317
Signal group 12	8	25	58	37	298
Signal group 13	1	6	6	6	6
Signal group 14	1	10	10	10	10
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 2	1	10	10	10	10

Saturday, 2 December 2023, 9:30:00 AM AEDT to Saturday, 2 December 2023, 9:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	44	61	51	362
D phase	8	14	20	17	137
E phase	7	17	23	19	136
G phase	8	23	40	30	244
Nominal cycle length	6	113	119	114	688
Active cycle length	6	113	119	114	688
Actual cycle	7	109	121	115	810
Split plan 3	1	227	227	227	227
Signal group 1	7	37	54	45	317
Signal group 2	7	37	74	50	356
Signal group 3	8	8	23	16	130
Signal group 4	8	13	32	22	178
Signal group 5	7	9	15	11	80
Signal group 6	8	9	15	11	89
Signal group 7	7	7	12	9	69
Signal group 8	8	7	13	9	79
Signal group 9	5	8	11	9	46
Signal group 10	7	57	88	67	474
Signal group 11	8	32	45	39	314
Signal group 12	8	9	43	31	255
Signal group 15	1	6	6	6	6
Signal group 16	2	6	6	6	12
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 9:45:00 AM AEDT to Saturday, 2 December 2023, 10:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	38	58	46	325
D phase	8	16	25	20	166
E phase	8	15	21	18	145
G phase	7	22	31	28	199
Nominal cycle length	8	110	119	114	917
Active cycle length	8	110	119	114	917
Actual cycle	6	104	130	116	698
Split plan 1	1	110	110	110	110
Split plan 2	2	119	339	229	458
Split plan 3	2	115	118	116	233
Signal group 1	7	31	51	39	276
Signal group 2	7	34	70	48	342
Signal group 3	7	8	23	14	103
Signal group 4	8	15	25	21	173
Signal group 5	8	7	13	10	81

Signal group 6	8	7	38	13	111
Signal group 7	7	9	16	12	86
Signal group 8	8	9	18	13	109
Signal group 9	5	8	13	10	51
Signal group 10	7	55	86	69	489
Signal group 11	8	31	45	39	318
Signal group 12	8	8	42	28	226
Signal group 15	2	6	7	6	13
Signal group 16	3	6	6	6	18
Pedestrian movement 3	2	6	7	6	13
Pedestrian movement 4	3	6	6	6	18

Saturday, 2 December 2023, 10:00:00 AM AEDT to Saturday, 2 December 2023, 10:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	45	56	52	416
D phase	8	14	28	18	150
E phase	6	16	24	19	116
G phase	7	25	37	30	211
Nominal cycle length	7	113	123	117	824
Active cycle length	7	113	123	117	824
Actual cycle	7	110	126	117	822
Split plan 1	2	116	244	180	360
Split plan 2	1	459	459	459	459
Signal group 1	8	38	49	45	360
Signal group 2	7	42	65	52	364
Signal group 3	7	8	25	16	112
Signal group 4	7	18	30	22	160
Signal group 5	6	8	16	11	68
Signal group 6	7	8	21	13	94
Signal group 7	7	6	12	8	59
Signal group 8	8	7	21	11	93
Signal group 9	6	6	11	7	47
Signal group 10	7	56	82	70	494
Signal group 11	7	23	46	39	276
Signal group 12	7	8	45	33	237
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 10:15:00 AM AEDT to Saturday, 2 December 2023, 10:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	41	53	47	335
D phase	7	19	27	22	157
E phase	5	17	20	18	93
G phase	8	27	37	30	246
Nominal cycle length	7	110	120	115	809
Active cycle length	7	110	120	115	809
Actual cycle	7	97	125	113	797
Split plan 2	1	582	582	582	582
Split plan 3	1	117	117	117	117
Signal group 1	8	34	51	42	337
Signal group 2	8	42	67	53	424

Signal group 3	7	9	19	14	104
Signal group 4	8	20	29	23	186
Signal group 5	5	9	12	10	53
Signal group 6	7	9	19	13	91
Signal group 7	5	8	17	13	66
Signal group 8	7	12	19	15	105
Signal group 9	5	7	16	12	61
Signal group 10	7	61	91	73	513
Signal group 11	7	22	44	36	252
Signal group 12	7	9	44	33	233
Signal group 13	1	6	6	6	6
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 10:30:00 AM AEDT to Saturday, 2 December 2023, 10:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	37	56	45	320
D phase	8	16	23	20	165
E phase	8	15	20	17	140
G phase	8	20	33	30	244
Nominal cycle length	6	112	124	117	703
Active cycle length	6	112	124	117	703
Actual cycle	7	103	126	115	806
Split plan 2	2	116	228	172	344
Split plan 3	2	116	351	233	467
Signal group 1	7	30	49	39	278
Signal group 2	7	30	69	44	311
Signal group 3	7	11	26	21	149
Signal group 4	8	13	26	22	178
Signal group 5	8	7	12	9	76
Signal group 6	8	8	30	14	114
Signal group 7	7	9	14	10	75
Signal group 8	8	9	16	13	108
Signal group 9	7	8	13	9	68
Signal group 10	7	51	92	65	459
Signal group 11	8	30	44	39	318
Signal group 12	8	27	50	39	319
Signal group 13	1	6	6	6	6
Pedestrian movement 1	1	6	6	6	6

Saturday, 2 December 2023, 10:45:00 AM AEDT to Saturday, 2 December 2023, 11:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	39	61	52	367
D phase	8	17	20	18	147
E phase	7	15	20	17	122
G phase	7	31	36	33	236
Nominal cycle length	5	119	125	121	608
Active cycle length	5	119	125	121	608
Actual cycle	6	110	130	121	726
Split plan 2	1	119	119	119	119

Signal group 1	7	32	54	45	321
Signal group 2	7	32	56	49	347
Signal group 3	7	16	28	21	153
Signal group 4	7	24	29	26	182
Signal group 5	7	7	12	9	66
Signal group 6	7	7	12	9	66
Signal group 7	8	10	13	11	90
Signal group 8	8	10	13	11	91
Signal group 9	7	9	12	10	71
Signal group 10	7	47	72	63	446
Signal group 11	7	39	47	43	304
Signal group 12	7	10	47	34	239
Signal group 14	1	9	9	9	9
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 2	1	9	9	9	9
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 11:00:00 AM AEDT to Saturday, 2 December 2023, 11:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	36	50	43	307
D phase	7	16	26	20	140
E phase	7	17	20	18	127
G phase	8	33	41	36	288
Nominal cycle length	6	116	120	117	706
Active cycle length	6	116	120	117	706
Actual cycle	7	109	124	117	821
Signal group 1	7	29	43	36	258
Signal group 2	7	38	70	50	356
Signal group 3	8	7	26	14	119
Signal group 4	8	26	34	28	230
Signal group 5	7	9	12	10	71
Signal group 6	7	9	16	10	75
Signal group 7	7	8	17	12	85
Signal group 8	7	9	19	12	87
Signal group 9	7	7	16	11	78
Signal group 10	7	57	89	70	492
Signal group 11	7	43	48	46	323
Signal group 12	7	27	45	34	243

Saturday, 2 December 2023, 11:15:00 AM AEDT to Saturday, 2 December 2023, 11:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	39	61	50	356
D phase	8	15	22	19	152
E phase	7	15	20	17	125
G phase	7	32	37	34	243
Nominal cycle length	6	114	124	120	723
Active cycle length	6	114	124	120	723
Actual cycle	6	110	134	123	739
Split plan 1	2	124	485	304	609
Split plan 3	1	122	122	122	122
Signal group 1	7	37	54	46	323

Signal group 2	7	32	66	48	342
Signal group 3	7	14	30	22	155
Signal group 4	7	13	29	24	174
Signal group 5	7	7	12	9	69
Signal group 6	7	7	32	12	89
Signal group 7	7	8	15	10	74
Signal group 8	8	8	15	12	96
Signal group 9	5	7	14	10	51
Signal group 10	7	49	86	67	475
Signal group 11	7	31	47	42	299
Signal group 12	7	10	70	39	273
Signal group 13	1	9	9	9	9
Signal group 15	1	6	6	6	6
Signal group 16	2	6	6	6	12
Pedestrian movement 1	1	9	9	9	9
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 11:30:00 AM AEDT to Saturday, 2 December 2023, 11:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	40	68	52	368
D phase	7	18	23	19	139
E phase	7	15	18	16	117
G phase	8	22	37	29	234
Nominal cycle length	7	112	126	118	829
Active cycle length	7	112	126	118	829
Actual cycle	7	108	137	118	826
Split plan 3	1	234	234	234	234
Signal group 1	7	33	61	46	328
Signal group 2	7	35	63	50	351
Signal group 3	8	11	30	17	136
Signal group 4	8	14	26	20	166
Signal group 5	7	7	10	8	61
Signal group 6	7	9	16	12	84
Signal group 7	7	6	12	9	64
Signal group 8	7	11	16	12	90
Signal group 9	5	5	10	7	36
Signal group 10	7	28	85	66	464
Signal group 11	7	29	44	36	258
Signal group 12	7	9	40	31	222
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 11:45:00 AM AEDT to Saturday, 2 December 2023, 12:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	40	63	52	368
D phase	8	16	23	19	153

E phase	8	15	22	18	149
G phase	7	25	32	28	196
Nominal cycle length	6	115	122	119	715
Active cycle length	6	115	122	119	715
Actual cycle	6	108	127	118	711
Split plan 2	1	358	358	358	358
Signal group 1	7	33	56	45	319
Signal group 2	7	33	64	48	339
Signal group 3	7	13	22	17	121
Signal group 4	7	18	24	20	146
Signal group 5	8	7	20	11	92
Signal group 6	8	7	19	11	95
Signal group 7	8	6	16	10	81
Signal group 8	8	8	14	11	89
Signal group 9	6	8	15	9	59
Signal group 10	7	52	81	66	468
Signal group 11	7	35	48	41	287
Signal group 12	7	17	49	34	244
Signal group 13	1	6	6	6	6
Signal group 15	1	6	6	6	6
Signal group 16	2	6	6	6	12
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 12:00:00 PM AEDT to Saturday, 2 December 2023, 12:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	39	66	49	396
D phase	7	17	23	18	132
E phase	7	15	21	17	122
G phase	7	29	36	31	222
Nominal cycle length	7	112	122	116	817
Active cycle length	7	112	122	116	817
Actual cycle	7	104	131	116	817
Split plan 1	1	117	117	117	117
Split plan 3	1	339	339	339	339
Signal group 1	8	34	59	43	350
Signal group 2	8	32	59	43	349
Signal group 3	7	13	28	22	158
Signal group 4	7	13	29	23	162
Signal group 5	7	7	13	9	66
Signal group 6	7	7	13	9	66
Signal group 7	8	8	12	10	83
Signal group 8	8	10	16	11	95
Signal group 9	5	7	11	9	46
Signal group 10	8	31	76	56	448
Signal group 11	7	30	44	40	284
Signal group 12	7	7	40	22	158
Signal group 14	2	6	6	6	12
Signal group 15	4	6	7	6	25
Signal group 16	4	6	6	6	24
Pedestrian movement 2	2	6	6	6	12
Pedestrian movement 3	4	6	7	6	25

Pedestrian movement 4	4	6	6	6	24
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Saturday, 2 December 2023, 12:15:00 PM AEDT to Saturday, 2 December 2023, 12:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	43	58	52	364
D phase	7	17	22	19	139
E phase	8	17	21	18	144
G phase	8	25	33	28	229
Nominal cycle length	8	116	120	118	945
Active cycle length	8	116	120	118	945
Actual cycle	7	105	125	118	829
Split plan 1	2	236	473	354	709
Split plan 3	1	118	118	118	118
Signal group 1	7	36	55	45	319
Signal group 2	7	39	58	47	330
Signal group 3	8	13	20	17	139
Signal group 4	8	15	25	20	167
Signal group 5	8	9	14	10	81
Signal group 6	8	9	30	14	117
Signal group 7	6	6	15	10	64
Signal group 8	7	10	15	12	90
Signal group 9	3	5	11	8	25
Signal group 10	7	58	80	67	469
Signal group 11	8	32	42	38	311
Signal group 12	8	9	57	30	247
Signal group 15	3	6	7	6	19
Signal group 16	4	6	6	6	24
Pedestrian movement 3	3	6	7	6	19
Pedestrian movement 4	4	6	6	6	24

Saturday, 2 December 2023, 12:30:00 PM AEDT to Saturday, 2 December 2023, 12:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	38	53	46	327
D phase	8	17	24	20	167
E phase	8	14	23	17	142
G phase	8	25	35	29	235
Nominal cycle length	7	112	121	116	812
Active cycle length	7	112	121	116	812
Actual cycle	7	102	122	114	801
Signal group 1	7	31	50	40	285
Signal group 2	7	31	81	45	319
Signal group 3	7	16	25	19	139
Signal group 4	8	14	27	20	161
Signal group 5	8	6	15	9	78
Signal group 6	8	9	27	13	110
Signal group 7	7	7	17	11	81
Signal group 8	8	10	17	13	108
Signal group 9	6	6	16	10	64
Signal group 10	7	51	103	65	459
Signal group 11	8	28	45	37	303
Signal group 12	8	10	45	31	252
Signal group 13	1	6	6	6	6
Signal group 15	2	6	6	6	12

Signal group 16	2	6	6	6	12
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 12:45:00 PM AEDT to Saturday, 2 December 2023, 1:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	44	56	49	399
D phase	8	14	21	17	141
E phase	8	16	19	17	143
G phase	8	24	30	27	217
Nominal cycle length	7	108	116	112	785
Active cycle length	7	108	116	112	785
Actual cycle	8	108	124	112	900
Split plan 1	2	222	228	225	450
Split plan 2	2	108	226	167	334
Signal group 1	7	37	47	42	300
Signal group 2	7	37	51	42	300
Signal group 3	8	11	22	18	144
Signal group 4	8	15	22	18	148
Signal group 5	8	8	11	9	79
Signal group 6	8	8	29	14	117
Signal group 7	6	7	13	9	58
Signal group 8	8	7	14	10	85
Signal group 9	6	6	12	8	52
Signal group 10	7	39	62	55	388
Signal group 11	8	31	39	36	291
Signal group 12	8	34	54	40	325
Signal group 14	1	12	12	12	12
Pedestrian movement 2	1	12	12	12	12

Saturday, 2 December 2023, 1:00:00 PM AEDT to Saturday, 2 December 2023, 1:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	40	57	47	379
D phase	8	16	22	18	149
E phase	8	14	22	17	137
G phase	8	26	31	28	227
Nominal cycle length	7	108	116	111	780
Active cycle length	7	108	116	111	780
Actual cycle	8	103	125	111	892
Split plan 1	2	109	218	163	327
Split plan 2	3	109	231	150	451
Signal group 1	7	33	43	39	273
Signal group 2	7	39	56	43	302
Signal group 3	8	9	23	16	133
Signal group 4	8	18	24	20	167
Signal group 5	8	6	14	9	73
Signal group 6	8	7	14	12	100
Signal group 7	8	6	9	7	60
Signal group 8	8	9	15	11	93
Signal group 9	8	5	8	6	52
Signal group 10	7	56	76	62	435
Signal group 11	8	32	44	38	304

Signal group 12	8	13	45	33	271
Signal group 13	2	6	6	6	12
Signal group 14	1	10	10	10	10
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 1	2	6	6	6	12
Pedestrian movement 2	1	10	10	10	10
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 1:15:00 PM AEDT to Saturday, 2 December 2023, 1:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	41	54	46	327
D phase	8	13	18	15	127
E phase	8	16	21	17	141
G phase	8	27	34	30	245
Nominal cycle length	8	108	113	110	884
Active cycle length	8	108	113	110	884
Actual cycle	7	103	117	110	773
Split plan 1	2	220	330	275	550
Split plan 2	2	111	111	111	222
Signal group 1	7	35	47	40	282
Signal group 2	7	34	73	48	338
Signal group 3	7	12	25	19	134
Signal group 4	8	17	27	22	178
Signal group 5	8	8	13	9	77
Signal group 6	8	8	26	13	106
Signal group 7	6	7	11	9	54
Signal group 8	8	6	11	8	68
Signal group 9	5	6	10	7	39
Signal group 10	8	37	86	60	483
Signal group 11	8	33	44	39	319
Signal group 12	8	13	47	33	266
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 1:30:00 PM AEDT to Saturday, 2 December 2023, 1:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	41	53	47	329
D phase	8	16	26	19	152
E phase	7	13	22	18	128
G phase	8	22	33	27	219
Nominal cycle length	7	108	112	110	771
Active cycle length	7	108	112	110	771
Actual cycle	7	103	116	109	765
Split plan 1	3	108	112	110	331
Split plan 2	2	109	110	109	219
Split plan 3	2	110	111	110	221
Signal group 1	8	34	46	40	324
Signal group 2	8	34	61	45	366
Signal group 3	7	11	21	17	121

Signal group 4	8	15	26	19	159
Signal group 5	7	6	14	10	73
Signal group 6	7	6	16	10	76
Signal group 7	8	6	18	10	87
Signal group 8	8	8	18	11	91
Signal group 9	8	5	17	9	79
Signal group 10	7	24	81	59	415
Signal group 11	8	24	42	35	287
Signal group 12	8	11	38	24	196
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 1:45:00 PM AEDT to Saturday, 2 December 2023, 2:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	38	55	48	388
D phase	8	16	25	18	150
E phase	6	16	19	17	103
G phase	8	24	42	30	246
Nominal cycle length	7	106	113	110	772
Active cycle length	7	106	113	110	772
Actual cycle	7	97	121	111	781
Split plan 1	2	111	226	168	337
Split plan 2	2	113	324	218	437
Signal group 1	8	31	48	41	332
Signal group 2	8	37	58	48	388
Signal group 3	8	8	26	16	128
Signal group 4	8	17	34	23	186
Signal group 5	6	8	11	9	55
Signal group 6	8	8	17	10	86
Signal group 7	6	7	10	8	52
Signal group 8	8	9	17	11	92
Signal group 9	5	6	9	7	38
Signal group 10	7	54	76	67	469
Signal group 11	8	26	40	36	289
Signal group 12	8	17	48	32	257
Signal group 13	1	6	6	6	6
Signal group 15	1	6	6	6	6
Signal group 16	2	6	6	6	12
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 2:00:00 PM AEDT to Saturday, 2 December 2023, 2:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	40	49	44	353
D phase	8	14	20	18	145
E phase	8	13	18	15	127

G phase	8	27	40	31	250
Nominal cycle length	7	104	110	107	750
Active cycle length	7	104	110	107	750
Actual cycle	7	102	114	108	759
Split plan 1	3	104	110	107	321
Split plan 2	3	105	110	108	324
Split plan 3	1	109	109	109	109
Signal group 1	8	33	42	37	297
Signal group 2	8	36	58	45	363
Signal group 3	8	8	24	15	123
Signal group 4	8	20	33	24	192
Signal group 5	8	5	10	7	63
Signal group 6	8	7	24	11	88
Signal group 7	7	7	13	9	68
Signal group 8	8	7	13	11	88
Signal group 9	5	6	12	9	46
Signal group 10	8	28	73	59	476
Signal group 11	8	33	41	37	302
Signal group 12	7	10	46	26	187
Signal group 14	1	11	11	11	11
Signal group 15	2	6	7	6	13
Signal group 16	3	6	6	6	18
Pedestrian movement 2	1	11	11	11	11
Pedestrian movement 3	2	6	7	6	13
Pedestrian movement 4	3	6	6	6	18

Saturday, 2 December 2023, 2:15:00 PM AEDT to Saturday, 2 December 2023, 2:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	43	57	50	404
D phase	8	14	21	17	142
E phase	8	16	19	17	142
G phase	7	24	29	26	188
Nominal cycle length	7	110	115	112	788
Active cycle length	7	110	115	112	788
Actual cycle	7	99	123	113	791
Split plan 1	1	115	115	115	115
Split plan 2	1	113	113	113	113
Signal group 1	8	36	50	43	348
Signal group 2	8	37	67	49	398
Signal group 3	6	10	18	14	86
Signal group 4	7	16	22	19	137
Signal group 5	8	8	11	9	78
Signal group 6	8	8	24	11	92
Signal group 7	7	7	14	10	71
Signal group 8	8	6	14	10	84
Signal group 9	6	6	13	9	55
Signal group 10	8	52	85	67	538
Signal group 11	7	34	41	37	260
Signal group 12	7	8	37	25	176
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 2:30:00 PM AEDT to Saturday, 2 December 2023, 2:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	36	56	47	381
D phase	8	14	22	16	135
E phase	6	15	21	16	100
G phase	8	21	36	28	224
Nominal cycle length	9	104	112	107	965
Active cycle length	9	104	112	107	965
Actual cycle	8	89	121	105	840
Split plan 1	1	319	319	319	319
Split plan 2	2	107	108	107	215
Split plan 3	1	319	319	319	319
Signal group 1	8	29	49	40	325
Signal group 2	8	37	55	45	363
Signal group 3	8	12	20	15	125
Signal group 4	8	12	28	20	163
Signal group 5	6	7	13	8	52
Signal group 6	7	7	14	9	66
Signal group 7	7	6	13	8	58
Signal group 8	8	7	14	9	77
Signal group 9	6	5	9	6	39
Signal group 10	8	52	76	62	496
Signal group 11	8	18	43	32	263
Signal group 12	8	13	40	27	223
Signal group 13	1	7	7	7	7
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 1	1	7	7	7	7
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 2:45:00 PM AEDT to Saturday, 2 December 2023, 3:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	41	56	49	346
D phase	8	18	25	20	163
E phase	7	13	20	15	111
G phase	8	27	35	29	239
Nominal cycle length	7	98	120	111	777
Active cycle length	7	98	120	111	777
Actual cycle	7	105	122	113	797
Split plan 1	1	110	110	110	110
Split plan 2	2	110	232	171	342
Signal group 1	7	34	49	42	297
Signal group 2	7	42	64	51	358
Signal group 3	8	6	16	12	98
Signal group 4	8	20	28	22	182
Signal group 5	7	5	12	8	56
Signal group 6	8	6	15	10	87
Signal group 7	7	6	18	10	74
Signal group 8	8	10	18	13	105
Signal group 9	6	5	17	9	55
Signal group 10	7	62	85	71	501

Signal group 11	8	28	43	36	293
Signal group 12	8	8	39	25	207
Signal group 13	1	6	6	6	6
Signal group 15	2	6	6	6	12
Signal group 16	1	6	6	6	6
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 3:00:00 PM AEDT to Saturday, 2 December 2023, 3:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	38	63	47	379
D phase	9	14	23	16	147
E phase	7	14	18	15	111
G phase	8	23	33	27	218
Nominal cycle length	8	100	107	104	835
Active cycle length	8	100	107	104	835
Actual cycle	7	82	119	104	729
Split plan 1	1	524	524	524	524
Split plan 2	2	100	106	103	206
Signal group 1	8	31	56	40	323
Signal group 2	8	31	70	49	393
Signal group 3	8	6	20	13	107
Signal group 4	9	16	26	20	180
Signal group 5	7	6	10	7	55
Signal group 6	8	6	25	12	101
Signal group 7	6	7	10	8	51
Signal group 8	9	7	15	9	83
Signal group 9	4	7	9	8	32
Signal group 10	8	17	85	61	494
Signal group 11	9	20	41	32	291
Signal group 12	9	6	45	23	214
Signal group 14	1	6	6	6	6
Signal group 15	2	6	6	6	12
Signal group 16	3	6	6	6	18
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	3	6	6	6	18

Saturday, 2 December 2023, 3:15:00 PM AEDT to Saturday, 2 December 2023, 3:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	36	57	44	402
D phase	8	18	24	19	157
E phase	7	14	17	16	113
G phase	8	19	34	25	205
Nominal cycle length	9	99	113	104	940
Active cycle length	9	99	113	104	940
Actual cycle	8	92	109	102	820
Split plan 2	2	106	300	203	406
Split plan 3	3	100	113	105	315
Signal group 1	9	29	50	38	349
Signal group 2	8	29	59	42	340
Signal group 3	7	11	21	15	110

Signal group 4	8	7	26	16	135
Signal group 5	7	6	9	8	57
Signal group 6	7	6	27	14	99
Signal group 7	7	6	17	10	74
Signal group 8	9	10	17	12	114
Signal group 9	7	5	16	9	67
Signal group 10	8	48	79	61	493
Signal group 11	8	21	39	31	248
Signal group 12	8	21	45	32	257

Saturday, 2 December 2023, 3:30:00 PM AEDT to Saturday, 2 December 2023, 3:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	44	62	49	394
D phase	8	14	24	18	149
E phase	8	16	24	18	147
G phase	8	19	30	24	194
Nominal cycle length	8	106	115	110	882
Active cycle length	8	106	115	110	882
Actual cycle	7	104	125	111	778
Split plan 1	1	218	218	218	218
Split plan 2	2	109	224	166	333
Signal group 1	8	37	63	46	371
Signal group 2	8	37	55	44	359
Signal group 3	8	6	22	14	112
Signal group 4	7	9	19	15	110
Signal group 5	9	8	16	10	92
Signal group 6	8	9	17	12	102
Signal group 7	8	6	13	8	70
Signal group 8	8	7	17	11	90
Signal group 9	6	5	12	8	50
Signal group 10	8	38	69	59	479
Signal group 11	8	8	39	31	249
Signal group 12	7	12	41	28	197
Signal group 14	1	6	6	6	6
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 3:45:00 PM AEDT to Saturday, 2 December 2023, 4:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	40	55	44	356
D phase	8	17	24	21	169
E phase	8	15	21	17	139
G phase	9	21	28	24	224
Nominal cycle length	8	105	114	108	867
Active cycle length	8	105	114	108	867
Actual cycle	8	98	115	108	866
Signal group 1	8	33	48	37	300
Signal group 2	8	33	53	41	328
Signal group 3	9	7	18	13	124
Signal group 4	9	14	21	17	156

Signal group 5	8	7	13	9	75
Signal group 6	8	7	18	13	104
Signal group 7	8	7	14	10	82
Signal group 8	8	10	16	13	110
Signal group 9	7	6	13	9	66
Signal group 10	8	54	75	61	494
Signal group 11	8	29	39	35	280
Signal group 12	8	13	43	32	260
Signal group 13	1	6	6	6	6
Signal group 15	1	6	6	6	6
Signal group 16	2	6	6	6	12
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 4:00:00 PM AEDT to Saturday, 2 December 2023, 4:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	40	58	48	387
D phase	8	17	21	18	150
E phase	8	15	21	17	142
G phase	8	17	31	22	181
Nominal cycle length	9	86	115	104	942
Active cycle length	9	86	115	104	942
Actual cycle	7	99	122	107	754
Split plan 1	2	208	228	218	436
Split plan 2	2	102	113	107	215
Signal group 1	8	33	51	41	331
Signal group 2	8	38	51	43	348
Signal group 3	8	6	17	12	102
Signal group 4	8	8	24	14	119
Signal group 5	8	7	13	9	78
Signal group 6	8	7	27	13	107
Signal group 7	7	8	11	9	65
Signal group 8	8	9	14	11	92
Signal group 9	6	7	10	8	51
Signal group 10	7	32	70	55	385
Signal group 11	8	26	39	32	261
Signal group 12	8	13	51	31	248
Signal group 14	2	6	6	6	12
Signal group 15	1	6	6	6	6
Signal group 16	2	6	6	6	12
Pedestrian movement 2	2	6	6	6	12
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 4:15:00 PM AEDT to Saturday, 2 December 2023, 4:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	34	53	44	398
D phase	9	14	22	17	154
E phase	8	14	21	17	138
G phase	9	15	28	20	184
Nominal cycle length	9	88	103	96	871
Active cycle length	9	88	103	96	871

Actual cycle	8	72	108	95	762
Split plan 1	2	98	201	149	299
Split plan 2	3	96	277	158	474
Signal group 1	9	27	47	37	340
Signal group 2	9	27	46	38	346
Signal group 3	10	5	21	11	110
Signal group 4	10	8	18	12	126
Signal group 5	8	6	13	9	74
Signal group 6	8	6	25	13	111
Signal group 7	7	5	14	8	58
Signal group 8	9	7	14	9	89
Signal group 9	6	5	13	7	47
Signal group 10	9	45	64	55	498
Signal group 11	10	11	35	26	264
Signal group 12	10	13	38	24	249
Signal group 13	1	6	6	6	6
Signal group 15	2	6	6	6	12
Signal group 16	3	6	6	6	18
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	3	6	6	6	18

Saturday, 2 December 2023, 4:30:00 PM AEDT to Saturday, 2 December 2023, 4:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	37	66	47	425
D phase	8	14	21	16	135
E phase	8	14	22	16	133
G phase	8	20	26	23	184
Nominal cycle length	9	95	110	102	919
Active cycle length	9	95	110	102	919
Actual cycle	8	91	119	101	810
Split plan 1	1	107	107	107	107
Split plan 2	1	196	196	196	196
Signal group 1	9	30	69	42	386
Signal group 2	8	33	71	44	353
Signal group 3	9	6	17	11	106
Signal group 4	8	13	19	16	128
Signal group 5	8	6	14	8	69
Signal group 6	8	6	23	13	106
Signal group 7	6	6	13	8	52
Signal group 8	8	7	13	9	78
Signal group 9	6	5	12	7	46
Signal group 10	8	18	85	54	434
Signal group 11	9	10	38	28	253
Signal group 12	9	12	45	30	276
Signal group 14	1	13	13	13	13
Signal group 16	1	6	6	6	6
Pedestrian movement 2	1	13	13	13	13
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 4:45:00 PM AEDT to Saturday, 2 December 2023, 5:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	32	64	43	394

D phase	9	14	19	15	143
E phase	9	14	17	16	147
G phase	8	22	27	25	200
Nominal cycle length	9	94	108	99	892
Active cycle length	9	94	108	99	892
Actual cycle	8	92	121	102	819
Split plan 1	1	208	208	208	208
Split plan 2	2	191	299	245	490
Split plan 3	1	98	98	98	98
Signal group 1	9	25	57	36	331
Signal group 2	9	30	64	42	381
Signal group 3	9	6	19	11	103
Signal group 4	8	14	20	17	142
Signal group 5	9	6	11	8	78
Signal group 6	9	6	27	10	98
Signal group 7	8	5	11	7	56
Signal group 8	9	7	12	8	75
Signal group 9	7	5	10	6	44
Signal group 10	9	14	78	54	489
Signal group 11	8	31	37	34	276
Signal group 12	9	9	40	26	236
Signal group 14	1	6	6	6	6
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 5:00:00 PM AEDT to Saturday, 2 December 2023, 5:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	32	44	39	354
D phase	9	14	20	17	156
E phase	9	17	20	17	159
G phase	8	20	30	24	199
Nominal cycle length	9	94	106	99	899
Active cycle length	9	94	106	99	899
Actual cycle	8	92	107	99	795
Split plan 2	1	399	399	399	399
Split plan 4	1	94	94	94	94
Signal group 1	9	27	57	36	325
Signal group 2	9	25	55	38	348
Signal group 3	8	10	23	13	106
Signal group 4	7	9	22	16	114
Signal group 5	9	9	12	9	87
Signal group 6	9	9	29	21	194
Signal group 7	3	7	10	8	26
Signal group 8	9	7	13	10	93
Signal group 9	2	8	9	8	17
Signal group 10	9	45	73	56	504
Signal group 11	8	9	39	30	247
Signal group 12	9	9	58	38	343
Signal group 15	1	6	6	6	6
Signal group 16	2	6	6	6	12

Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 5:15:00 PM AEDT to Saturday, 2 December 2023, 5:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	40	66	47	426
D phase	8	14	20	16	134
E phase	7	15	21	18	126
G phase	8	19	31	25	201
Nominal cycle length	9	99	110	104	939
Active cycle length	9	99	110	104	939
Actual cycle	8	83	113	102	821
Split plan 2	1	729	729	729	729
Split plan 4	1	110	110	110	110
Signal group 1	9	34	59	41	376
Signal group 2	9	33	59	42	378
Signal group 3	8	12	22	16	135
Signal group 4	8	10	23	15	126
Signal group 5	7	7	13	10	70
Signal group 6	7	9	27	15	105
Signal group 7	6	6	11	8	49
Signal group 8	8	7	13	9	77
Signal group 9	5	5	10	6	34
Signal group 10	8	47	65	56	452
Signal group 11	8	16	41	31	252
Signal group 12	8	9	43	30	244
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 5:30:00 PM AEDT to Saturday, 2 December 2023, 5:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	36	50	44	359
D phase	8	14	20	16	134
E phase	8	15	21	18	147
G phase	9	22	33	25	227
Nominal cycle length	8	96	109	103	826
Active cycle length	8	96	109	103	826
Actual cycle	8	90	115	103	828
Split plan 1	1	96	96	96	96
Split plan 2	3	98	430	209	628
Split plan 3	1	100	100	100	100
Signal group 1	8	29	43	37	303
Signal group 2	8	29	45	39	319
Signal group 3	9	9	19	15	142
Signal group 4	9	12	26	17	155
Signal group 5	8	7	24	12	97
Signal group 6	9	7	33	15	135
Signal group 7	5	6	9	7	37
Signal group 8	7	7	13	9	69
Signal group 9	5	5	8	6	32
Signal group 10	8	41	62	54	437

Signal group 11	9	26	51	35	316
Signal group 12	9	13	44	33	300
Signal group 13	1	6	6	6	6
Signal group 15	2	7	7	7	14
Signal group 16	3	6	6	6	18
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	2	7	7	7	14
Pedestrian movement 4	3	6	6	6	18

Saturday, 2 December 2023, 5:45:00 PM AEDT to Saturday, 2 December 2023, 6:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	38	51	44	355
D phase	9	14	21	17	156
E phase	8	16	20	17	137
G phase	8	20	35	26	214
Nominal cycle length	6	95	109	102	612
Active cycle length	6	95	109	102	612
Actual cycle	7	95	113	103	726
Split plan 1	1	98	98	98	98
Split plan 2	2	107	206	156	313
Split plan 3	1	109	109	109	109
Split plan 4	1	109	109	109	109
Signal group 1	8	31	50	40	320
Signal group 2	8	35	44	40	320
Signal group 3	9	12	27	16	145
Signal group 4	8	9	26	16	128
Signal group 5	8	8	12	9	73
Signal group 6	9	8	29	15	138
Signal group 7	5	6	13	8	43
Signal group 8	9	7	13	10	90
Signal group 9	5	5	12	7	38
Signal group 10	8	24	64	49	396
Signal group 11	8	13	42	31	249
Signal group 12	9	27	48	34	311
Signal group 14	2	9	12	10	21
Signal group 15	2	6	6	6	12
Signal group 16	3	6	6	6	18
Pedestrian movement 2	2	10	12	11	22
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	3	6	6	6	18

Saturday, 2 December 2023, 6:00:00 PM AEDT to Saturday, 2 December 2023, 6:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	34	51	41	370
D phase	8	15	22	17	143
E phase	9	16	20	17	160
G phase	8	20	29	23	190
Nominal cycle length	9	90	108	99	895
Active cycle length	9	90	108	99	895
Actual cycle	8	92	113	100	806
Split plan 1	1	106	106	106	106
Split plan 2	1	297	297	297	297
Signal group 1	9	27	44	35	315

Signal group 2	9	27	67	37	337
Signal group 3	7	11	22	15	109
Signal group 4	9	13	22	15	141
Signal group 5	9	8	12	9	88
Signal group 6	9	10	29	22	198
Signal group 7	2	7	12	9	19
Signal group 8	8	8	15	10	85
Signal group 9	2	6	11	8	17
Signal group 10	9	31	84	53	478
Signal group 11	9	29	40	33	301
Signal group 12	9	10	55	34	310
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 6:15:00 PM AEDT to Saturday, 2 December 2023, 6:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	28	43	35	352
D phase	10	14	22	17	177
E phase	9	15	20	16	149
G phase	10	18	23	20	205
Nominal cycle length	10	82	95	88	884
Active cycle length	10	82	95	88	884
Actual cycle	10	76	99	88	883
Split plan 2	1	541	541	541	541
Split plan 3	1	82	82	82	82
Split plan 4	2	89	170	129	259
Signal group 1	10	21	36	28	282
Signal group 2	9	21	52	32	290
Signal group 3	9	6	13	10	95
Signal group 4	10	11	16	13	132
Signal group 5	9	7	12	8	76
Signal group 6	10	7	29	18	184
Signal group 7	4	7	10	8	33
Signal group 8	10	7	14	10	105
Signal group 9	4	6	9	7	29
Signal group 10	9	38	72	49	444
Signal group 11	10	12	33	28	281
Signal group 12	10	9	47	31	316
Signal group 13	1	6	6	6	6
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 6:30:00 PM AEDT to Saturday, 2 December 2023, 6:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	26	33	30	300
D phase	11	14	20	16	176
E phase	11	15	18	16	181
G phase	10	18	24	21	213

Nominal cycle length	9	81	88	84	762
Active cycle length	9	81	88	84	762
Actual cycle	9	79	89	83	751
Split plan 2	1	82	82	82	82
Signal group 1	10	19	44	26	261
Signal group 2	10	19	29	23	234
Signal group 3	11	9	17	13	146
Signal group 4	10	10	17	12	125
Signal group 5	11	7	10	8	93
Signal group 6	11	9	27	20	225
Signal group 7	3	7	8	7	22
Signal group 8	11	7	13	8	97
Signal group 9	3	6	7	6	19
Signal group 10	10	17	45	36	365
Signal group 11	11	9	35	27	298
Signal group 12	11	21	50	37	414
Signal group 14	1	6	6	6	6
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 6:45:00 PM AEDT to Saturday, 2 December 2023, 7:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	22	51	34	374
D phase	11	14	21	16	178
E phase	8	14	20	16	131
G phase	10	17	23	19	198
Nominal cycle length	11	70	90	81	897
Active cycle length	11	70	90	81	897
Actual cycle	10	64	106	82	821
Split plan 2	2	88	161	124	249
Split plan 4	2	175	323	249	498
Signal group 1	11	18	44	29	320
Signal group 2	11	15	44	28	313
Signal group 3	11	6	16	10	115
Signal group 4	10	7	16	11	113
Signal group 5	8	6	12	8	67
Signal group 6	11	7	30	15	173
Signal group 7	3	7	10	8	24
Signal group 8	11	6	14	8	98
Signal group 9	2	6	6	6	12
Signal group 10	11	28	65	44	488
Signal group 11	11	7	31	21	236
Signal group 12	11	20	43	29	323
Signal group 13	1	6	6	6	6
Signal group 15	3	6	6	6	18
Signal group 16	3	6	6	6	18
Pedestrian movement 1	1	6	6	6	6
Pedestrian movement 3	3	6	6	6	18
Pedestrian movement 4	3	6	6	6	18

Saturday, 2 December 2023, 7:00:00 PM AEDT to Saturday, 2 December 2023, 7:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	22	56	30	339
D phase	11	13	18	15	173
E phase	11	14	20	17	189
G phase	10	14	22	17	176
Nominal cycle length	8	79	83	80	646
Active cycle length	8	79	83	80	646
Actual cycle	11	59	104	79	877
Split plan 2	2	79	159	119	238
Split plan 4	2	221	329	275	550
Signal group 1	12	14	49	23	278
Signal group 2	12	14	49	23	282
Signal group 3	10	7	14	9	96
Signal group 4	10	6	13	9	99
Signal group 5	11	6	16	9	105
Signal group 6	11	7	28	20	228
Signal group 7	3	6	10	7	22
Signal group 8	11	6	11	8	91
Signal group 9	3	5	9	6	19
Signal group 10	11	28	65	39	434
Signal group 11	11	16	32	25	284
Signal group 12	11	12	44	36	404
Signal group 13	1	6	6	6	6
Pedestrian movement 1	1	6	6	6	6

Saturday, 2 December 2023, 7:15:00 PM AEDT to Saturday, 2 December 2023, 7:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	23	41	29	326
D phase	11	14	19	15	174
E phase	10	14	21	18	180
G phase	11	13	21	17	190
Nominal cycle length	8	70	84	79	638
Active cycle length	8	70	84	79	638
Actual cycle	11	44	93	74	816
Split plan 2	1	695	695	695	695
Signal group 1	12	15	38	24	294
Signal group 2	12	17	37	25	306
Signal group 3	9	6	13	9	86
Signal group 4	10	6	12	9	90
Signal group 5	11	6	13	10	110
Signal group 6	11	6	28	17	188
Signal group 7	5	7	10	8	40
Signal group 8	10	7	12	8	86
Signal group 9	5	6	9	7	35
Signal group 10	12	17	53	36	441
Signal group 11	12	11	30	22	271
Signal group 12	12	6	48	25	304
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 7:30:00 PM AEDT to Saturday, 2 December 2023, 7:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	16	33	23	308
D phase	10	14	21	15	156
E phase	10	15	22	17	179
G phase	13	15	28	19	252
Actual cycle	13	42	81	65	850
Split plan 2	2	70	140	105	210
Split plan 4	1	350	350	350	350
Signal group 1	12	9	61	19	237
Signal group 2	13	13	37	24	317
Signal group 3	9	5	14	8	76
Signal group 4	12	8	20	12	148
Signal group 5	10	7	21	11	113
Signal group 6	13	7	27	14	189
Signal group 7	3	6	7	6	20
Signal group 8	9	7	13	8	76
Signal group 9	3	5	6	5	17
Signal group 10	10	17	95	45	458
Signal group 11	13	9	42	25	333
Signal group 12	14	7	41	22	313
Signal group 14	1	6	6	6	6
Signal group 15	1	6	6	6	6
Signal group 16	1	7	7	7	7
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	7	7	7	7

Saturday, 2 December 2023, 7:45:00 PM AEDT to Saturday, 2 December 2023, 8:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	18	79	30	330
D phase	12	13	24	16	194
E phase	8	14	19	16	130
G phase	12	14	26	18	220
Nominal cycle length	3	76	88	83	250
Active cycle length	3	76	88	83	250
Actual cycle	11	61	132	75	828
Signal group 1	11	11	72	24	267
Signal group 2	11	14	72	27	304
Signal group 3	10	7	12	8	89
Signal group 4	11	6	18	10	118
Signal group 5	8	6	23	10	85
Signal group 6	10	8	25	15	151
Signal group 7	6	6	17	9	54
Signal group 8	11	5	17	8	98
Signal group 9	6	6	16	8	49
Signal group 10	11	20	86	42	466
Signal group 11	12	6	39	21	255
Signal group 12	12	7	39	24	299

Saturday, 2 December 2023, 8:00:00 PM AEDT to Saturday, 2 December 2023, 8:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
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A phase	12	16	36	25	306
D phase	10	13	17	14	143
E phase	11	14	21	17	190
G phase	12	13	27	18	216
Nominal cycle length	9	40	82	71	645
Active cycle length	9	40	82	71	645
Actual cycle	11	54	84	67	740
Split plan 2	2	74	237	155	311
Split plan 4	2	74	180	127	254
Signal group 1	12	9	33	20	250
Signal group 2	12	9	42	23	287
Signal group 3	11	6	10	7	86
Signal group 4	11	6	19	10	119
Signal group 5	11	6	13	9	102
Signal group 6	13	6	27	13	173
Signal group 7	4	7	8	7	29
Signal group 8	10	6	10	7	72
Signal group 9	4	6	7	6	25
Signal group 10	12	16	56	34	416
Signal group 11	13	10	36	22	293
Signal group 12	13	6	44	24	312
Signal group 15	2	6	7	6	13
Signal group 16	2	6	6	6	12
Pedestrian movement 3	2	6	7	6	13
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 8:15:00 PM AEDT to Saturday, 2 December 2023, 8:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	18	45	28	374
D phase	11	13	21	15	175
E phase	7	14	16	15	105
G phase	12	15	27	18	226
Nominal cycle length	8	70	76	73	587
Active cycle length	8	70	76	73	587
Actual cycle	12	58	91	71	859
Split plan 2	2	71	150	110	221
Split plan 4	1	74	74	74	74
Signal group 1	13	10	38	21	284
Signal group 2	13	14	48	27	356
Signal group 3	9	7	14	9	85
Signal group 4	12	7	20	11	137
Signal group 5	8	6	22	9	78
Signal group 6	12	7	23	13	157
Signal group 7	3	7	14	11	33
Signal group 8	10	6	13	8	87
Signal group 9	2	6	13	9	19
Signal group 10	12	14	118	43	518
Signal group 11	12	9	41	21	257
Signal group 12	12	9	37	23	283
Signal group 15	2	6	6	6	12
Signal group 16	3	6	6	6	18
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	3	6	6	6	18

Saturday, 2 December 2023, 8:30:00 PM AEDT to Saturday, 2 December 2023, 8:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	12	16	61	28	343
D phase	11	14	20	16	183
E phase	10	14	19	16	162
G phase	11	13	22	17	192
Nominal cycle length	8	40	88	76	608
Active cycle length	8	40	88	76	608
Actual cycle	12	36	114	71	860
Split plan 2	1	70	70	70	70
Signal group 1	12	9	71	24	295
Signal group 2	12	8	54	30	368
Signal group 3	5	6	15	9	45
Signal group 4	8	6	13	9	79
Signal group 5	11	6	13	8	95
Signal group 6	11	6	28	14	163
Signal group 7	6	5	13	7	45
Signal group 8	10	6	12	8	88
Signal group 9	5	4	19	8	41
Signal group 10	11	22	72	48	531
Signal group 11	11	6	29	19	217
Signal group 12	12	6	49	18	223
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 8:45:00 PM AEDT to Saturday, 2 December 2023, 9:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	17	31	22	292
D phase	12	14	22	16	198
E phase	8	14	19	16	132
G phase	13	14	27	19	253
Nominal cycle length	4	70	75	72	291
Active cycle length	4	70	75	72	291
Actual cycle	12	52	77	64	772
Signal group 1	13	11	31	17	228
Signal group 2	13	10	28	19	254
Signal group 3	13	5	14	8	115
Signal group 4	13	6	20	11	143
Signal group 5	8	6	26	10	83
Signal group 6	13	7	24	12	166
Signal group 7	4	6	10	7	31
Signal group 8	11	6	15	9	100
Signal group 9	4	5	9	6	27
Signal group 10	13	12	50	33	434
Signal group 11	14	6	30	20	282
Signal group 12	14	8	45	23	325
Signal group 15	3	6	6	6	18
Signal group 16	2	6	6	6	12
Pedestrian movement 3	3	6	6	6	18
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 9:00:00 PM AEDT to Saturday, 2 December 2023, 9:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	14	18	34	24	338
D phase	11	14	21	16	182
E phase	8	14	18	15	123
G phase	13	15	26	18	244
Nominal cycle length	3	72	76	74	222
Active cycle length	3	72	76	74	222
Actual cycle	13	58	82	66	859
Split plan 2	1	350	350	350	350
Split plan 4	1	500	500	500	500
Signal group 1	14	13	32	19	270
Signal group 2	14	11	44	19	275
Signal group 3	12	5	12	8	106
Signal group 4	11	7	19	10	119
Signal group 5	8	6	10	7	59
Signal group 6	12	6	23	13	166
Signal group 7	3	7	9	7	23
Signal group 8	12	6	14	9	110
Signal group 9	3	6	8	6	20
Signal group 10	13	17	103	36	479
Signal group 11	13	7	34	17	226
Signal group 12	13	11	39	26	341
Signal group 15	1	6	6	6	6
Signal group 16	2	6	6	6	12
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 9:15:00 PM AEDT to Saturday, 2 December 2023, 9:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	14	16	27	20	292
D phase	12	13	17	14	179
E phase	11	14	17	15	167
G phase	14	13	26	17	250
Nominal cycle length	3	40	70	60	180
Active cycle length	3	40	70	60	180
Actual cycle	14	49	75	61	858
Split plan 2	1	70	70	70	70
Split plan 4	1	140	140	140	140
Signal group 1	14	9	41	15	223
Signal group 2	14	9	38	20	283
Signal group 3	9	6	19	10	90
Signal group 4	12	6	14	9	112
Signal group 5	11	6	22	9	108
Signal group 6	13	3	23	12	164
Signal group 7	4	6	9	7	28
Signal group 8	10	6	10	7	78
Signal group 9	3	5	16	9	27
Signal group 10	13	10	61	31	411
Signal group 11	14	7	44	20	292
Signal group 12	14	7	38	21	301
Signal group 14	1	7	7	7	7

Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 2	1	7	7	7	7
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 9:30:00 PM AEDT to Saturday, 2 December 2023, 9:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	15	16	27	21	319
D phase	13	14	21	15	204
E phase	5	14	19	16	81
G phase	15	13	23	18	271
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	14	38	76	58	819
Signal group 1	14	9	59	21	307
Signal group 2	15	9	38	21	315
Signal group 3	9	6	16	10	96
Signal group 4	10	6	15	10	103
Signal group 5	5	6	11	8	41
Signal group 6	13	6	22	11	145
Signal group 7	3	6	7	6	20
Signal group 8	14	6	13	8	121
Signal group 9	3	5	6	5	17
Signal group 10	10	11	92	51	511
Signal group 11	11	8	28	16	176
Signal group 12	15	7	42	19	295

Saturday, 2 December 2023, 9:45:00 PM AEDT to Saturday, 2 December 2023, 10:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	16	16	28	20	326
D phase	12	14	21	16	199
E phase	7	14	18	15	108
G phase	16	13	26	16	257
Nominal cycle length	4	40	70	55	220
Active cycle length	4	40	70	55	220
Actual cycle	15	31	75	55	828
Signal group 1	15	9	52	18	275
Signal group 2	15	9	41	20	310
Signal group 3	11	6	11	7	85
Signal group 4	12	6	19	9	112
Signal group 5	7	6	20	9	65
Signal group 6	12	6	23	10	131
Signal group 7	4	7	12	8	35
Signal group 8	11	6	13	9	105
Signal group 9	4	6	18	9	38
Signal group 10	14	10	94	36	506
Signal group 11	12	6	37	19	234
Signal group 12	14	6	28	18	255
Signal group 13	1	6	6	6	6
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 1	1	6	6	6	6

Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 10:00:00 PM AEDT to Saturday, 2 December 2023, 10:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	17	15	33	20	353
D phase	13	14	20	16	208
E phase	4	13	16	15	60
G phase	15	13	23	17	263
Nominal cycle length	4	40	70	55	220
Active cycle length	4	40	70	55	220
Actual cycle	16	36	73	51	823
Signal group 1	15	8	50	21	319
Signal group 2	17	8	47	21	361
Signal group 3	8	5	14	9	72
Signal group 4	11	6	16	9	109
Signal group 5	5	5	21	10	51
Signal group 6	12	7	20	9	117
Signal group 7	4	6	9	7	28
Signal group 8	11	6	12	8	93
Signal group 9	4	5	8	6	24
Signal group 10	12	13	101	47	572
Signal group 11	13	6	27	14	183
Signal group 12	15	5	33	12	193

Saturday, 2 December 2023, 10:15:00 PM AEDT to Saturday, 2 December 2023, 10:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	16	17	31	21	350
D phase	13	14	24	16	219
E phase	4	14	20	16	64
G phase	14	14	22	17	247
Nominal cycle length	1	40	40	40	40
Active cycle length	1	40	40	40	40
Actual cycle	15	38	86	57	860
Signal group 1	15	10	47	20	302
Signal group 2	16	9	40	21	342
Signal group 3	8	6	14	10	81
Signal group 4	11	6	15	9	101
Signal group 5	4	6	26	11	46
Signal group 6	12	6	30	13	158
Signal group 7	2	6	8	7	14
Signal group 8	12	6	17	9	113
Signal group 9	2	5	7	6	12
Signal group 10	11	12	99	47	518
Signal group 11	12	6	29	14	171
Signal group 12	15	6	41	18	276

Saturday, 2 December 2023, 10:30:00 PM AEDT to Saturday, 2 December 2023, 10:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	19	16	26	19	365
D phase	14	14	21	16	234
E phase	4	15	19	16	67

G phase	15	13	20	15	225
Nominal cycle length	4	40	70	55	220
Active cycle length	4	40	70	55	220
Actual cycle	19	33	66	46	876
Signal group 1	17	9	66	18	312
Signal group 2	18	9	42	19	352
Signal group 3	7	5	9	7	49
Signal group 4	10	5	13	7	74
Signal group 5	6	7	10	8	51
Signal group 6	14	7	25	10	149
Signal group 7	2	7	9	8	16
Signal group 8	11	7	13	9	107
Signal group 9	2	8	13	10	21
Signal group 10	10	19	106	55	550
Signal group 11	13	6	29	11	152
Signal group 12	16	7	41	13	221
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 10:45:00 PM AEDT to Saturday, 2 December 2023, 11:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	19	16	42	19	376
D phase	13	13	21	15	199
E phase	5	14	18	15	75
G phase	16	13	23	15	240
Actual cycle	19	32	83	45	862
Signal group 1	18	8	61	18	327
Signal group 2	17	8	46	18	310
Signal group 3	10	5	15	7	77
Signal group 4	11	6	13	7	82
Signal group 5	7	6	10	7	51
Signal group 6	9	6	19	9	85
Signal group 7	8	6	10	7	58
Signal group 8	11	6	14	7	85
Signal group 9	8	5	16	8	65
Signal group 10	14	8	125	34	482
Signal group 11	13	7	23	13	173
Signal group 12	16	6	33	11	186
Signal group 16	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 11:00:00 PM AEDT to Saturday, 2 December 2023, 11:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	21	16	26	18	381
D phase	11	14	23	16	180
E phase	6	14	21	17	103
G phase	15	13	19	15	228
Nominal cycle length	4	40	70	55	220
Active cycle length	4	40	70	55	220
Actual cycle	20	30	63	43	862
Signal group 1	18	8	56	17	321

Signal group 2	18	8	44	16	303
Signal group 3	10	6	12	7	78
Signal group 4	10	6	12	7	76
Signal group 5	8	6	13	8	67
Signal group 6	12	6	25	10	128
Signal group 7	4	6	11	8	32
Signal group 8	9	6	16	9	85
Signal group 9	4	6	13	9	36
Signal group 10	13	9	142	36	478
Signal group 11	17	6	21	8	150
Signal group 12	18	6	39	12	221
Signal group 15	1	7	7	7	7
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	7	7	7	7
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 11:15:00 PM AEDT to Saturday, 2 December 2023, 11:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	20	15	65	22	453
D phase	10	13	19	14	145
E phase	4	14	15	14	58
G phase	15	13	17	15	225
Actual cycle	20	29	94	44	881
Signal group 1	15	8	90	31	466
Signal group 2	19	6	58	21	400
Signal group 3	9	6	10	7	69
Signal group 4	8	6	9	7	61
Signal group 5	4	6	7	6	26
Signal group 6	9	6	19	8	77
Signal group 7	4	6	7	6	26
Signal group 8	10	6	12	7	70
Signal group 9	4	5	13	7	29
Signal group 10	12	8	126	49	597
Signal group 11	9	6	24	12	111
Signal group 12	17	6	22	9	154

Saturday, 2 December 2023, 11:30:00 PM AEDT to Saturday, 2 December 2023, 11:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	20	16	34	19	396
D phase	14	14	18	15	216
E phase	5	13	17	14	72
G phase	14	13	18	14	202
Nominal cycle length	4	40	70	55	220
Active cycle length	4	40	70	55	220
Actual cycle	19	30	63	44	850
Signal group 1	19	9	82	17	333
Signal group 2	19	9	42	19	372
Signal group 3	6	6	11	7	47
Signal group 4	9	6	10	7	65
Signal group 5	6	5	9	6	39
Signal group 6	13	5	11	7	100
Signal group 7	7	6	10	7	49
Signal group 8	14	6	11	7	110

Signal group 9	7	5	13	8	56
Signal group 10	11	23	116	58	641
Signal group 11	12	6	23	10	128
Signal group 12	17	5	27	9	163

Saturday, 2 December 2023, 11:45:00 PM AEDT to Sunday, 3 December 2023, 12:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	21	15	27	18	395
D phase	10	13	17	14	144
E phase	7	13	18	15	108
G phase	16	13	21	15	247
Nominal cycle length	2	40	70	55	110
Active cycle length	2	40	70	55	110
Actual cycle	21	29	57	41	879
Signal group 1	18	8	54	19	356
Signal group 2	18	8	49	20	365
Signal group 3	10	5	12	7	71
Signal group 4	10	6	13	8	84
Signal group 5	7	5	11	7	53
Signal group 6	13	5	11	7	98
Signal group 7	4	6	7	6	26
Signal group 8	10	6	9	7	70
Signal group 9	4	5	6	5	22
Signal group 10	15	6	91	33	505
Signal group 11	15	6	24	10	152
Signal group 12	17	6	22	12	220
Signal group 14	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6

Report: Periodic statistics for site 4619

15 minute intervals

From: Thursday, 30 November 2023, 12:00:00 AM AEDT

To: Thursday, 30 November 2023, 11:59:59 PM AEDT

Thursday, 30 November 2023, 12:00:00 AM AEDT to Thursday, 30 November 2023, 12:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
Unknown phase	1	24	24	24	24
A phase	13	13	169	49	642
E phase	3	15	17	16	48
F phase	11	15	18	15	174
Actual cycle	14	24	184	63	888
Signal group 1	2	42	368	205	410
Signal group 2	12	8	161	44	533
Signal group 3	11	7	10	7	87
Signal group 6	3	7	8	7	23
Signal group 8	3	7	16	12	37
Signal group 10	13	7	23	9	118

Thursday, 30 November 2023, 12:15:00 AM AEDT to Thursday, 30 November 2023, 12:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	17	150	52	582
E phase	2	16	17	16	33
F phase	10	13	19	15	159
Actual cycle	11	35	167	69	759
Signal group 1	1	380	380	380	380
Signal group 2	11	9	142	44	494
Signal group 3	10	5	11	7	79
Signal group 6	2	7	8	7	15
Signal group 8	2	15	16	15	31
Signal group 10	12	5	11	7	94

Thursday, 30 November 2023, 12:30:00 AM AEDT to Thursday, 30 November 2023, 12:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	16	172	43	565
E phase	1	16	16	16	16
F phase	13	13	23	16	215
Active cycle length	5	40	53	45	227
Actual cycle	13	32	188	60	781
Signal group 1	1	164	164	164	164
Signal group 2	13	8	236	38	494
Signal group 3	12	5	15	8	102
Signal group 4	1	9	9	9	9
Signal group 6	1	7	7	7	7
Signal group 8	1	15	15	15	15
Signal group 9	1	9	9	9	9
Signal group 10	13	5	15	8	109

Thursday, 30 November 2023, 12:45:00 AM AEDT to Thursday, 30 November 2023, 1:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
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A phase	12	16	184	53	641
F phase	13	13	20	16	208
Actual cycle	12	33	204	69	833
Split plan 1	1	80	80	80	80
Split plan 3	1	80	80	80	80
Signal group 2	12	9	176	45	546
Signal group 3	13	5	12	8	104
Signal group 10	13	5	12	8	104

Thursday, 30 November 2023, 1:00:00 AM AEDT to Thursday, 30 November 2023, 1:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	16	257	78	705
E phase	1	15	15	15	15
F phase	9	13	19	16	144
Active cycle length	2	40	53	46	93
Actual cycle	9	32	273	94	848
Split plan 1	3	40	154	100	300
Split plan 2	2	120	120	120	240
Split plan 3	2	40	40	40	80
Signal group 2	9	8	249	70	633
Signal group 3	9	5	11	8	72
Signal group 6	1	7	7	7	7
Signal group 8	1	14	14	14	14
Signal group 10	10	5	11	7	79

Thursday, 30 November 2023, 1:15:00 AM AEDT to Thursday, 30 November 2023, 1:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	17	211	88	705
E phase	2	16	16	16	32
F phase	6	15	18	16	97
Active cycle length	1	53	53	53	53
Actual cycle	7	33	229	94	660
Signal group 1	1	636	636	636	636
Signal group 2	8	9	203	80	641
Signal group 3	6	7	10	8	49
Signal group 6	2	8	8	8	16
Signal group 8	2	15	15	15	30
Signal group 10	8	7	10	8	65

Thursday, 30 November 2023, 1:30:00 AM AEDT to Thursday, 30 November 2023, 1:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	17	163	94	565
F phase	6	15	21	16	101
Active cycle length	4	40	53	43	174
Actual cycle	6	32	178	111	666
Split plan 1	1	40	40	40	40
Split plan 2	2	200	273	236	473
Split plan 3	2	40	40	40	80
Signal group 2	6	9	155	86	517
Signal group 3	6	7	13	8	53
Signal group 10	6	7	13	8	53

Thursday, 30 November 2023, 1:45:00 AM AEDT to Thursday, 30 November 2023, 2:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	25	233	112	672
E phase	1	15	15	15	15
F phase	6	15	19	16	98
Actual cycle	6	41	248	128	770
Split plan 1	2	40	200	120	240
Split plan 2	1	200	200	200	200
Split plan 3	2	40	280	160	320
Signal group 2	6	17	225	104	624
Signal group 3	6	7	11	8	50
Signal group 6	1	7	7	7	7
Signal group 8	1	14	14	14	14
Signal group 10	7	7	11	8	57

Thursday, 30 November 2023, 2:00:00 AM AEDT to Thursday, 30 November 2023, 2:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	17	165	83	665
E phase	2	15	16	15	31
F phase	7	14	17	16	112
Actual cycle	8	32	182	99	794
Split plan 1	2	40	80	60	120
Split plan 2	1	200	200	200	200
Split plan 3	2	40	40	40	80
Signal group 1	1	9	9	9	9
Signal group 2	8	9	157	75	601
Signal group 3	7	6	9	8	56
Signal group 6	2	7	8	7	15
Signal group 8	2	14	15	14	29
Signal group 10	9	6	9	7	71

Thursday, 30 November 2023, 2:15:00 AM AEDT to Thursday, 30 November 2023, 2:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	16	105	55	499
E phase	1	14	14	14	14
F phase	9	13	20	15	143
Actual cycle	9	31	118	70	636
Split plan 1	2	80	120	100	200
Split plan 2	2	200	240	220	440
Split plan 3	2	40	40	40	80
Signal group 2	9	8	97	47	427
Signal group 3	9	5	12	7	71
Signal group 6	1	6	6	6	6
Signal group 8	1	13	13	13	13
Signal group 10	10	5	12	7	77

Thursday, 30 November 2023, 2:30:00 AM AEDT to Thursday, 30 November 2023, 2:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	12	17	247	54	654
F phase	13	13	20	15	201
Actual cycle	12	33	260	70	842

Split plan 1	2	66	240	153	306
Split plan 2	2	200	240	220	440
Split plan 3	2	40	40	40	80
Signal group 2	12	9	239	46	558
Signal group 3	13	5	12	7	98
Signal group 10	13	5	12	7	98

Thursday, 30 November 2023, 2:45:00 AM AEDT to Thursday, 30 November 2023, 3:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	22	220	110	660
F phase	7	13	18	15	109
Active cycle length	2	40	53	46	93
Actual cycle	6	40	235	125	753
Split plan 1	3	40	80	53	160
Split plan 2	3	160	200	186	560
Split plan 3	3	24	40	34	104
Signal group 2	6	14	212	102	612
Signal group 3	7	5	10	7	52
Signal group 10	7	5	10	7	52

Thursday, 30 November 2023, 3:00:00 AM AEDT to Thursday, 30 November 2023, 3:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	27	123	73	590
F phase	9	14	18	15	138
Active cycle length	4	40	53	43	174
Actual cycle	8	43	141	89	712
Split plan 1	3	40	120	80	240
Split plan 2	2	146	194	170	340
Split plan 3	3	40	40	40	120
Signal group 2	8	19	115	65	526
Signal group 3	9	6	10	7	66
Signal group 10	9	6	10	7	66

Thursday, 30 November 2023, 3:15:00 AM AEDT to Thursday, 30 November 2023, 3:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	17	218	59	656
F phase	12	13	17	15	185
Active cycle length	2	40	53	46	93
Actual cycle	11	32	233	75	825
Split plan 1	3	40	120	66	200
Split plan 3	3	40	490	190	570
Signal group 2	11	9	210	51	568
Signal group 3	12	5	9	7	90
Signal group 10	12	5	9	7	90

Thursday, 30 November 2023, 3:30:00 AM AEDT to Thursday, 30 November 2023, 3:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	16	173	60	660
F phase	11	13	17	15	168
Actual cycle	10	30	188	75	759
Split plan 1	2	120	160	140	280

Split plan 2	1	160	160	160	160
Split plan 3	2	40	40	40	80
Signal group 2	11	8	165	52	572
Signal group 3	12	5	9	7	87
Signal group 10	12	5	9	7	87

Thursday, 30 November 2023, 3:45:00 AM AEDT to Thursday, 30 November 2023, 4:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	16	135	50	661
F phase	13	13	17	15	197
Actual cycle	13	32	149	66	858
Split plan 1	3	40	160	93	280
Split plan 2	2	200	200	200	400
Split plan 3	3	40	40	40	120
Signal group 2	14	8	127	42	588
Signal group 3	13	5	9	7	93
Signal group 10	13	5	9	7	93

Thursday, 30 November 2023, 4:00:00 AM AEDT to Thursday, 30 November 2023, 4:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	14	17	106	44	627
F phase	15	13	22	16	253
Active cycle length	2	32	40	36	72
Actual cycle	14	35	126	61	861
Split plan 1	1	440	440	440	440
Split plan 3	2	40	226	133	266
Signal group 2	15	9	98	35	527
Signal group 3	15	5	14	8	133
Signal group 10	15	5	14	8	133

Thursday, 30 November 2023, 4:15:00 AM AEDT to Thursday, 30 November 2023, 4:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	16	193	47	611
E phase	1	16	16	16	16
F phase	14	13	20	16	230
Actual cycle	13	32	209	64	840
Split plan 1	3	40	266	128	386
Split plan 2	2	160	160	160	320
Split plan 3	2	40	40	40	80
Signal group 2	13	8	185	39	507
Signal group 3	14	5	12	8	118
Signal group 4	1	6	6	6	6
Signal group 6	1	8	8	8	8
Signal group 8	1	7	7	7	7
Signal group 9	1	6	6	6	6
Signal group 10	14	5	22	9	134

Thursday, 30 November 2023, 4:30:00 AM AEDT to Thursday, 30 November 2023, 4:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	18	17	66	30	551
F phase	19	13	21	17	325

Nominal cycle length	2	40	70	55	110
Active cycle length	5	40	83	57	286
Actual cycle	18	32	82	47	861
Split plan 1	1	350	350	350	350
Split plan 2	1	140	140	140	140
Split plan 4	1	32	32	32	32
Signal group 2	18	9	58	22	406
Signal group 3	19	5	13	9	173
Signal group 10	19	5	13	9	173

Thursday, 30 November 2023, 4:45:00 AM AEDT to Thursday, 30 November 2023, 5:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	19	16	48	26	499
B phase	2	13	13	13	26
E phase	1	17	17	17	17
F phase	17	14	27	19	336
Nominal cycle length	2	40	70	55	110
Active cycle length	6	40	89	66	399
Actual cycle	18	33	70	45	812
Split plan 1	1	470	470	470	470
Split plan 2	1	98	98	98	98
Split plan 4	1	140	140	140	140
Signal group 2	19	8	40	18	347
Signal group 3	19	5	19	11	209
Signal group 6	1	9	9	9	9
Signal group 8	1	8	8	8	8
Signal group 10	19	5	23	11	226

Thursday, 30 November 2023, 5:00:00 AM AEDT to Thursday, 30 November 2023, 5:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	21	16	32	23	494
B phase	2	14	15	14	29
E phase	1	15	15	15	15
F phase	18	14	25	18	337
Nominal cycle length	3	40	70	60	180
Active cycle length	8	40	70	61	491
Actual cycle	20	31	65	42	848
Split plan 2	2	180	257	218	437
Split plan 3	1	187	187	187	187
Split plan 4	2	40	140	90	180
Signal group 2	21	8	24	15	326
Signal group 3	20	6	17	10	204
Signal group 6	1	7	7	7	7
Signal group 8	1	6	6	6	6
Signal group 10	20	6	25	10	219

Thursday, 30 November 2023, 5:15:00 AM AEDT to Thursday, 30 November 2023, 5:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	18	17	39	25	463
B phase	2	13	15	14	28
E phase	2	17	17	17	34
F phase	17	13	33	21	364

Active cycle length	10	49	71	68	680
Actual cycle	18	30	61	47	859
Split plan 3	1	250	250	250	250
Split plan 4	1	350	350	350	350
Signal group 1	2	159	579	369	738
Signal group 2	17	9	48	20	341
Signal group 3	18	5	24	12	232
Signal group 4	1	7	7	7	7
Signal group 6	2	8	9	8	17
Signal group 8	2	8	8	8	16
Signal group 9	1	7	7	7	7
Signal group 10	17	5	27	14	244

Thursday, 30 November 2023, 5:30:00 AM AEDT to Thursday, 30 November 2023, 5:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	14	23	43	32	450
B phase	7	13	15	14	98
E phase	3	15	22	17	52
F phase	9	18	43	26	239
Nominal cycle length	1	82	82	82	82
Active cycle length	6	69	87	72	437
Actual cycle	14	38	77	56	796
Split plan 3	2	70	210	140	280
Split plan 4	2	70	210	140	280
Signal group 1	4	36	242	143	572
Signal group 2	14	15	35	24	337
Signal group 3	15	5	38	14	217
Signal group 4	3	7	8	7	22
Signal group 6	3	6	14	9	27
Signal group 8	3	5	13	8	24
Signal group 9	3	7	8	7	22
Signal group 10	15	5	38	17	269

Thursday, 30 November 2023, 5:45:00 AM AEDT to Thursday, 30 November 2023, 6:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	28	70	48	440
B phase	6	14	15	14	85
D phase	1	18	18	18	18
E phase	5	14	21	16	83
F phase	8	16	58	29	235
Nominal cycle length	9	82	92	87	785
Active cycle length	8	81	93	87	697
Actual cycle	8	42	122	88	708
Split plan 2	1	89	89	89	89
Signal group 1	4	62	321	170	680
Signal group 2	9	20	62	40	368
Signal group 3	15	5	50	14	211
Signal group 4	2	7	8	7	15
Signal group 5	1	10	10	10	10
Signal group 6	5	6	12	8	40
Signal group 8	5	6	12	8	40
Signal group 9	2	7	8	7	15
Signal group 10	11	6	50	29	326

Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Thursday, 30 November 2023, 6:00:00 AM AEDT to Thursday, 30 November 2023, 6:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	17	95	52	580
B phase	3	14	14	14	42
E phase	4	16	19	17	69
F phase	7	22	37	28	197
Nominal cycle length	10	75	104	87	874
Active cycle length	9	73	105	88	798
Actual cycle	10	31	107	79	793
Signal group 1	5	54	189	112	563
Signal group 2	11	9	87	44	493
Signal group 3	11	6	29	15	165
Signal group 4	1	9	9	9	9
Signal group 6	4	7	11	8	34
Signal group 8	4	6	10	7	30
Signal group 9	1	9	9	9	9
Signal group 10	10	6	38	22	228

Thursday, 30 November 2023, 6:15:00 AM AEDT to Thursday, 30 November 2023, 6:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	46	80	62	560
B phase	7	14	29	19	139
E phase	4	15	26	19	76
F phase	4	14	35	24	97
Nominal cycle length	9	93	103	96	864
Active cycle length	8	92	103	96	770
Actual cycle	8	62	122	94	757
Split plan 2	1	281	281	281	281
Signal group 1	4	67	538	187	749
Signal group 2	9	38	72	54	488
Signal group 3	12	6	27	13	166
Signal group 4	1	7	7	7	7
Signal group 6	4	7	18	10	43
Signal group 8	4	6	18	10	42
Signal group 9	1	7	7	7	7
Signal group 10	9	7	48	25	226
Signal group 12	2	6	6	6	12
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 2	2	6	6	6	12
Pedestrian movement 5	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Thursday, 30 November 2023, 6:30:00 AM AEDT to Thursday, 30 November 2023, 6:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
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A phase	9	30	98	54	494
B phase	5	14	24	17	85
E phase	5	15	19	17	85
F phase	6	17	45	33	200
Nominal cycle length	8	93	113	102	817
Active cycle length	8	93	113	102	822
Actual cycle	9	55	139	96	864
Split plan 2	1	94	94	94	94
Signal group 1	4	55	154	95	381
Signal group 2	9	22	90	46	422
Signal group 3	11	6	37	17	197
Signal group 6	5	7	10	8	44
Signal group 8	5	7	10	8	41
Signal group 10	9	6	52	33	298

Thursday, 30 November 2023, 6:45:00 AM AEDT to Thursday, 30 November 2023, 7:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	40	96	60	421
B phase	6	14	34	21	128
E phase	6	14	21	16	101
F phase	6	18	47	28	173
Nominal cycle length	8	107	116	111	888
Active cycle length	7	107	117	110	775
Actual cycle	6	71	133	103	623
Split plan 2	1	218	218	218	218
Signal group 1	5	52	210	119	596
Signal group 2	7	32	88	52	365
Signal group 3	12	6	39	17	205
Signal group 4	3	6	9	7	22
Signal group 6	6	6	12	8	51
Signal group 8	6	6	12	8	50
Signal group 9	3	6	9	7	22
Signal group 10	7	6	58	44	308

Thursday, 30 November 2023, 7:00:00 AM AEDT to Thursday, 30 November 2023, 7:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	42	93	59	476
B phase	6	14	34	19	115
D phase	1	18	18	18	18
E phase	3	14	27	20	62
F phase	6	19	49	29	179
Nominal cycle length	8	105	119	112	896
Active cycle length	7	103	120	112	788
Actual cycle	8	66	154	106	850
Split plan 2	1	110	110	110	110
Signal group 1	4	76	214	139	556
Signal group 2	8	34	85	51	412
Signal group 3	11	6	47	19	210
Signal group 4	2	7	12	9	19
Signal group 5	1	6	6	6	6
Signal group 6	3	6	19	12	38
Signal group 8	3	6	18	12	37
Signal group 9	2	7	12	9	19

Signal group 10	9	8	53	32	288
Signal group 12	1	6	6	6	6
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Signal group 15	1	7	7	7	7
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6
Pedestrian movement 5	1	7	7	7	7

Thursday, 30 November 2023, 7:15:00 AM AEDT to Thursday, 30 November 2023, 7:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	36	69	52	364
B phase	6	14	33	23	140
D phase	1	18	18	18	18
E phase	7	14	18	15	105
F phase	7	19	52	31	219
Nominal cycle length	7	107	121	114	804
Active cycle length	7	107	121	114	802
Actual cycle	6	100	121	114	685
Split plan 2	1	326	326	326	326
Signal group 1	6	63	202	97	587
Signal group 2	7	28	61	44	308
Signal group 3	13	6	44	19	255
Signal group 4	3	8	13	10	32
Signal group 5	1	10	10	10	10
Signal group 6	7	6	10	6	48
Signal group 8	7	6	10	6	48
Signal group 9	3	8	13	10	32
Signal group 10	7	41	61	53	374
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 7:30:00 AM AEDT to Thursday, 30 November 2023, 7:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	49	64	57	459
B phase	4	14	16	14	58
E phase	7	15	26	17	122
F phase	7	21	43	31	220
Nominal cycle length	7	111	120	116	812
Active cycle length	8	110	121	116	930
Actual cycle	7	109	130	115	809
Signal group 1	7	62	104	78	551
Signal group 2	8	41	56	49	395
Signal group 3	11	6	35	17	190
Signal group 4	4	7	10	8	33
Signal group 5	1	10	10	10	10
Signal group 6	7	7	18	9	63
Signal group 8	7	6	18	8	60
Signal group 9	4	7	10	8	33
Signal group 10	7	39	58	49	344

Signal group 12	1	6	6	6	6
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Signal group 15	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6

Thursday, 30 November 2023, 7:45:00 AM AEDT to Thursday, 30 November 2023, 8:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	60	85	67	407
B phase	3	14	17	15	45
E phase	7	15	27	19	135
F phase	7	21	42	32	227
Nominal cycle length	4	120	130	126	506
Active cycle length	4	121	130	127	508
Actual cycle	6	117	135	127	766
Signal group 1	7	80	108	93	657
Signal group 2	7	52	77	62	434
Signal group 3	10	6	34	19	192
Signal group 4	3	8	9	8	25
Signal group 6	7	7	18	10	76
Signal group 8	7	6	18	10	73
Signal group 9	3	8	9	8	25
Signal group 10	7	40	59	50	351
Signal group 11	1	9	9	9	9
Signal group 15	1	6	6	6	6
Pedestrian movement 1	1	9	9	9	9
Pedestrian movement 5	1	6	6	6	6

Thursday, 30 November 2023, 8:00:00 AM AEDT to Thursday, 30 November 2023, 8:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	65	84	75	525
B phase	3	14	16	14	44
E phase	7	15	26	19	134
F phase	7	17	33	26	183
Nominal cycle length	6	125	130	127	765
Active cycle length	6	125	130	127	765
Actual cycle	6	124	131	127	763
Signal group 1	7	73	108	91	639
Signal group 2	7	57	76	67	469
Signal group 3	11	6	25	13	153
Signal group 4	4	7	12	9	38
Signal group 6	7	7	18	10	76
Signal group 8	7	6	17	10	72
Signal group 9	4	7	12	9	38
Signal group 10	7	35	51	43	305
Signal group 12	1	6	6	6	6
Signal group 15	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6

Thursday, 30 November 2023, 8:15:00 AM AEDT to Thursday, 30 November 2023, 8:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	51	73	59	413
B phase	6	16	36	26	156
E phase	7	14	26	19	137
F phase	7	22	31	26	186
Nominal cycle length	7	123	130	126	885
Active cycle length	7	122	130	126	885
Actual cycle	6	116	132	124	747
Split plan 2	1	381	381	381	381
Signal group 1	7	65	109	88	616
Signal group 2	7	43	65	51	357
Signal group 3	12	8	57	20	246
Signal group 4	5	5	11	7	39
Signal group 6	7	6	18	11	80
Signal group 8	7	6	17	11	79
Signal group 9	5	5	11	7	39
Signal group 10	6	54	65	59	359
Signal group 15	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6

Thursday, 30 November 2023, 8:30:00 AM AEDT to Thursday, 30 November 2023, 8:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	49	75	62	434
B phase	5	14	35	21	107
E phase	7	14	26	20	142
F phase	6	21	43	30	182
Nominal cycle length	5	123	130	127	636
Active cycle length	5	122	130	127	635
Actual cycle	6	122	136	129	774
Split plan 2	1	126	126	126	126
Signal group 1	7	69	110	89	629
Signal group 2	7	41	67	54	378
Signal group 3	11	6	35	18	201
Signal group 4	4	5	8	7	28
Signal group 6	7	6	18	12	85
Signal group 8	7	6	18	11	83
Signal group 9	4	5	8	7	28
Signal group 10	6	47	64	56	341
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Thursday, 30 November 2023, 8:45:00 AM AEDT to Thursday, 30 November 2023, 9:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	48	102	68	476
B phase	5	14	34	19	96
E phase	6	14	29	19	116
F phase	6	21	35	27	167
Nominal cycle length	6	120	124	121	731

Active cycle length	7	120	124	122	854
Actual cycle	7	70	171	122	855
Signal group 1	5	71	221	113	568
Signal group 2	7	40	94	60	420
Signal group 3	11	6	27	15	175
Signal group 4	4	7	10	8	32
Signal group 6	6	6	20	11	66
Signal group 8	6	6	20	10	64
Signal group 9	4	7	10	8	32
Signal group 10	7	11	61	46	323
Signal group 12	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6

Thursday, 30 November 2023, 9:00:00 AM AEDT to Thursday, 30 November 2023, 9:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	42	78	62	436
B phase	5	14	35	19	97
E phase	7	14	23	16	117
F phase	7	22	40	29	208
Nominal cycle length	8	116	128	120	962
Active cycle length	7	116	129	121	847
Actual cycle	6	100	133	118	709
Split plan 2	1	234	234	234	234
Split plan 4	1	117	117	117	117
Signal group 1	7	70	100	85	596
Signal group 2	7	34	70	54	380
Signal group 3	12	6	32	17	209
Signal group 4	4	5	11	9	37
Signal group 6	7	6	15	8	61
Signal group 8	7	6	15	8	58
Signal group 9	4	5	11	9	37
Signal group 10	7	38	63	50	352

Thursday, 30 November 2023, 9:15:00 AM AEDT to Thursday, 30 November 2023, 9:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	45	103	67	469
B phase	7	14	35	26	185
E phase	4	14	19	15	61
F phase	5	19	37	26	131
Nominal cycle length	7	112	126	117	822
Active cycle length	7	112	126	117	819
Actual cycle	7	81	169	117	822
Split plan 2	1	461	461	461	461
Signal group 1	4	51	329	170	682
Signal group 2	7	37	95	59	413
Signal group 3	12	6	29	18	220
Signal group 4	3	7	11	8	25
Signal group 6	4	6	10	7	28
Signal group 8	4	6	10	7	28
Signal group 9	3	7	11	8	25
Signal group 10	7	10	60	42	297
Signal group 12	1	6	6	6	6
Signal group 16	1	6	6	6	6

Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Thursday, 30 November 2023, 9:30:00 AM AEDT to Thursday, 30 November 2023, 9:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	41	78	59	418
B phase	4	14	28	19	76
D phase	1	14	14	14	14
E phase	6	14	25	17	103
F phase	8	18	43	27	223
Nominal cycle length	9	108	115	111	1006
Active cycle length	9	108	116	111	1006
Actual cycle	7	75	141	113	796
Split plan 2	1	109	109	109	109
Signal group 1	7	61	106	77	544
Signal group 2	7	33	70	51	362
Signal group 3	11	6	35	19	211
Signal group 4	4	8	10	9	36
Signal group 5	1	6	6	6	6
Signal group 6	6	6	17	9	54
Signal group 8	6	6	17	8	51
Signal group 9	5	6	10	8	42
Signal group 10	8	26	57	42	338
Signal group 12	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6

Thursday, 30 November 2023, 9:45:00 AM AEDT to Thursday, 30 November 2023, 10:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	39	78	52	417
B phase	6	14	28	17	104
E phase	8	14	27	18	147
F phase	8	14	37	26	215
Nominal cycle length	9	102	115	109	982
Active cycle length	9	101	116	109	981
Actual cycle	7	100	136	113	794
Split plan 2	1	110	110	110	110
Split plan 4	1	558	558	558	558
Signal group 1	8	47	108	75	605
Signal group 2	8	31	70	44	353
Signal group 3	14	6	29	14	207
Signal group 4	4	6	11	8	35
Signal group 6	9	6	18	9	88
Signal group 8	9	6	18	9	85
Signal group 9	4	6	11	8	35
Signal group 10	8	28	61	48	388
Signal group 15	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6

Thursday, 30 November 2023, 10:00:00 AM AEDT to Thursday, 30 November 2023, 10:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	41	79	59	479
B phase	3	14	15	14	43

E phase	5	18	26	20	103
F phase	8	18	42	30	247
Nominal cycle length	7	103	113	107	749
Active cycle length	7	103	113	107	750
Actual cycle	7	65	129	106	746
Signal group 1	8	52	93	76	611
Signal group 2	8	33	71	51	415
Signal group 3	11	6	34	20	227
Signal group 4	6	7	16	10	60
Signal group 6	5	10	18	12	62
Signal group 8	5	9	18	11	59
Signal group 9	6	7	16	10	60
Signal group 10	8	16	53	40	322
Signal group 15	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6

Thursday, 30 November 2023, 10:15:00 AM AEDT to Thursday, 30 November 2023, 10:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	43	101	59	478
B phase	6	14	19	16	98
E phase	6	14	24	17	107
F phase	7	21	35	27	193
Nominal cycle length	6	107	120	112	675
Active cycle length	7	107	121	113	793
Actual cycle	8	68	144	109	876
Signal group 1	6	52	200	91	548
Signal group 2	8	35	93	51	414
Signal group 3	12	6	35	16	195
Signal group 4	6	7	13	9	55
Signal group 6	6	6	16	9	56
Signal group 8	6	6	16	9	54
Signal group 9	6	7	13	9	55
Signal group 10	8	7	56	41	334

Thursday, 30 November 2023, 10:30:00 AM AEDT to Thursday, 30 November 2023, 10:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	40	60	51	413
B phase	5	14	31	18	93
E phase	7	14	26	16	115
F phase	8	18	37	25	200
Nominal cycle length	8	88	118	101	811
Active cycle length	9	87	118	100	908
Actual cycle	7	91	119	102	714
Split plan 2	1	108	108	108	108
Signal group 1	8	49	85	67	541
Signal group 2	8	32	52	43	349
Signal group 3	13	6	29	14	189
Signal group 4	5	7	11	9	46
Signal group 6	8	6	18	8	70
Signal group 8	8	6	18	8	67
Signal group 9	5	7	11	9	46
Signal group 10	8	29	55	43	344

Thursday, 30 November 2023, 10:45:00 AM AEDT to Thursday, 30 November 2023, 11:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	34	84	59	476
B phase	6	14	34	18	112
D phase	1	18	18	18	18
E phase	5	14	27	18	93
F phase	8	18	32	24	193
Nominal cycle length	8	104	115	109	872
Active cycle length	8	103	116	109	876
Actual cycle	8	63	144	108	870
Split plan 2	1	105	105	105	105
Split plan 4	1	655	655	655	655
Signal group 1	6	47	167	107	642
Signal group 2	8	26	76	51	412
Signal group 3	14	6	26	14	197
Signal group 4	5	7	13	9	46
Signal group 5	1	6	6	6	6
Signal group 6	5	6	18	10	50
Signal group 8	5	6	18	9	49
Signal group 9	5	7	13	9	46
Signal group 10	9	6	59	34	308
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Signal group 15	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6

Thursday, 30 November 2023, 11:00:00 AM AEDT to Thursday, 30 November 2023, 11:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	40	98	55	391
B phase	5	14	34	26	134
E phase	7	14	23	17	122
F phase	7	21	51	30	216
Nominal cycle length	7	111	116	113	795
Active cycle length	8	111	117	114	912
Actual cycle	7	61	170	113	794
Split plan 3	1	343	343	343	343
Split plan 4	1	111	111	111	111
Signal group 1	6	60	173	98	593
Signal group 2	7	32	90	47	335
Signal group 3	12	6	43	21	254
Signal group 4	2	8	10	9	18
Signal group 6	7	6	14	9	64
Signal group 8	7	6	13	8	61
Signal group 9	2	8	10	9	18
Signal group 10	8	6	66	51	408

Thursday, 30 November 2023, 11:15:00 AM AEDT to Thursday, 30 November 2023, 11:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	44	97	66	533

B phase	6	14	17	15	92
E phase	5	14	18	16	83
F phase	6	23	38	30	180
Nominal cycle length	8	107	112	110	880
Active cycle length	8	107	112	109	879
Actual cycle	8	64	153	111	888
Split plan 2	1	110	110	110	110
Signal group 1	4	68	299	168	672
Signal group 2	7	42	89	61	433
Signal group 3	12	6	30	14	176
Signal group 4	1	6	6	6	6
Signal group 6	5	6	9	8	40
Signal group 8	5	6	9	7	39
Signal group 9	1	6	6	6	6
Signal group 10	8	6	58	36	291

Thursday, 30 November 2023, 11:30:00 AM AEDT to Thursday, 30 November 2023, 11:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	43	58	52	370
B phase	6	14	32	26	158
D phase	1	14	14	14	14
E phase	7	14	27	17	123
F phase	8	16	36	24	192
Nominal cycle length	8	108	113	110	881
Active cycle length	7	108	133	114	798
Actual cycle	7	99	123	111	777
Split plan 2	1	546	546	546	546
Split plan 4	1	224	224	224	224
Signal group 1	7	67	99	82	577
Signal group 2	7	35	66	47	330
Signal group 3	13	6	28	17	230
Signal group 4	3	7	8	7	23
Signal group 5	1	6	6	6	6
Signal group 6	7	6	18	9	65
Signal group 8	7	6	18	9	63
Signal group 9	4	6	8	7	29
Signal group 10	9	15	59	42	385
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Thursday, 30 November 2023, 11:45:00 AM AEDT to Thursday, 30 November 2023, 12:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	28	68	49	393
B phase	5	14	35	18	93
D phase	1	18	18	18	18
E phase	8	14	26	17	143
F phase	8	16	44	27	221
Nominal cycle length	6	110	114	111	670
Active cycle length	7	93	138	112	790
Actual cycle	7	82	123	110	772
Split plan 4	1	781	781	781	781

Signal group 1	7	61	97	78	548
Signal group 2	8	20	60	41	329
Signal group 3	13	6	36	16	210
Signal group 4	2	7	8	7	15
Signal group 5	1	10	10	10	10
Signal group 6	8	6	17	9	77
Signal group 8	8	6	16	9	74
Signal group 9	2	7	8	7	15
Signal group 10	9	6	60	42	385
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 12:00:00 PM AEDT to Thursday, 30 November 2023, 12:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	43	82	57	401
B phase	3	14	32	23	71
E phase	6	14	23	18	113
F phase	8	24	40	30	246
Nominal cycle length	7	110	117	113	795
Active cycle length	7	95	117	111	777
Actual cycle	7	84	141	112	784
Signal group 1	6	64	183	98	591
Signal group 2	7	35	74	49	346
Signal group 3	11	6	32	20	229
Signal group 4	3	7	8	7	22
Signal group 6	6	6	14	10	61
Signal group 8	6	6	14	9	59
Signal group 9	3	7	8	7	22
Signal group 10	7	27	62	46	327

Thursday, 30 November 2023, 12:15:00 PM AEDT to Thursday, 30 November 2023, 12:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	43	86	63	445
B phase	4	14	32	18	74
E phase	5	14	27	18	93
F phase	8	17	35	28	226
Nominal cycle length	7	107	119	112	787
Active cycle length	8	109	130	116	930
Actual cycle	7	78	151	112	788
Split plan 2	1	117	117	117	117
Signal group 1	6	70	94	84	504
Signal group 2	7	35	78	56	393
Signal group 3	10	6	37	21	215
Signal group 4	6	7	11	9	55
Signal group 6	5	6	18	10	51
Signal group 8	5	6	17	9	48
Signal group 9	6	7	11	9	55
Signal group 10	8	24	57	40	324
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6

Pedestrian movement 6	1	6	6	6	6
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Thursday, 30 November 2023, 12:30:00 PM AEDT to Thursday, 30 November 2023, 12:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	27	91	61	491
B phase	7	14	33	19	137
E phase	4	15	22	18	74
F phase	6	22	37	27	165
Nominal cycle length	9	105	113	109	981
Active cycle length	8	90	113	107	857
Actual cycle	8	44	150	100	803
Split plan 2	2	109	223	166	332
Split plan 4	1	108	108	108	108
Signal group 1	4	78	193	130	521
Signal group 2	8	19	83	53	427
Signal group 3	12	6	51	17	206
Signal group 4	3	8	13	11	33
Signal group 6	4	7	14	10	42
Signal group 8	4	7	14	10	41
Signal group 9	3	8	13	11	33
Signal group 10	9	6	58	33	304

Thursday, 30 November 2023, 12:45:00 PM AEDT to Thursday, 30 November 2023, 1:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	36	99	60	421
B phase	4	14	23	17	69
E phase	7	15	27	20	146
F phase	7	19	39	31	219
Nominal cycle length	7	112	119	114	804
Active cycle length	7	111	120	114	804
Actual cycle	7	107	163	122	855
Signal group 1	6	51	101	74	449
Signal group 2	7	33	62	45	318
Signal group 3	11	6	31	18	200
Signal group 4	5	7	12	9	49
Signal group 6	7	7	18	12	87
Signal group 8	7	6	18	12	84
Signal group 9	5	7	12	9	49
Signal group 10	7	44	75	54	378

Thursday, 30 November 2023, 1:00:00 PM AEDT to Thursday, 30 November 2023, 1:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	40	87	61	491
B phase	7	14	17	14	102
E phase	4	15	26	20	83
F phase	8	20	40	26	212
Nominal cycle length	7	106	112	109	763
Active cycle length	7	106	112	109	763
Actual cycle	7	88	127	111	780
Signal group 1	6	67	205	117	707
Signal group 2	8	32	79	53	427
Signal group 3	13	6	32	16	210

Signal group 4	2	7	13	10	20
Signal group 6	5	7	18	12	60
Signal group 8	5	7	18	12	60
Signal group 9	2	7	13	10	20
Signal group 10	8	26	54	39	319

Thursday, 30 November 2023, 1:15:00 PM AEDT to Thursday, 30 November 2023, 1:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	42	89	58	465
B phase	7	14	35	18	126
E phase	5	14	26	19	98
F phase	7	18	45	27	189
Nominal cycle length	7	108	118	112	790
Active cycle length	7	108	119	112	790
Actual cycle	7	60	149	109	765
Split plan 2	1	232	232	232	232
Signal group 1	6	56	219	114	685
Signal group 2	8	34	81	50	401
Signal group 3	13	6	37	15	197
Signal group 4	4	5	8	7	28
Signal group 6	5	6	18	11	57
Signal group 8	5	6	18	11	57
Signal group 9	4	5	8	7	28
Signal group 10	7	7	62	45	321

Thursday, 30 November 2023, 1:30:00 PM AEDT to Thursday, 30 November 2023, 1:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	34	69	53	430
B phase	4	14	30	19	76
D phase	1	14	14	14	14
E phase	6	15	27	20	122
F phase	7	14	53	33	236
Nominal cycle length	6	110	115	113	680
Active cycle length	6	110	116	113	682
Actual cycle	8	52	139	109	878
Split plan 2	2	110	115	112	225
Split plan 3	1	113	113	113	113
Split plan 4	1	227	227	227	227
Signal group 1	7	61	111	83	586
Signal group 2	8	26	61	45	366
Signal group 3	11	6	45	20	223
Signal group 4	4	5	10	7	29
Signal group 5	1	6	6	6	6
Signal group 6	6	7	18	11	71
Signal group 8	6	6	18	11	68
Signal group 9	4	5	22	10	43
Signal group 10	8	10	63	46	369
Signal group 12	2	6	6	6	12
Signal group 15	2	6	6	6	12
Pedestrian movement 2	2	6	6	6	12
Pedestrian movement 5	2	6	6	6	12

Thursday, 30 November 2023, 1:45:00 PM AEDT to Thursday, 30 November 2023, 2:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	42	65	50	355
B phase	6	14	34	23	141
E phase	8	14	21	15	122
F phase	7	19	37	26	187
Nominal cycle length	5	109	113	111	556
Active cycle length	5	109	137	116	582
Actual cycle	6	103	117	110	663
Signal group 1	7	76	95	83	581
Signal group 2	7	34	57	42	299
Signal group 3	13	6	29	17	224
Signal group 4	3	7	8	7	23
Signal group 6	8	6	13	7	58
Signal group 8	8	6	13	7	56
Signal group 9	3	7	8	7	23
Signal group 10	7	41	59	52	365

Thursday, 30 November 2023, 2:00:00 PM AEDT to Thursday, 30 November 2023, 2:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	29	98	61	491
B phase	4	14	19	16	65
E phase	7	15	21	18	127
F phase	6	19	44	30	181
Nominal cycle length	6	110	116	112	677
Active cycle length	8	93	116	110	886
Actual cycle	7	66	154	112	790
Signal group 1	7	56	188	89	625
Signal group 2	8	21	90	53	427
Signal group 3	10	6	36	16	166
Signal group 4	4	8	11	9	38
Signal group 6	7	7	13	10	70
Signal group 8	7	6	13	9	66
Signal group 9	4	8	11	9	38
Signal group 10	7	6	57	43	301
Signal group 12	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Thursday, 30 November 2023, 2:15:00 PM AEDT to Thursday, 30 November 2023, 2:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	42	70	55	386
B phase	5	14	34	19	97
E phase	7	14	27	18	129
F phase	7	21	35	27	195
Nominal cycle length	6	111	123	115	692
Active cycle length	7	111	124	116	816
Actual cycle	7	106	128	115	807
Split plan 2	1	117	117	117	117
Signal group 1	7	57	103	77	539
Signal group 2	8	34	73	50	403

Signal group 3	12	6	27	16	196
Signal group 4	5	7	11	8	44
Signal group 6	7	6	19	10	73
Signal group 8	7	6	19	10	71
Signal group 9	5	7	11	8	44
Signal group 10	7	38	65	52	365

Thursday, 30 November 2023, 2:30:00 PM AEDT to Thursday, 30 November 2023, 2:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	43	70	53	372
B phase	6	14	35	23	139
D phase	1	18	18	18	18
E phase	8	14	24	16	132
F phase	8	14	39	28	225
Nominal cycle length	7	113	121	117	824
Active cycle length	7	112	121	117	823
Actual cycle	7	112	126	118	831
Signal group 1	7	78	98	87	612
Signal group 2	7	35	62	45	316
Signal group 3	14	6	31	18	252
Signal group 4	4	6	9	7	31
Signal group 5	1	10	10	10	10
Signal group 6	8	6	16	8	67
Signal group 8	8	6	16	8	65
Signal group 9	4	6	9	7	31
Signal group 10	9	12	61	47	424
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Thursday, 30 November 2023, 2:45:00 PM AEDT to Thursday, 30 November 2023, 3:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	41	69	57	403
B phase	5	14	32	19	98
E phase	7	14	26	19	135
F phase	7	18	41	30	210
Nominal cycle length	7	113	124	118	827
Active cycle length	7	112	125	118	829
Actual cycle	6	107	128	118	710
Signal group 1	7	52	108	78	551
Signal group 2	7	33	61	49	347
Signal group 3	12	6	33	17	212
Signal group 4	5	9	11	10	51
Signal group 6	7	6	18	11	78
Signal group 8	7	6	18	10	76
Signal group 9	5	9	11	10	51
Signal group 10	7	47	62	55	387
Signal group 15	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6

Thursday, 30 November 2023, 3:00:00 PM AEDT to Thursday, 30 November 2023, 3:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	45	102	63	447
B phase	3	14	34	21	63
D phase	1	18	18	18	18
E phase	6	14	18	15	92
F phase	7	21	44	35	250
Nominal cycle length	6	117	124	120	725
Active cycle length	7	117	147	124	873
Actual cycle	7	112	155	124	870
Split plan 2	1	242	242	242	242
Signal group 1	6	56	133	93	562
Signal group 2	7	37	94	55	391
Signal group 3	10	6	36	23	237
Signal group 4	3	8	11	10	30
Signal group 5	1	6	6	6	6
Signal group 6	6	6	10	7	44
Signal group 8	6	6	9	6	40
Signal group 9	3	8	11	10	30
Signal group 10	8	7	61	43	345
Signal group 12	2	6	6	6	12
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 2	2	6	6	6	12
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Thursday, 30 November 2023, 3:15:00 PM AEDT to Thursday, 30 November 2023, 3:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	40	57	47	286
B phase	7	14	38	29	209
E phase	7	14	27	17	124
F phase	7	25	29	27	190
Nominal cycle length	7	118	130	125	875
Active cycle length	8	118	131	125	1001
Actual cycle	6	115	134	123	743
Split plan 1	1	126	126	126	126
Split plan 2	1	384	384	384	384
Signal group 1	6	61	100	87	525
Signal group 2	6	32	49	39	238
Signal group 3	14	6	30	20	287
Signal group 4	4	8	12	10	40
Signal group 6	7	6	19	9	67
Signal group 8	7	6	19	9	67
Signal group 9	4	8	12	10	40
Signal group 10	7	58	73	66	467

Thursday, 30 November 2023, 3:30:00 PM AEDT to Thursday, 30 November 2023, 3:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
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A phase	6	46	65	53	322
B phase	4	16	32	27	110
D phase	1	15	15	15	15
E phase	7	14	25	17	120
F phase	7	32	49	39	278
Nominal cycle length	2	128	130	129	258
Active cycle length	3	129	167	142	426
Actual cycle	6	124	139	130	782
Split plan 2	1	260	260	260	260
Split plan 3	1	260	260	260	260
Split plan 4	1	128	128	128	128
Signal group 1	6	79	113	95	572
Signal group 2	6	38	57	45	274
Signal group 3	11	8	41	27	300
Signal group 4	3	8	18	11	34
Signal group 5	1	7	7	7	7
Signal group 6	7	6	16	9	63
Signal group 8	7	6	16	8	61
Signal group 9	4	7	18	10	41
Signal group 10	7	51	76	64	452

Thursday, 30 November 2023, 3:45:00 PM AEDT to Thursday, 30 November 2023, 4:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	44	82	61	370
B phase	4	14	46	28	113
D phase	1	18	18	18	18
E phase	6	15	25	20	125
F phase	7	19	46	32	227
Nominal cycle length	2	128	130	129	258
Active cycle length	5	106	131	125	625
Actual cycle	6	104	156	126	757
Split plan 2	1	258	258	258	258
Signal group 1	6	58	116	81	488
Signal group 2	6	36	74	53	322
Signal group 3	11	6	42	23	256
Signal group 4	5	9	15	11	59
Signal group 5	1	6	6	6	6
Signal group 6	6	7	17	12	77
Signal group 8	6	6	16	12	75
Signal group 9	5	9	15	11	59
Signal group 10	7	42	88	59	413
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 4:00:00 PM AEDT to Thursday, 30 November 2023, 4:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	39	80	54	326
B phase	7	20	42	33	237
E phase	6	14	22	17	103
F phase	6	23	49	31	186
Nominal cycle length	7	126	130	128	897

Active cycle length	8	127	162	132	1063
Actual cycle	5	126	134	130	652
Split plan 1	1	381	381	381	381
Split plan 2	1	258	258	258	258
Signal group 1	6	85	121	101	611
Signal group 2	6	31	72	46	278
Signal group 3	12	13	61	27	327
Signal group 4	4	7	11	9	38
Signal group 6	6	6	13	9	54
Signal group 8	6	6	13	9	54
Signal group 9	4	7	11	9	38
Signal group 10	6	61	85	71	427
Signal group 12	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6

Thursday, 30 November 2023, 4:15:00 PM AEDT to Thursday, 30 November 2023, 4:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	44	69	51	363
B phase	4	15	20	18	72
D phase	2	15	18	16	33
E phase	7	14	32	20	143
F phase	7	21	48	35	248
Nominal cycle length	7	120	129	125	878
Active cycle length	6	121	128	125	750
Actual cycle	7	114	131	122	859
Split plan 3	1	375	375	375	375
Split plan 4	1	375	375	375	375
Signal group 1	7	50	109	77	539
Signal group 2	7	36	61	44	308
Signal group 3	11	7	40	21	232
Signal group 4	4	10	12	11	44
Signal group 5	2	7	10	8	17
Signal group 6	7	6	24	12	85
Signal group 8	7	6	24	11	83
Signal group 9	5	7	12	10	51
Signal group 10	8	12	67	49	399
Signal group 12	1	6	6	6	6
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Thursday, 30 November 2023, 4:30:00 PM AEDT to Thursday, 30 November 2023, 4:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	41	71	53	321
B phase	4	14	36	29	118
E phase	7	14	21	18	126
F phase	7	25	43	32	230
Nominal cycle length	6	124	130	127	766
Active cycle length	7	103	131	124	873

Actual cycle	6	101	132	122	735
Signal group 1	6	74	89	83	501
Signal group 2	7	33	63	45	316
Signal group 3	11	6	35	23	260
Signal group 4	6	7	13	10	61
Signal group 6	7	6	13	10	70
Signal group 8	7	6	13	9	67
Signal group 9	6	7	13	10	61
Signal group 10	7	51	73	59	418
Signal group 16	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Thursday, 30 November 2023, 4:45:00 PM AEDT to Thursday, 30 November 2023, 5:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	44	65	56	336
B phase	5	16	39	30	154
D phase	1	18	18	18	18
E phase	7	15	30	21	148
F phase	7	20	47	31	223
Nominal cycle length	2	129	130	129	259
Active cycle length	4	129	167	139	556
Actual cycle	6	127	146	133	800
Split plan 1	1	130	130	130	130
Split plan 2	1	259	259	259	259
Split plan 4	1	260	260	260	260
Signal group 1	6	61	111	86	517
Signal group 2	6	36	57	48	288
Signal group 3	12	8	39	23	282
Signal group 4	5	6	11	8	40
Signal group 5	1	10	10	10	10
Signal group 6	7	7	22	13	92
Signal group 8	7	6	22	12	90
Signal group 9	5	6	11	8	40
Signal group 10	8	25	74	57	462
Signal group 11	1	9	9	9	9
Signal group 12	1	6	6	6	6
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Signal group 15	1	6	6	6	6
Signal group 16	2	6	6	6	12
Pedestrian movement 1	1	9	9	9	9
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6
Pedestrian movement 6	2	6	6	6	12

Thursday, 30 November 2023, 5:00:00 PM AEDT to Thursday, 30 November 2023, 5:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	6	44	60	53	320
B phase	4	15	33	25	103
E phase	7	14	27	19	139
F phase	7	27	51	37	264

Nominal cycle length	6	123	128	126	756
Active cycle length	6	124	128	126	757
Actual cycle	6	101	136	122	736
Signal group 1	6	48	93	77	466
Signal group 2	6	36	52	45	272
Signal group 3	11	7	43	25	279
Signal group 4	7	7	18	10	75
Signal group 6	7	6	19	11	80
Signal group 8	7	6	19	11	77
Signal group 9	7	7	18	10	75
Signal group 10	7	49	82	64	450
Signal group 12	1	6	6	6	6
Signal group 15	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6

Thursday, 30 November 2023, 5:15:00 PM AEDT to Thursday, 30 November 2023, 5:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	39	66	53	372
B phase	2	14	27	20	41
D phase	1	18	18	18	18
E phase	7	14	25	16	118
F phase	7	28	50	44	311
Nominal cycle length	7	118	129	123	863
Active cycle length	4	119	128	122	491
Actual cycle	6	111	129	122	734
Split plan 1	1	242	242	242	242
Split plan 3	1	364	364	364	364
Signal group 1	7	58	98	80	561
Signal group 2	7	31	58	45	316
Signal group 3	9	6	42	31	280
Signal group 4	5	9	16	12	63
Signal group 5	1	10	10	10	10
Signal group 6	7	6	17	8	62
Signal group 8	7	6	17	8	58
Signal group 9	5	9	16	12	63
Signal group 10	7	54	72	59	414
Signal group 12	1	6	6	6	6
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 5:30:00 PM AEDT to Thursday, 30 November 2023, 5:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	41	50	46	323
B phase	5	15	39	32	164
E phase	7	14	27	20	146
F phase	7	22	51	35	246
Nominal cycle length	6	119	130	125	752
Active cycle length	6	119	130	125	753
Actual cycle	6	122	129	125	753

Split plan 1	1	623	623	623	623
Signal group 1	7	57	92	78	547
Signal group 2	7	33	42	38	267
Signal group 3	12	7	43	26	314
Signal group 4	7	5	17	10	74
Signal group 6	7	6	19	12	90
Signal group 8	7	6	19	12	88
Signal group 9	7	5	17	10	74
Signal group 10	6	64	76	71	431
Signal group 11	1	9	9	9	9
Signal group 15	1	6	6	6	6
Pedestrian movement 1	1	9	9	9	9
Pedestrian movement 5	1	6	6	6	6

Thursday, 30 November 2023, 5:45:00 PM AEDT to Thursday, 30 November 2023, 6:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	35	67	52	370
B phase	3	14	28	19	57
E phase	7	15	29	20	145
F phase	7	19	48	39	279
Nominal cycle length	8	117	127	121	974
Active cycle length	6	118	126	121	730
Actual cycle	7	107	132	121	851
Split plan 1	1	119	119	119	119
Split plan 2	1	121	121	121	121
Split plan 3	2	123	125	124	248
Split plan 4	1	127	127	127	127
Signal group 1	6	70	106	83	500
Signal group 2	7	27	59	44	314
Signal group 3	10	6	40	25	256
Signal group 4	5	8	12	10	50
Signal group 6	7	7	21	12	89
Signal group 8	7	6	21	12	85
Signal group 9	5	8	12	10	50
Signal group 10	7	53	74	60	425
Signal group 11	1	9	9	9	9
Signal group 16	1	6	6	6	6
Pedestrian movement 1	1	9	9	9	9
Pedestrian movement 6	1	6	6	6	6

Thursday, 30 November 2023, 6:00:00 PM AEDT to Thursday, 30 November 2023, 6:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	39	69	52	370
B phase	5	14	31	20	103
E phase	7	17	26	21	150
F phase	7	23	47	31	220
Nominal cycle length	7	112	122	117	819
Active cycle length	7	114	121	117	821
Actual cycle	6	108	127	117	706
Split plan 2	1	122	122	122	122
Split plan 3	1	346	346	346	346
Signal group 1	7	59	85	75	525
Signal group 2	7	31	61	44	314

Signal group 3	12	6	39	18	227
Signal group 4	5	6	10	8	41
Signal group 6	8	9	18	13	109
Signal group 8	8	8	18	13	106
Signal group 9	5	6	10	8	41
Signal group 10	7	42	69	57	403
Signal group 12	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6

Thursday, 30 November 2023, 6:15:00 PM AEDT to Thursday, 30 November 2023, 6:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	42	105	59	479
B phase	4	14	32	20	81
E phase	6	15	23	17	103
F phase	7	22	39	31	219
Nominal cycle length	7	110	121	115	807
Active cycle length	6	110	120	114	687
Actual cycle	7	69	121	107	749
Split plan 2	1	111	111	111	111
Signal group 1	7	55	205	90	630
Signal group 2	8	34	97	51	415
Signal group 3	12	6	31	18	224
Signal group 4	6	8	12	10	62
Signal group 6	6	7	14	8	53
Signal group 8	6	6	14	8	50
Signal group 9	6	8	12	10	62
Signal group 10	7	6	61	45	319
Signal group 12	2	6	6	6	12
Signal group 16	3	6	6	6	18
Pedestrian movement 2	2	6	6	6	12
Pedestrian movement 6	3	6	6	6	18

Thursday, 30 November 2023, 6:30:00 PM AEDT to Thursday, 30 November 2023, 6:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	25	73	42	339
B phase	8	29	37	34	272
E phase	8	14	27	16	130
F phase	7	14	24	18	130
Nominal cycle length	5	108	113	110	552
Active cycle length	6	85	113	107	642
Actual cycle	7	77	136	104	732
Split plan 2	1	224	224	224	224
Signal group 1	7	46	198	89	623
Signal group 2	8	17	65	36	289
Signal group 3	15	6	29	19	291
Signal group 4	5	6	11	8	41
Signal group 6	8	6	18	8	64
Signal group 8	8	6	18	9	72
Signal group 9	5	6	11	8	41
Signal group 10	8	29	64	53	431
Signal group 15	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6

Thursday, 30 November 2023, 6:45:00 PM AEDT to Thursday, 30 November 2023, 7:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	30	73	46	420
B phase	4	15	33	27	109
E phase	8	14	24	18	150
F phase	7	21	36	29	203
Nominal cycle length	7	95	108	101	712
Active cycle length	9	94	108	101	913
Actual cycle	8	75	132	102	819
Split plan 1	1	298	298	298	298
Split plan 3	1	319	319	319	319
Signal group 1	7	60	140	83	587
Signal group 2	9	22	65	38	348
Signal group 3	11	7	28	20	224
Signal group 4	2	5	7	6	12
Signal group 6	8	6	16	10	83
Signal group 8	8	6	18	11	88
Signal group 9	2	5	7	6	12
Signal group 10	8	19	63	47	376

Thursday, 30 November 2023, 7:00:00 PM AEDT to Thursday, 30 November 2023, 7:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	29	69	44	399
B phase	6	14	32	22	134
E phase	9	14	27	18	164
F phase	7	14	36	25	180
Nominal cycle length	7	92	106	98	691
Active cycle length	8	90	108	98	786
Actual cycle	8	71	132	100	804
Split plan 2	1	289	289	289	289
Split plan 3	2	98	106	102	204
Split plan 4	2	99	104	101	203
Signal group 1	8	46	93	68	544
Signal group 2	9	21	61	36	327
Signal group 3	13	6	28	16	210
Signal group 4	3	6	11	8	25
Signal group 6	9	6	18	9	88
Signal group 8	9	6	18	10	94
Signal group 9	3	6	11	8	25
Signal group 10	8	21	58	46	371
Signal group 15	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6

Thursday, 30 November 2023, 7:15:00 PM AEDT to Thursday, 30 November 2023, 7:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	24	62	46	461
B phase	4	14	23	18	72
E phase	6	14	24	18	110
F phase	9	19	32	24	218
Nominal cycle length	10	81	94	86	865
Active cycle length	10	80	97	86	866

Actual cycle	10	47	117	86	861
Split plan 2	1	83	83	83	83
Split plan 3	1	84	84	84	84
Signal group 1	5	29	220	107	536
Signal group 2	11	16	54	36	406
Signal group 3	13	6	24	14	186
Signal group 4	2	6	8	7	14
Signal group 6	6	6	16	10	61
Signal group 8	6	6	15	9	58
Signal group 9	2	6	8	7	14
Signal group 10	10	15	53	32	320

Thursday, 30 November 2023, 7:30:00 PM AEDT to Thursday, 30 November 2023, 7:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	26	78	48	433
B phase	8	14	34	22	183
D phase	1	18	18	18	18
E phase	7	14	19	15	110
F phase	6	14	41	23	141
Nominal cycle length	9	91	104	95	860
Active cycle length	8	89	105	95	765
Actual cycle	8	53	142	100	801
Split plan 1	1	96	96	96	96
Split plan 2	2	94	381	237	475
Split plan 3	1	185	185	185	185
Signal group 1	6	38	158	87	522
Signal group 2	9	18	70	41	377
Signal group 3	13	6	33	15	204
Signal group 4	3	7	25	13	40
Signal group 5	1	10	10	10	10
Signal group 6	7	6	11	7	53
Signal group 8	7	6	14	8	59
Signal group 9	3	7	25	13	40
Signal group 10	10	6	61	29	295
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Thursday, 30 November 2023, 7:45:00 PM AEDT to Thursday, 30 November 2023, 8:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	23	99	60	546
B phase	3	14	14	14	42
E phase	5	16	20	18	92
F phase	8	20	34	26	209
Nominal cycle length	9	84	107	98	883
Active cycle length	8	79	141	99	799
Actual cycle	8	57	148	100	800
Signal group 1	5	58	180	110	550
Signal group 2	9	15	91	52	474
Signal group 3	11	6	26	14	162
Signal group 4	2	8	10	9	18
Signal group 6	5	8	12	10	50

Signal group 8	5	7	11	9	48
Signal group 9	2	8	10	9	18
Signal group 10	8	14	46	30	245

Thursday, 30 November 2023, 8:00:00 PM AEDT to Thursday, 30 November 2023, 8:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	24	124	60	543
B phase	6	14	33	23	143
E phase	4	14	24	16	67
F phase	6	15	32	21	130
Nominal cycle length	9	86	107	98	882
Active cycle length	9	95	143	110	994
Actual cycle	8	38	191	104	836
Split plan 1	1	107	107	107	107
Split plan 2	2	105	280	192	385
Split plan 4	1	294	294	294	294
Signal group 1	3	43	332	180	542
Signal group 2	9	16	116	52	471
Signal group 3	12	6	25	14	177
Signal group 4	1	10	10	10	10
Signal group 6	4	6	15	8	34
Signal group 8	4	6	15	8	34
Signal group 9	1	10	10	10	10
Signal group 10	8	6	59	34	276

Thursday, 30 November 2023, 8:15:00 PM AEDT to Thursday, 30 November 2023, 8:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	18	74	45	459
B phase	6	14	31	22	132
E phase	6	14	21	17	106
F phase	8	15	32	21	170
Nominal cycle length	10	75	96	84	842
Active cycle length	10	75	114	89	893
Actual cycle	9	52	123	91	827
Split plan 3	1	259	259	259	259
Signal group 1	7	30	154	88	621
Signal group 2	10	10	79	41	411
Signal group 3	12	6	24	14	174
Signal group 4	3	7	9	7	23
Signal group 6	6	6	12	9	56
Signal group 8	6	6	19	10	62
Signal group 9	3	7	9	7	23
Signal group 10	9	10	54	31	285

Thursday, 30 November 2023, 8:30:00 PM AEDT to Thursday, 30 November 2023, 8:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	12	17	62	36	439
B phase	9	14	25	19	178
E phase	7	15	18	16	115
F phase	7	15	24	19	139
Nominal cycle length	8	70	78	75	600
Active cycle length	11	69	78	74	817

Actual cycle	12	38	113	71	856
Split plan 2	1	149	149	149	149
Split plan 3	2	76	76	76	152
Split plan 4	1	227	227	227	227
Signal group 1	8	35	214	82	657
Signal group 2	13	9	54	30	392
Signal group 3	14	6	17	12	170
Signal group 4	2	7	12	9	19
Signal group 6	7	7	10	8	56
Signal group 8	7	6	17	10	71
Signal group 9	2	7	12	9	19
Signal group 10	12	6	48	24	299

Thursday, 30 November 2023, 8:45:00 PM AEDT to Thursday, 30 November 2023, 9:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	16	16	33	21	346
B phase	10	14	23	17	170
D phase	1	18	18	18	18
E phase	7	14	20	16	115
F phase	11	17	27	21	240
Active cycle length	6	49	72	67	402
Actual cycle	16	31	87	54	867
Split plan 1	1	140	140	140	140
Split plan 3	2	140	280	210	420
Signal group 1	7	31	131	67	475
Signal group 2	16	8	25	13	217
Signal group 3	21	6	19	11	242
Signal group 4	3	7	13	10	32
Signal group 5	1	10	10	10	10
Signal group 6	7	6	12	8	57
Signal group 8	7	6	12	8	56
Signal group 9	3	7	13	10	32
Signal group 10	17	6	48	22	389
Signal group 12	1	6	6	6	6
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Thursday, 30 November 2023, 9:00:00 PM AEDT to Thursday, 30 November 2023, 9:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	17	86	30	396
B phase	6	14	25	16	101
E phase	7	14	23	17	123
F phase	11	13	31	22	245
Nominal cycle length	6	70	88	80	485
Active cycle length	12	67	117	82	990
Actual cycle	12	40	138	69	833
Split plan 1	1	82	82	82	82
Split plan 2	1	88	88	88	88

Split plan 3	2	166	359	262	525
Signal group 1	7	23	188	85	601
Signal group 2	13	9	78	22	292
Signal group 3	18	5	23	12	218
Signal group 4	1	8	8	8	8
Signal group 6	7	6	15	9	65
Signal group 8	7	6	18	10	72
Signal group 9	1	8	8	8	8
Signal group 10	13	7	50	28	364

Thursday, 30 November 2023, 9:15:00 PM AEDT to Thursday, 30 November 2023, 9:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	17	16	37	23	395
B phase	8	13	26	17	142
E phase	6	16	22	18	110
F phase	12	14	34	20	249
Nominal cycle length	1	40	40	40	40
Active cycle length	6	40	71	61	369
Actual cycle	17	38	75	50	858
Split plan 1	2	140	210	175	350
Split plan 3	2	70	140	105	210
Signal group 1	6	73	192	117	702
Signal group 2	17	8	29	16	274
Signal group 3	19	5	26	11	224
Signal group 4	1	7	7	7	7
Signal group 6	6	7	13	9	56
Signal group 8	6	7	21	10	62
Signal group 9	1	7	7	7	7
Signal group 10	17	6	39	18	311

Thursday, 30 November 2023, 9:30:00 PM AEDT to Thursday, 30 November 2023, 9:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	21	16	30	19	408
B phase	2	14	15	14	29
E phase	6	15	19	17	104
F phase	19	14	25	17	336
Nominal cycle length	4	40	70	55	220
Active cycle length	9	31	96	56	507
Actual cycle	20	31	55	42	841
Split plan 2	1	428	428	428	428
Split plan 4	1	4	4	4	4
Signal group 1	6	25	180	87	527
Signal group 2	20	8	47	13	268
Signal group 3	20	6	17	9	184
Signal group 4	1	13	13	13	13
Signal group 6	6	7	11	8	53
Signal group 8	6	6	19	9	57
Signal group 9	1	13	13	13	13
Signal group 10	20	6	29	14	287

Thursday, 30 November 2023, 9:45:00 PM AEDT to Thursday, 30 November 2023, 10:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
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A phase	22	16	25	19	421
B phase	2	13	14	13	27
E phase	4	15	18	16	65
F phase	20	14	25	18	365
Nominal cycle length	4	40	70	55	220
Active cycle length	6	33	70	48	293
Actual cycle	22	30	59	39	878
Split plan 1	2	40	46	43	86
Split plan 2	4	40	140	88	355
Split plan 3	2	40	165	102	205
Split plan 4	2	40	75	57	115
Signal group 1	4	63	239	120	482
Signal group 2	22	8	40	12	277
Signal group 3	21	5	17	9	209
Signal group 4	1	8	8	8	8
Signal group 6	4	7	9	7	31
Signal group 8	4	6	8	6	27
Signal group 9	1	8	8	8	8
Signal group 10	21	5	35	13	274
Signal group 12	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Thursday, 30 November 2023, 10:00:00 PM AEDT to Thursday, 30 November 2023, 10:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	17	16	69	28	492
B phase	2	14	14	14	28
E phase	4	15	21	18	72
F phase	15	14	24	19	287
Nominal cycle length	3	40	70	60	180
Active cycle length	6	40	71	62	375
Actual cycle	16	31	89	50	814
Split plan 1	1	40	40	40	40
Split plan 3	1	140	140	140	140
Signal group 1	3	115	357	245	735
Signal group 2	17	8	61	20	355
Signal group 3	17	6	16	10	179
Signal group 4	1	7	7	7	7
Signal group 6	4	7	12	9	38
Signal group 8	4	7	19	11	44
Signal group 9	1	7	7	7	7
Signal group 10	18	6	31	13	242

Thursday, 30 November 2023, 10:15:00 PM AEDT to Thursday, 30 November 2023, 10:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	22	16	30	19	423
B phase	7	13	23	17	122
E phase	3	16	22	18	55
F phase	14	15	32	21	295
Nominal cycle length	2	40	70	55	110
Active cycle length	8	40	98	67	543
Actual cycle	21	30	60	41	875

Split plan 1	2	70	300	185	370
Split plan 2	1	8	8	8	8
Split plan 3	2	70	70	70	140
Split plan 4	1	70	70	70	70
Signal group 1	4	125	205	163	652
Signal group 2	20	8	41	13	261
Signal group 3	20	5	24	12	242
Signal group 4	1	7	7	7	7
Signal group 6	3	7	14	10	30
Signal group 8	3	6	17	12	36
Signal group 9	1	7	7	7	7
Signal group 10	20	5	35	14	297

Thursday, 30 November 2023, 10:30:00 PM AEDT to Thursday, 30 November 2023, 10:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	20	16	38	22	448
B phase	1	14	14	14	14
E phase	4	15	18	15	63
F phase	19	13	25	18	346
Nominal cycle length	2	40	70	55	110
Active cycle length	6	31	70	46	277
Actual cycle	20	29	59	43	871
Split plan 1	2	40	40	40	80
Split plan 2	1	536	536	536	536
Split plan 3	1	200	200	200	200
Signal group 1	4	31	91	64	258
Signal group 2	20	8	30	14	288
Signal group 3	20	6	17	10	202
Signal group 4	1	6	6	6	6
Signal group 6	4	6	9	7	29
Signal group 8	4	6	15	8	35
Signal group 9	1	6	6	6	6
Signal group 10	20	6	31	13	264

Thursday, 30 November 2023, 10:45:00 PM AEDT to Thursday, 30 November 2023, 11:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	16	16	99	32	512
E phase	2	16	16	16	32
F phase	16	13	27	18	293
Nominal cycle length	3	40	70	50	150
Active cycle length	5	35	71	51	256
Actual cycle	15	33	118	53	801
Split plan 1	1	456	456	456	456
Split plan 3	2	40	150	95	190
Signal group 1	1	368	368	368	368
Signal group 2	16	8	91	24	384
Signal group 3	17	5	19	10	174
Signal group 6	2	8	8	8	16
Signal group 8	2	7	7	7	14
Signal group 10	17	5	27	12	206

Thursday, 30 November 2023, 11:00:00 PM AEDT to Thursday, 30 November 2023, 11:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	18	16	70	29	524
E phase	2	16	18	17	34
F phase	17	14	24	17	297
Active cycle length	2	40	53	46	93
Actual cycle	18	32	86	47	855
Signal group 1	1	111	111	111	111
Signal group 2	18	8	62	21	379
Signal group 3	17	6	16	9	161
Signal group 6	2	8	9	8	17
Signal group 8	2	7	17	12	24
Signal group 10	18	7	22	10	186

Thursday, 30 November 2023, 11:15:00 PM AEDT to Thursday, 30 November 2023, 11:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	20	16	57	25	510
F phase	21	15	21	17	360
Actual cycle	20	31	73	42	849
Signal group 2	20	8	49	17	350
Signal group 3	21	7	13	9	193
Signal group 4	1	8	8	8	8
Signal group 9	1	8	8	8	8
Signal group 10	21	7	13	9	193

Thursday, 30 November 2023, 11:30:00 PM AEDT to Thursday, 30 November 2023, 11:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	12	17	176	52	626
F phase	13	13	20	16	217
Actual cycle	12	32	193	68	827
Signal group 2	12	9	168	44	530
Signal group 3	13	5	12	8	113
Signal group 10	13	5	12	8	113

Thursday, 30 November 2023, 11:45:00 PM AEDT to Friday, 1 December 2023, 12:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	12	21	190	57	693
E phase	1	16	16	16	16
F phase	11	13	19	16	178
Actual cycle	12	35	209	72	872
Signal group 1	1	75	75	75	75
Signal group 2	12	13	182	50	603
Signal group 3	11	5	11	8	90
Signal group 6	1	8	8	8	8
Signal group 8	1	15	15	15	15
Signal group 10	12	5	11	8	98

Report: Periodic statistics for site 4619

15 minute intervals

From: Saturday, 2 December 2023, 12:00:00 AM AEDT

To: Saturday, 2 December 2023, 11:59:59 PM AEDT

Saturday, 2 December 2023, 12:00:00 AM AEDT to Saturday, 2 December 2023, 12:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
Unknown phase	1	37	37	37	37
A phase	14	17	94	43	607
E phase	1	18	18	18	18
F phase	13	15	20	17	224
Active cycle length	3	40	53	44	134
Actual cycle	15	33	114	59	886
Split plan 1	1	320	320	320	320
Signal group 1	1	399	399	399	399
Signal group 2	13	9	96	35	457
Signal group 3	12	7	12	9	113
Signal group 4	1	7	7	7	7
Signal group 6	1	9	9	9	9
Signal group 8	1	17	17	17	17
Signal group 9	1	7	7	7	7
Signal group 10	13	7	12	9	122

Saturday, 2 December 2023, 12:15:00 AM AEDT to Saturday, 2 December 2023, 12:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	15	16	89	37	560
E phase	3	15	27	19	58
F phase	16	14	20	16	271
Actual cycle	15	32	130	58	873
Signal group 1	2	83	172	127	255
Signal group 2	15	8	81	29	440
Signal group 3	16	6	12	8	143
Signal group 6	3	7	18	11	33
Signal group 8	3	6	17	10	30
Signal group 10	16	7	33	12	201
Signal group 15	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6

Saturday, 2 December 2023, 12:30:00 AM AEDT to Saturday, 2 December 2023, 12:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	17	16	111	30	525
E phase	4	17	17	17	68
F phase	16	14	22	17	276
Actual cycle	17	32	128	49	848
Signal group 1	4	8	222	93	372
Signal group 2	17	8	103	22	389
Signal group 3	16	6	14	9	148
Signal group 4	2	5	6	5	11
Signal group 6	4	8	9	8	33
Signal group 8	4	7	16	11	47

Signal group 9	2	5	6	5	11
Signal group 10	18	7	25	11	198

Saturday, 2 December 2023, 12:45:00 AM AEDT to Saturday, 2 December 2023, 1:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	17	16	88	30	512
E phase	3	16	17	16	49
F phase	17	13	20	16	277
Actual cycle	17	32	106	48	822
Signal group 1	3	49	323	141	424
Signal group 2	16	8	80	24	399
Signal group 3	16	5	12	8	134
Signal group 4	1	7	7	7	7
Signal group 6	3	8	8	8	24
Signal group 8	3	7	15	9	29
Signal group 9	1	7	7	7	7
Signal group 10	17	7	22	10	175

Saturday, 2 December 2023, 1:00:00 AM AEDT to Saturday, 2 December 2023, 1:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	12	16	123	48	578
E phase	1	16	16	16	16
F phase	12	15	20	16	201
Active cycle length	2	40	53	46	93
Actual cycle	12	32	139	64	779
Signal group 1	1	293	293	293	293
Signal group 2	11	8	115	43	474
Signal group 3	11	7	12	8	96
Signal group 4	1	9	9	9	9
Signal group 6	1	8	8	8	8
Signal group 8	1	15	15	15	15
Signal group 9	1	9	9	9	9
Signal group 10	12	7	12	8	104

Saturday, 2 December 2023, 1:15:00 AM AEDT to Saturday, 2 December 2023, 1:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	15	16	92	36	554
E phase	3	15	17	16	49
F phase	16	14	20	16	260
Active cycle length	2	40	53	46	93
Actual cycle	15	31	123	56	847
Signal group 1	4	45	352	184	737
Signal group 2	14	8	84	32	457
Signal group 3	14	6	11	8	118
Signal group 4	3	6	7	6	20
Signal group 6	3	7	9	8	24
Signal group 8	3	6	16	10	30
Signal group 9	3	6	7	6	20
Signal group 10	15	7	23	10	158

Saturday, 2 December 2023, 1:30:00 AM AEDT to Saturday, 2 December 2023, 1:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	18	16	110	29	532
F phase	19	13	20	16	310
Active cycle length	4	40	53	43	174
Actual cycle	18	32	130	45	826
Signal group 2	18	8	102	21	388
Signal group 3	19	5	12	8	157
Signal group 4	1	5	5	5	5
Signal group 9	1	5	5	5	5
Signal group 10	19	5	12	8	157

Saturday, 2 December 2023, 1:45:00 AM AEDT to Saturday, 2 December 2023, 2:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	16	325	87	703
E phase	3	14	17	15	46
F phase	8	14	21	16	129
Active cycle length	1	40	40	40	40
Actual cycle	8	41	341	107	857
Signal group 1	3	22	436	182	548
Signal group 2	8	8	317	79	639
Signal group 3	8	6	13	8	65
Signal group 4	1	7	7	7	7
Signal group 6	3	6	9	7	22
Signal group 8	3	6	13	9	27
Signal group 9	1	7	7	7	7
Signal group 10	9	6	23	11	103

Saturday, 2 December 2023, 2:00:00 AM AEDT to Saturday, 2 December 2023, 2:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	16	202	51	571
E phase	1	16	16	16	16
F phase	10	14	20	16	164
Active cycle length	2	40	53	46	93
Actual cycle	10	32	218	72	720
Signal group 2	11	8	194	43	483
Signal group 3	11	6	12	8	90
Signal group 6	1	7	7	7	7
Signal group 8	1	15	15	15	15
Signal group 10	12	6	12	8	97

Saturday, 2 December 2023, 2:15:00 AM AEDT to Saturday, 2 December 2023, 2:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	17	86	51	668
E phase	3	15	27	19	57
F phase	10	13	18	16	160
Actual cycle	12	33	102	68	821
Split plan 1	1	40	40	40	40
Signal group 1	3	33	636	255	765
Signal group 2	13	9	78	43	564
Signal group 3	10	6	10	8	81
Signal group 6	4	6	18	9	38
Signal group 8	3	5	26	12	37

Signal group 10	13	6	21	9	127
Signal group 12	1	6	6	6	6
Signal group 15	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6

Saturday, 2 December 2023, 2:30:00 AM AEDT to Saturday, 2 December 2023, 2:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	18	184	60	670
F phase	11	15	22	16	186
Actual cycle	11	35	202	77	856
Signal group 2	11	10	176	52	582
Signal group 3	11	7	14	8	98
Signal group 10	11	7	14	8	98

Saturday, 2 December 2023, 2:45:00 AM AEDT to Saturday, 2 December 2023, 3:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	17	142	66	664
E phase	1	16	16	16	16
F phase	10	13	18	15	157
Actual cycle	10	33	157	82	822
Signal group 2	10	9	134	58	584
Signal group 3	10	5	10	7	77
Signal group 6	1	7	7	7	7
Signal group 8	1	15	15	15	15
Signal group 10	11	5	10	7	84

Saturday, 2 December 2023, 3:00:00 AM AEDT to Saturday, 2 December 2023, 3:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	16	159	60	661
F phase	12	14	21	16	196
Active cycle length	2	40	53	46	93
Actual cycle	11	33	176	76	841
Signal group 2	11	8	151	52	573
Signal group 3	12	6	12	8	100
Signal group 10	12	6	12	8	100

Saturday, 2 December 2023, 3:15:00 AM AEDT to Saturday, 2 December 2023, 3:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	17	184	65	658
F phase	11	13	20	16	178
Active cycle length	2	40	53	46	93
Actual cycle	10	32	204	82	823
Signal group 2	9	9	176	67	604
Signal group 3	10	5	12	8	81
Signal group 4	1	9	9	9	9
Signal group 9	1	9	9	9	9
Signal group 10	10	5	12	8	81

Saturday, 2 December 2023, 3:30:00 AM AEDT to Saturday, 2 December 2023, 3:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	16	127	63	630
E phase	2	16	17	16	33
F phase	9	13	20	15	143
Actual cycle	10	31	147	78	786
Signal group 1	1	337	337	337	337
Signal group 2	10	8	119	55	550
Signal group 3	9	5	12	7	71
Signal group 6	2	8	8	8	16
Signal group 8	2	15	16	15	31
Signal group 10	11	5	12	7	87

Saturday, 2 December 2023, 3:45:00 AM AEDT to Saturday, 2 December 2023, 4:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	16	140	62	688
F phase	11	13	22	16	182
Actual cycle	10	38	156	83	838
Signal group 2	11	8	132	54	600
Signal group 3	12	5	14	8	102
Signal group 10	12	5	14	8	102

Saturday, 2 December 2023, 4:00:00 AM AEDT to Saturday, 2 December 2023, 4:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	18	141	66	595
F phase	9	13	20	16	148
Actual cycle	9	35	158	82	743
Split plan 1	1	160	160	160	160
Split plan 3	1	40	40	40	40
Signal group 2	9	10	133	58	523
Signal group 3	9	5	12	8	76
Signal group 10	9	5	12	8	76

Saturday, 2 December 2023, 4:15:00 AM AEDT to Saturday, 2 December 2023, 4:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	16	16	130	32	526
E phase	2	16	16	16	32
F phase	15	13	21	16	243
Actual cycle	16	32	149	49	784
Split plan 1	1	120	120	120	120
Split plan 2	2	160	240	200	400
Split plan 3	1	40	40	40	40
Signal group 1	2	286	409	347	695
Signal group 2	16	8	163	27	432
Signal group 3	14	5	13	8	116
Signal group 4	1	7	7	7	7
Signal group 6	2	7	8	7	15
Signal group 8	2	15	15	15	30
Signal group 9	1	7	7	7	7
Signal group 10	16	5	13	8	131

Saturday, 2 December 2023, 4:30:00 AM AEDT to Saturday, 2 December 2023, 4:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	14	17	129	48	674
F phase	14	14	18	15	219
Actual cycle	13	33	145	66	860
Split plan 1	2	120	280	200	400
Split plan 2	2	160	200	180	360
Split plan 3	3	40	40	40	120
Signal group 2	14	9	121	40	562
Signal group 3	14	6	10	7	107
Signal group 10	14	6	10	7	107

Saturday, 2 December 2023, 4:45:00 AM AEDT to Saturday, 2 December 2023, 5:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	18	16	103	27	502
E phase	2	15	16	15	31
F phase	17	13	19	15	263
Active cycle length	3	40	53	44	134
Actual cycle	18	29	118	44	796
Split plan 1	4	40	104	66	264
Split plan 2	1	186	186	186	186
Split plan 3	4	40	160	90	360
Signal group 1	1	209	209	209	209
Signal group 2	19	8	95	23	445
Signal group 3	17	5	11	7	127
Signal group 6	2	7	7	7	14
Signal group 8	2	6	15	10	21
Signal group 10	18	5	21	8	149

Saturday, 2 December 2023, 5:00:00 AM AEDT to Saturday, 2 December 2023, 5:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	19	16	51	27	518
E phase	2	16	17	16	33
F phase	20	14	20	16	333
Active cycle length	2	40	53	46	93
Actual cycle	19	30	68	45	869
Split plan 1	3	80	160	106	320
Split plan 2	1	103	103	103	103
Split plan 3	2	40	67	53	107
Signal group 1	1	185	185	185	185
Signal group 2	19	8	43	19	366
Signal group 3	20	6	12	8	172
Signal group 6	2	8	9	8	17
Signal group 8	2	7	8	7	15
Signal group 10	20	6	26	10	205

Saturday, 2 December 2023, 5:15:00 AM AEDT to Saturday, 2 December 2023, 5:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	18	16	59	26	481
E phase	4	16	17	16	65
F phase	18	14	21	16	300
Actual cycle	18	32	77	46	830
Split plan 1	1	40	40	40	40

Signal group 1	3	61	348	167	503
Signal group 2	18	8	53	19	353
Signal group 3	17	6	13	8	149
Signal group 4	2	6	7	6	13
Signal group 6	4	8	8	8	32
Signal group 8	4	7	16	11	45
Signal group 9	2	6	7	6	13
Signal group 10	19	6	22	10	197

Saturday, 2 December 2023, 5:30:00 AM AEDT to Saturday, 2 December 2023, 5:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	17	17	69	31	542
E phase	1	15	15	15	15
F phase	18	14	20	17	307
Actual cycle	17	34	89	49	844
Signal group 2	17	8	61	23	405
Signal group 3	18	6	12	9	163
Signal group 6	1	7	7	7	7
Signal group 8	1	6	6	6	6
Signal group 10	18	7	21	9	178

Saturday, 2 December 2023, 5:45:00 AM AEDT to Saturday, 2 December 2023, 6:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	18	16	93	29	523
E phase	2	16	17	16	33
F phase	18	14	23	18	326
Nominal cycle length	2	40	70	55	110
Active cycle length	7	35	70	52	370
Actual cycle	18	30	110	48	867
Split plan 1	1	194	194	194	194
Split plan 2	1	520	520	520	520
Signal group 1	1	226	226	226	226
Signal group 2	18	8	85	21	378
Signal group 3	18	6	15	10	182
Signal group 6	2	8	9	8	17
Signal group 8	2	8	15	11	23
Signal group 10	19	6	23	10	207

Saturday, 2 December 2023, 6:00:00 AM AEDT to Saturday, 2 December 2023, 6:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	20	16	47	22	449
E phase	5	15	17	15	79
F phase	19	14	23	18	356
Nominal cycle length	2	40	70	55	110
Active cycle length	4	35	82	56	227
Actual cycle	19	32	62	44	836
Split plan 1	1	80	80	80	80
Split plan 3	2	40	473	256	513
Split plan 4	1	110	110	110	110
Signal group 1	5	11	202	109	546
Signal group 2	19	8	59	16	312
Signal group 3	18	6	15	10	196

Signal group 4	2	6	7	6	13
Signal group 6	5	7	8	7	37
Signal group 8	5	6	14	8	40
Signal group 9	2	6	7	6	13
Signal group 10	19	7	28	14	267

Saturday, 2 December 2023, 6:15:00 AM AEDT to Saturday, 2 December 2023, 6:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	20	16	44	22	443
E phase	4	15	17	15	62
F phase	20	14	23	18	364
Nominal cycle length	4	40	70	55	220
Active cycle length	7	35	82	59	419
Actual cycle	20	35	61	43	869
Split plan 2	1	70	70	70	70
Split plan 3	2	70	290	180	360
Split plan 4	2	32	150	91	182
Signal group 1	4	105	315	182	730
Signal group 2	21	8	36	14	294
Signal group 3	20	6	16	10	206
Signal group 6	4	7	9	7	30
Signal group 8	4	6	8	6	26
Signal group 10	20	8	25	13	268

Saturday, 2 December 2023, 6:30:00 AM AEDT to Saturday, 2 December 2023, 6:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	17	17	30	23	395
B phase	3	14	16	15	45
E phase	9	15	17	16	145
F phase	15	14	29	20	304
Nominal cycle length	1	70	70	70	70
Active cycle length	12	60	89	71	860
Actual cycle	16	36	67	52	832
Split plan 1	1	57	57	57	57
Split plan 3	1	373	373	373	373
Split plan 4	1	210	210	210	210
Signal group 1	9	28	127	74	672
Signal group 2	17	9	23	15	260
Signal group 3	18	6	21	11	206
Signal group 6	10	7	9	7	79
Signal group 8	10	6	16	8	80
Signal group 10	17	7	40	21	359

Saturday, 2 December 2023, 6:45:00 AM AEDT to Saturday, 2 December 2023, 7:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	19	16	30	22	422
B phase	5	13	21	15	77
D phase	1	18	18	18	18
E phase	3	17	20	18	55
F phase	15	14	28	20	310
Nominal cycle length	1	40	40	40	40
Active cycle length	12	40	71	66	794

Actual cycle	19	32	73	45	861
Split plan 1	1	114	114	114	114
Split plan 3	3	70	210	142	426
Split plan 4	2	70	140	105	210
Signal group 1	4	52	259	180	722
Signal group 2	19	8	22	14	270
Signal group 3	20	5	20	11	228
Signal group 4	1	8	8	8	8
Signal group 5	1	10	10	10	10
Signal group 6	3	9	12	10	31
Signal group 8	3	8	19	12	36
Signal group 9	1	8	8	8	8
Signal group 10	20	5	33	13	262
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 7:00:00 AM AEDT to Saturday, 2 December 2023, 7:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	12	19	87	42	514
B phase	5	17	31	24	122
E phase	4	14	19	16	64
F phase	9	14	26	19	178
Nominal cycle length	9	70	100	85	768
Active cycle length	9	70	119	89	808
Actual cycle	11	36	150	72	801
Split plan 1	2	70	90	80	160
Split plan 2	4	40	294	133	534
Split plan 4	1	86	86	86	86
Signal group 1	5	17	218	140	704
Signal group 2	12	11	79	36	432
Signal group 3	13	6	23	14	182
Signal group 4	2	6	7	6	13
Signal group 6	5	5	13	8	43
Signal group 8	5	6	14	9	49
Signal group 9	2	6	7	6	13
Signal group 10	12	9	55	21	253

Saturday, 2 December 2023, 7:15:00 AM AEDT to Saturday, 2 December 2023, 7:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	13	16	72	32	427
B phase	7	14	28	18	128
D phase	1	18	18	18	18
E phase	4	14	21	17	69
F phase	10	15	27	22	223
Nominal cycle length	7	70	95	84	594
Active cycle length	9	69	96	80	724
Actual cycle	13	30	127	64	841
Split plan 1	1	83	83	83	83
Split plan 2	2	85	180	132	265
Signal group 1	4	52	273	143	573
Signal group 2	13	8	64	24	323

Signal group 3	17	6	20	12	215
Signal group 5	1	10	10	10	10
Signal group 6	4	6	13	9	37
Signal group 8	4	6	13	9	36
Signal group 10	14	6	52	20	284
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 7:30:00 AM AEDT to Saturday, 2 December 2023, 7:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	30	81	54	489
B phase	7	14	30	21	153
E phase	4	14	20	16	64
F phase	6	14	34	23	141
Nominal cycle length	8	83	93	88	709
Active cycle length	8	82	93	88	710
Actual cycle	9	52	135	90	813
Split plan 2	1	354	354	354	354
Split plan 3	1	83	83	83	83
Split plan 4	1	85	85	85	85
Signal group 1	4	66	213	152	611
Signal group 2	9	22	73	46	417
Signal group 3	12	6	40	16	198
Signal group 4	1	7	7	7	7
Signal group 6	4	6	11	7	31
Signal group 8	4	6	10	7	29
Signal group 9	1	7	7	7	7
Signal group 10	10	6	50	27	278

Saturday, 2 December 2023, 7:45:00 AM AEDT to Saturday, 2 December 2023, 8:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	31	78	51	467
B phase	5	14	31	21	108
E phase	6	14	21	17	102
F phase	8	17	36	23	185
Nominal cycle length	10	81	103	94	944
Active cycle length	10	79	104	94	942
Actual cycle	8	64	131	97	782
Split plan 2	2	97	301	199	398
Split plan 4	1	182	182	182	182
Signal group 1	7	49	233	88	617
Signal group 2	9	23	70	43	395
Signal group 3	13	6	28	14	189
Signal group 4	5	8	12	9	45
Signal group 6	6	6	13	8	53
Signal group 8	6	6	13	8	51
Signal group 9	5	8	12	9	45
Signal group 10	9	6	57	35	323

Saturday, 2 December 2023, 8:00:00 AM AEDT to Saturday, 2 December 2023, 8:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	25	79	52	521
B phase	4	14	14	14	56
E phase	4	14	20	17	70
F phase	10	14	36	23	236
Nominal cycle length	10	80	98	86	867
Active cycle length	10	79	100	87	871
Actual cycle	10	54	115	86	861
Signal group 1	6	47	253	116	700
Signal group 2	10	17	71	44	441
Signal group 3	13	6	28	14	186
Signal group 4	3	7	8	7	22
Signal group 6	4	6	12	9	37
Signal group 8	4	6	11	8	35
Signal group 9	3	7	8	7	22
Signal group 10	10	6	42	25	258

Saturday, 2 December 2023, 8:15:00 AM AEDT to Saturday, 2 December 2023, 8:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	34	60	46	417
B phase	6	14	16	14	89
D phase	1	18	18	18	18
E phase	7	14	24	17	124
F phase	9	14	29	22	205
Nominal cycle length	10	90	101	95	953
Active cycle length	10	88	101	95	953
Actual cycle	8	76	114	96	775
Signal group 1	7	63	161	83	581
Signal group 2	9	26	52	38	345
Signal group 3	14	6	34	13	182
Signal group 4	1	11	11	11	11
Signal group 5	1	10	10	10	10
Signal group 6	7	6	15	9	65
Signal group 8	7	6	15	9	64
Signal group 9	1	11	11	11	11
Signal group 10	9	20	50	38	346
Signal group 12	1	6	6	6	6
Signal group 13	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6

Saturday, 2 December 2023, 8:30:00 AM AEDT to Saturday, 2 December 2023, 8:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	26	94	48	432
B phase	6	14	29	17	104
D phase	2	18	18	18	36
E phase	7	14	23	17	125
F phase	8	14	35	23	185
Nominal cycle length	9	94	111	101	912
Active cycle length	9	92	112	101	915
Actual cycle	8	55	143	100	801
Split plan 2	2	94	103	98	197
Split plan 3	1	97	97	97	97

Split plan 4	2	96	99	97	195
Signal group 1	7	35	160	77	541
Signal group 2	9	18	86	40	360
Signal group 3	13	6	41	14	184
Signal group 4	4	7	9	8	33
Signal group 5	2	10	10	10	20
Signal group 6	7	6	15	9	68
Signal group 8	7	6	14	9	66
Signal group 9	4	7	9	8	33
Signal group 10	10	7	53	29	291
Signal group 13	2	6	6	6	12
Signal group 14	2	6	6	6	12
Pedestrian movement 3	2	6	6	6	12
Pedestrian movement 4	2	6	6	6	12

Saturday, 2 December 2023, 8:45:00 AM AEDT to Saturday, 2 December 2023, 9:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	44	69	57	401
B phase	3	14	17	15	46
D phase	1	18	18	18	18
E phase	8	14	28	19	153
F phase	8	14	36	27	220
Nominal cycle length	7	110	115	112	788
Active cycle length	8	110	116	112	903
Actual cycle	7	107	124	114	799
Signal group 1	7	47	87	71	500
Signal group 2	7	36	61	49	345
Signal group 3	11	6	28	16	178
Signal group 4	5	6	8	7	37
Signal group 5	1	10	10	10	10
Signal group 6	8	6	20	10	87
Signal group 8	8	6	20	10	83
Signal group 9	5	6	8	7	37
Signal group 10	8	9	55	39	316
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Saturday, 2 December 2023, 9:00:00 AM AEDT to Saturday, 2 December 2023, 9:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	31	81	51	414
B phase	6	14	32	19	115
D phase	3	18	18	18	54
E phase	7	14	22	17	120
F phase	8	14	34	22	180
Nominal cycle length	8	99	115	107	857
Active cycle length	8	98	116	107	857
Actual cycle	7	93	127	105	739
Split plan 2	1	424	424	424	424
Signal group 1	8	48	95	71	568

Signal group 2	8	23	73	43	350
Signal group 3	13	5	34	14	192
Signal group 4	5	7	8	7	37
Signal group 5	3	6	10	8	26
Signal group 6	7	6	14	9	64
Signal group 8	7	6	13	8	61
Signal group 9	5	7	8	7	37
Signal group 10	11	7	51	28	310
Signal group 12	1	7	7	7	7
Signal group 13	3	6	6	6	18
Signal group 14	2	6	6	6	12
Signal group 16	1	6	6	6	6
Pedestrian movement 2	1	7	7	7	7
Pedestrian movement 3	3	6	6	6	18
Pedestrian movement 4	2	6	6	6	12
Pedestrian movement 6	1	6	6	6	6

Saturday, 2 December 2023, 9:15:00 AM AEDT to Saturday, 2 December 2023, 9:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	43	72	59	475
B phase	4	14	18	15	63
E phase	7	15	26	18	128
F phase	7	15	35	29	204
Nominal cycle length	6	108	121	116	696
Active cycle length	7	108	122	117	819
Actual cycle	7	106	121	116	812
Signal group 1	7	61	80	71	499
Signal group 2	8	35	64	51	411
Signal group 3	11	6	27	16	179
Signal group 4	6	7	13	10	60
Signal group 6	7	7	18	10	71
Signal group 8	7	6	18	9	68
Signal group 9	6	7	13	10	60
Signal group 10	7	40	59	48	339
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Saturday, 2 December 2023, 9:30:00 AM AEDT to Saturday, 2 December 2023, 9:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	50	84	64	454
B phase	4	15	19	17	69
E phase	6	15	23	18	110
F phase	8	20	43	27	220
Nominal cycle length	6	113	119	114	688
Active cycle length	7	112	118	114	801
Actual cycle	7	94	128	115	811
Signal group 1	6	65	190	98	588
Signal group 2	7	42	76	56	398
Signal group 3	11	9	36	18	201
Signal group 4	5	7	16	9	47
Signal group 6	6	7	15	10	60

Signal group 8	6	6	15	9	58
Signal group 9	5	7	16	9	47
Signal group 10	7	34	55	43	301

Saturday, 2 December 2023, 9:45:00 AM AEDT to Saturday, 2 December 2023, 10:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	41	64	50	355
B phase	7	14	28	20	140
D phase	1	18	18	18	18
E phase	7	14	22	17	121
F phase	8	14	38	26	213
Nominal cycle length	8	110	119	114	917
Active cycle length	8	110	119	114	918
Actual cycle	7	101	127	111	783
Split plan 2	2	112	228	170	340
Split plan 4	1	114	114	114	114
Signal group 1	7	56	111	73	516
Signal group 2	7	33	56	42	299
Signal group 3	14	6	38	17	241
Signal group 4	6	6	14	9	57
Signal group 5	1	10	10	10	10
Signal group 6	7	6	14	9	63
Signal group 8	7	6	14	8	62
Signal group 9	6	6	14	9	57
Signal group 10	9	9	62	44	402
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 10:00:00 AM AEDT to Saturday, 2 December 2023, 10:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	38	105	70	496
B phase	6	14	37	23	143
E phase	5	14	20	16	82
F phase	5	18	45	25	129
Nominal cycle length	7	113	123	117	824
Active cycle length	6	113	123	118	712
Actual cycle	6	89	160	125	752
Split plan 1	1	115	115	115	115
Split plan 2	2	113	117	115	230
Signal group 1	5	59	105	78	392
Signal group 2	7	30	97	62	440
Signal group 3	10	7	37	19	192
Signal group 4	5	8	14	10	50
Signal group 6	5	6	12	8	41
Signal group 8	5	6	12	7	39
Signal group 9	5	8	14	10	50
Signal group 10	7	7	65	40	283

Saturday, 2 December 2023, 10:15:00 AM AEDT to Saturday, 2 December 2023, 10:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
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A phase	8	45	82	60	487
B phase	5	14	18	15	78
D phase	1	18	18	18	18
E phase	5	14	25	17	87
F phase	7	19	43	30	213
Nominal cycle length	7	110	120	115	809
Active cycle length	8	110	121	114	919
Actual cycle	7	81	145	117	820
Signal group 1	7	62	98	83	582
Signal group 2	8	37	74	52	423
Signal group 3	11	6	35	18	203
Signal group 4	4	7	8	7	30
Signal group 5	1	10	10	10	10
Signal group 6	5	6	17	9	47
Signal group 8	5	6	17	9	46
Signal group 9	4	7	8	7	30
Signal group 10	7	28	58	43	304
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 10:30:00 AM AEDT to Saturday, 2 December 2023, 10:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	48	100	62	439
B phase	4	14	20	17	69
E phase	7	15	26	18	132
F phase	7	19	43	30	211
Nominal cycle length	6	112	124	117	703
Active cycle length	7	112	125	117	821
Actual cycle	7	67	166	115	809
Signal group 1	7	60	195	88	616
Signal group 2	8	40	92	53	429
Signal group 3	11	6	35	17	192
Signal group 4	6	6	13	9	54
Signal group 6	6	7	18	10	64
Signal group 8	6	6	18	10	61
Signal group 9	6	6	13	9	54
Signal group 10	7	6	58	44	314

Saturday, 2 December 2023, 10:45:00 AM AEDT to Saturday, 2 December 2023, 11:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	52	80	63	444
B phase	5	15	34	19	99
D phase	2	14	18	16	32
E phase	6	14	27	19	117
F phase	7	14	53	28	199
Nominal cycle length	5	119	125	121	608
Active cycle length	6	118	126	122	733
Actual cycle	6	115	127	122	737
Signal group 1	7	59	121	89	624
Signal group 2	7	44	72	55	388
Signal group 3	12	6	45	16	202

Signal group 4	3	11	15	12	37
Signal group 5	2	6	10	8	16
Signal group 6	6	6	18	11	68
Signal group 8	6	6	18	11	66
Signal group 9	4	6	15	10	43
Signal group 10	8	7	59	39	317
Signal group 12	1	6	6	6	6
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Signal group 15	2	6	6	6	12
Signal group 16	2	6	6	6	12
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6
Pedestrian movement 5	2	6	6	6	12
Pedestrian movement 6	2	6	6	6	12

Saturday, 2 December 2023, 11:00:00 AM AEDT to Saturday, 2 December 2023, 11:15:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	40	82	53	429
B phase	5	14	35	26	130
E phase	6	14	27	19	117
F phase	8	14	51	26	212
Nominal cycle length	6	116	120	117	706
Active cycle length	7	116	121	118	827
Actual cycle	7	95	133	117	820
Split plan 4	1	349	349	349	349
Signal group 1	6	64	196	98	588
Signal group 2	8	32	74	45	365
Signal group 3	13	6	43	18	238
Signal group 4	3	9	14	11	35
Signal group 6	6	6	18	11	67
Signal group 8	6	6	18	11	66
Signal group 9	3	9	14	11	35
Signal group 10	7	40	68	54	382
Signal group 12	1	6	6	6	6
Signal group 15	2	6	6	6	12
Signal group 16	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 5	2	6	6	6	12
Pedestrian movement 6	1	6	6	6	6

Saturday, 2 December 2023, 11:15:00 AM AEDT to Saturday, 2 December 2023, 11:30:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	50	83	66	462
B phase	5	14	24	16	83
E phase	6	14	27	19	116
F phase	7	16	39	29	209
Nominal cycle length	6	114	124	120	723
Active cycle length	6	112	124	120	721
Actual cycle	6	113	157	126	761
Signal group 1	7	70	104	88	617
Signal group 2	7	42	91	60	422

Signal group 3	10	6	44	19	196
Signal group 4	6	8	9	8	49
Signal group 6	6	6	18	11	67
Signal group 8	6	6	17	10	65
Signal group 9	6	8	9	8	49
Signal group 10	6	43	66	52	313
Signal group 12	1	6	6	6	6
Signal group 15	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6

Saturday, 2 December 2023, 11:30:00 AM AEDT to Saturday, 2 December 2023, 11:45:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	39	76	58	471
B phase	4	14	35	19	78
E phase	6	14	25	17	104
F phase	7	19	38	30	212
Nominal cycle length	7	112	126	118	829
Active cycle length	8	110	129	117	941
Actual cycle	7	107	139	117	822
Split plan 2	1	116	116	116	116
Split plan 4	1	712	712	712	712
Signal group 1	7	75	97	86	603
Signal group 2	8	31	68	50	407
Signal group 3	10	6	36	21	210
Signal group 4	4	7	11	8	33
Signal group 6	6	6	17	9	55
Signal group 8	6	6	16	8	52
Signal group 9	4	7	11	8	33
Signal group 10	7	36	60	48	338

Saturday, 2 December 2023, 11:45:00 AM AEDT to Saturday, 2 December 2023, 12:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	39	99	58	407
B phase	5	14	19	16	81
E phase	8	14	22	17	143
F phase	8	19	38	29	237
Nominal cycle length	6	115	122	119	715
Active cycle length	6	103	142	120	724
Actual cycle	7	104	152	118	831
Signal group 1	7	68	110	82	574
Signal group 2	7	31	91	50	351
Signal group 3	13	6	30	16	214
Signal group 4	4	8	9	8	34
Signal group 6	8	6	13	9	75
Signal group 8	8	6	13	9	73
Signal group 9	4	8	9	8	34
Signal group 10	7	45	60	52	368
Signal group 11	1	9	9	9	9
Pedestrian movement 1	1	9	9	9	9

Saturday, 2 December 2023, 12:00:00 PM AEDT to Saturday, 2 December 2023, 12:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	31	73	54	378
B phase	5	14	18	16	81
E phase	6	16	29	21	130
F phase	7	26	53	33	233
Nominal cycle length	7	112	122	116	817
Active cycle length	7	112	142	120	841
Actual cycle	6	91	139	119	717
Signal group 1	5	66	88	77	388
Signal group 2	7	23	65	46	322
Signal group 3	12	6	45	18	218
Signal group 4	4	7	15	11	45
Signal group 6	6	8	21	13	79
Signal group 8	6	8	21	13	78
Signal group 9	4	7	15	11	45
Signal group 10	7	45	67	55	388
Signal group 12	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6

Saturday, 2 December 2023, 12:15:00 PM AEDT to Saturday, 2 December 2023, 12:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	33	69	50	403
B phase	4	14	34	28	112
E phase	8	14	27	16	133
F phase	8	19	43	29	232
Nominal cycle length	8	116	120	118	945
Active cycle length	8	101	120	115	927
Actual cycle	7	108	129	116	813
Split plan 3	1	355	355	355	355
Split plan 4	1	119	119	119	119
Signal group 1	7	59	110	79	559
Signal group 2	8	25	61	42	339
Signal group 3	12	6	34	20	247
Signal group 4	5	8	16	11	56
Signal group 6	8	6	18	8	68
Signal group 8	8	6	17	8	65
Signal group 9	5	8	16	11	56
Signal group 10	7	39	63	55	386
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Saturday, 2 December 2023, 12:30:00 PM AEDT to Saturday, 2 December 2023, 12:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	42	84	63	441
B phase	5	14	19	16	84
E phase	6	14	24	19	118
F phase	7	24	49	30	213
Nominal cycle length	7	112	121	116	812
Active cycle length	7	112	141	119	838
Actual cycle	6	105	145	120	720
Signal group 1	6	51	174	101	606

Signal group 2	7	34	76	55	385
Signal group 3	13	6	41	16	211
Signal group 4	5	7	18	12	62
Signal group 6	6	6	16	11	69
Signal group 8	6	6	16	11	69
Signal group 9	5	7	18	12	62
Signal group 10	7	30	59	48	338

Saturday, 2 December 2023, 12:45:00 PM AEDT to Saturday, 2 December 2023, 1:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	40	61	49	392
B phase	5	15	32	22	111
D phase	1	14	14	14	14
E phase	8	14	25	17	140
F phase	8	17	39	28	227
Nominal cycle length	7	108	116	112	785
Active cycle length	7	107	116	112	785
Actual cycle	8	96	121	110	884
Split plan 2	1	112	112	112	112
Split plan 3	1	113	113	113	113
Split plan 4	1	443	443	443	443
Signal group 1	8	66	87	72	582
Signal group 2	8	32	53	41	328
Signal group 3	12	7	31	18	225
Signal group 4	5	6	14	8	44
Signal group 5	1	6	6	6	6
Signal group 6	8	6	16	9	73
Signal group 8	8	6	16	9	78
Signal group 9	6	6	14	8	50
Signal group 10	9	12	62	43	389

Saturday, 2 December 2023, 1:00:00 PM AEDT to Saturday, 2 December 2023, 1:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	37	79	55	389
B phase	4	14	35	23	94
E phase	5	14	22	18	92
F phase	8	20	46	32	262
Nominal cycle length	7	108	116	111	780
Active cycle length	7	107	116	111	778
Actual cycle	7	105	125	113	791
Split plan 2	1	111	111	111	111
Split plan 3	1	115	115	115	115
Split plan 4	3	109	218	147	443
Signal group 1	5	49	98	74	374
Signal group 2	7	29	71	47	333
Signal group 3	12	6	38	21	260
Signal group 4	4	8	12	9	38
Signal group 6	5	6	14	10	52
Signal group 8	5	6	14	10	51
Signal group 9	4	8	12	9	38
Signal group 10	8	32	61	48	384

Saturday, 2 December 2023, 1:15:00 PM AEDT to Saturday, 2 December 2023, 1:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	38	96	56	394
B phase	5	14	30	18	94
E phase	6	15	23	17	106
F phase	6	22	39	30	185
Nominal cycle length	8	108	113	110	884
Active cycle length	9	107	113	110	995
Actual cycle	7	58	161	103	725
Split plan 2	1	110	110	110	110
Split plan 4	2	108	667	387	775
Signal group 1	5	67	207	103	517
Signal group 2	7	30	88	48	338
Signal group 3	11	6	31	17	191
Signal group 4	3	8	12	9	28
Signal group 6	6	7	15	9	57
Signal group 8	6	6	15	9	54
Signal group 9	3	8	12	9	28
Signal group 10	8	6	60	40	321

Saturday, 2 December 2023, 1:30:00 PM AEDT to Saturday, 2 December 2023, 1:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	37	76	51	360
B phase	4	14	36	26	104
E phase	6	14	25	17	103
F phase	8	20	39	30	245
Nominal cycle length	7	108	112	110	771
Active cycle length	5	108	112	110	552
Actual cycle	7	82	127	106	742
Split plan 2	2	111	330	220	441
Split plan 3	1	109	109	109	109
Split plan 4	1	111	111	111	111
Signal group 1	6	65	90	75	453
Signal group 2	7	29	68	43	304
Signal group 3	12	6	31	21	253
Signal group 4	4	8	10	8	35
Signal group 6	6	6	17	9	55
Signal group 8	6	6	17	8	53
Signal group 9	4	8	10	8	35
Signal group 10	8	30	62	48	388

Saturday, 2 December 2023, 1:45:00 PM AEDT to Saturday, 2 December 2023, 2:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	40	68	49	396
B phase	4	14	33	22	89
E phase	8	14	23	17	140
F phase	8	21	39	30	244
Nominal cycle length	7	106	113	110	772
Active cycle length	7	104	113	110	772
Actual cycle	7	98	122	109	764
Split plan 2	1	217	217	217	217
Split plan 3	2	110	113	111	223

Split plan 4	2	108	113	110	221
Signal group 1	7	55	98	78	547
Signal group 2	8	32	60	41	332
Signal group 3	12	6	31	19	237
Signal group 4	3	7	9	8	25
Signal group 6	8	6	15	9	75
Signal group 8	8	6	15	8	71
Signal group 9	3	7	9	8	25
Signal group 10	8	41	60	51	409

Saturday, 2 December 2023, 2:00:00 PM AEDT to Saturday, 2 December 2023, 2:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	19	73	48	390
B phase	6	14	25	18	108
E phase	7	14	21	16	114
F phase	8	17	40	27	218
Nominal cycle length	7	104	110	107	750
Active cycle length	8	87	111	105	844
Actual cycle	8	67	119	98	789
Split plan 2	1	104	104	104	104
Split plan 4	1	329	329	329	329
Signal group 1	7	44	89	69	488
Signal group 2	8	11	65	40	326
Signal group 3	14	6	32	15	214
Signal group 4	5	7	10	8	41
Signal group 6	7	6	12	7	55
Signal group 8	7	6	12	7	54
Signal group 9	5	7	10	8	41
Signal group 10	8	6	55	41	335

Saturday, 2 December 2023, 2:15:00 PM AEDT to Saturday, 2 December 2023, 2:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	7	39	60	50	352
B phase	3	15	32	25	77
D phase	1	18	18	18	18
E phase	8	14	22	17	139
F phase	8	18	43	32	262
Nominal cycle length	7	110	115	112	788
Active cycle length	6	110	116	112	676
Actual cycle	7	104	131	112	786
Split plan 1	1	114	114	114	114
Split plan 2	1	224	224	224	224
Split plan 3	1	225	225	225	225
Split plan 4	1	111	111	111	111
Signal group 1	7	61	115	80	560
Signal group 2	7	31	52	42	296
Signal group 3	11	7	35	22	251
Signal group 4	3	9	11	10	30
Signal group 5	1	10	10	10	10
Signal group 6	8	6	13	9	72
Signal group 8	8	6	12	8	67
Signal group 9	3	9	11	10	30
Signal group 10	9	7	63	45	406

Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 2:30:00 PM AEDT to Saturday, 2 December 2023, 2:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	34	92	60	486
B phase	4	14	25	18	72
E phase	6	14	22	17	107
F phase	6	25	35	29	177
Nominal cycle length	9	104	112	107	965
Active cycle length	9	103	112	107	965
Actual cycle	7	76	115	99	697
Split plan 2	1	210	210	210	210
Split plan 4	1	535	535	535	535
Signal group 1	5	52	93	72	363
Signal group 2	8	26	84	52	422
Signal group 3	10	6	27	16	169
Signal group 4	2	8	9	8	17
Signal group 6	6	6	14	9	58
Signal group 8	6	6	13	9	54
Signal group 9	2	8	9	8	17
Signal group 10	8	8	56	36	292

Saturday, 2 December 2023, 2:45:00 PM AEDT to Saturday, 2 December 2023, 3:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	31	99	58	464
B phase	4	14	36	22	89
D phase	1	14	14	14	14
E phase	5	14	22	16	82
F phase	7	21	42	30	215
Nominal cycle length	7	98	120	111	777
Active cycle length	7	97	122	110	775
Actual cycle	7	48	151	109	764
Split plan 1	1	220	220	220	220
Split plan 2	1	232	232	232	232
Split plan 3	1	219	219	219	219
Split plan 4	1	118	118	118	118
Signal group 1	5	61	160	96	481
Signal group 2	8	23	91	50	400
Signal group 3	10	9	35	22	224
Signal group 4	5	8	8	8	40
Signal group 5	1	6	6	6	6
Signal group 6	5	6	14	8	42
Signal group 8	5	6	13	8	40
Signal group 9	6	6	8	7	46
Signal group 10	8	9	67	35	287

Saturday, 2 December 2023, 3:00:00 PM AEDT to Saturday, 2 December 2023, 3:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	30	66	49	395

B phase	4	14	27	20	80
E phase	9	14	16	15	136
F phase	9	20	37	30	272
Nominal cycle length	8	100	107	104	835
Active cycle length	8	102	122	107	858
Actual cycle	8	99	113	105	845
Split plan 1	1	202	202	202	202
Split plan 2	1	104	104	104	104
Split plan 3	1	106	106	106	106
Split plan 4	1	318	318	318	318
Signal group 1	8	62	102	79	636
Signal group 2	8	22	58	41	331
Signal group 3	13	6	29	19	247
Signal group 4	1	7	7	7	7
Signal group 6	9	6	7	6	62
Signal group 8	9	6	7	6	58
Signal group 9	1	7	7	7	7
Signal group 10	8	39	64	48	385

Saturday, 2 December 2023, 3:15:00 PM AEDT to Saturday, 2 December 2023, 3:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	35	64	48	384
B phase	4	14	29	20	82
E phase	8	14	18	15	127
F phase	8	22	45	30	247
Nominal cycle length	9	99	113	104	940
Active cycle length	7	84	113	103	726
Actual cycle	7	85	126	102	716
Split plan 2	1	321	321	321	321
Split plan 3	1	101	101	101	101
Split plan 4	1	100	100	100	100
Signal group 1	7	36	199	87	610
Signal group 2	8	27	56	40	320
Signal group 3	12	6	37	19	233
Signal group 4	4	7	8	7	30
Signal group 6	8	6	10	7	62
Signal group 8	8	6	9	7	58
Signal group 9	4	7	8	7	30
Signal group 10	8	31	59	45	361
Signal group 12	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6

Saturday, 2 December 2023, 3:30:00 PM AEDT to Saturday, 2 December 2023, 3:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	37	76	52	418
B phase	4	14	33	23	92
E phase	8	14	22	17	137
F phase	7	22	37	30	211
Nominal cycle length	8	106	115	110	882
Active cycle length	8	106	116	110	882
Actual cycle	7	94	133	110	772
Split plan 2	1	110	110	110	110
Split plan 4	1	557	557	557	557

Signal group 1	8	57	115	78	626
Signal group 2	8	29	68	44	354
Signal group 3	12	6	29	18	227
Signal group 4	3	7	9	8	24
Signal group 6	8	6	13	9	72
Signal group 8	8	6	13	8	68
Signal group 9	3	7	9	8	24
Signal group 10	8	39	59	49	396

Saturday, 2 December 2023, 3:45:00 PM AEDT to Saturday, 2 December 2023, 4:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	26	86	51	410
B phase	6	14	32	23	138
E phase	6	14	22	18	110
F phase	8	22	42	28	226
Nominal cycle length	8	105	114	108	867
Active cycle length	8	105	131	111	891
Actual cycle	8	78	147	110	884
Split plan 1	1	107	107	107	107
Split plan 2	1	214	214	214	214
Split plan 4	1	334	334	334	334
Signal group 1	6	51	191	93	558
Signal group 2	8	18	78	43	346
Signal group 3	13	6	34	19	259
Signal group 4	6	5	9	7	43
Signal group 6	6	6	13	9	59
Signal group 8	6	6	13	9	58
Signal group 9	6	5	9	7	43
Signal group 10	8	24	63	51	409

Saturday, 2 December 2023, 4:00:00 PM AEDT to Saturday, 2 December 2023, 4:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	38	64	51	408
B phase	4	14	28	20	82
E phase	8	14	20	17	137
F phase	8	19	39	30	246
Nominal cycle length	9	86	115	104	942
Active cycle length	9	83	115	104	936
Actual cycle	7	98	120	107	749
Split plan 2	2	96	105	100	201
Split plan 3	1	113	113	113	113
Split plan 4	3	102	228	144	433
Signal group 1	8	50	94	71	572
Signal group 2	8	30	56	43	344
Signal group 3	12	6	31	19	231
Signal group 4	4	8	11	10	40
Signal group 6	8	6	12	8	71
Signal group 8	8	6	11	8	67
Signal group 9	4	8	11	10	40
Signal group 10	8	26	58	47	380
Signal group 12	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6

Saturday, 2 December 2023, 4:15:00 PM AEDT to Saturday, 2 December 2023, 4:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	26	95	45	406
B phase	5	13	31	21	106
E phase	7	15	26	19	134
F phase	8	15	34	28	224
Nominal cycle length	9	88	103	96	871
Active cycle length	9	88	104	97	874
Actual cycle	9	56	167	93	838
Split plan 2	2	101	197	149	298
Split plan 3	1	194	194	194	194
Split plan 4	1	103	103	103	103
Signal group 1	6	48	195	77	467
Signal group 2	9	18	87	37	334
Signal group 3	12	5	26	16	202
Signal group 4	6	7	9	8	48
Signal group 6	7	7	18	11	77
Signal group 8	7	6	18	10	73
Signal group 9	6	7	9	8	48
Signal group 10	9	6	64	40	360
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Saturday, 2 December 2023, 4:30:00 PM AEDT to Saturday, 2 December 2023, 4:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	37	77	53	424
B phase	5	14	29	19	96
E phase	7	14	24	18	126
F phase	7	20	41	29	209
Nominal cycle length	9	95	110	102	919
Active cycle length	8	93	111	103	825
Actual cycle	7	74	124	101	712
Split plan 2	1	302	302	302	302
Signal group 1	6	62	167	106	637
Signal group 2	8	29	69	45	360
Signal group 3	12	6	33	17	209
Signal group 4	2	7	8	7	15
Signal group 6	7	6	15	9	67
Signal group 8	7	6	23	10	74
Signal group 9	2	7	8	7	15
Signal group 10	8	23	55	41	333

Saturday, 2 December 2023, 4:45:00 PM AEDT to Saturday, 2 December 2023, 5:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	33	75	53	481
B phase	4	14	31	22	89
E phase	5	14	22	16	84
F phase	8	14	42	25	206
Nominal cycle length	9	94	108	99	892

Active cycle length	8	92	107	98	791
Actual cycle	8	72	117	97	778
Split plan 2	1	195	195	195	195
Signal group 1	6	68	179	120	721
Signal group 2	9	25	67	45	409
Signal group 3	12	6	34	19	232
Signal group 4	1	10	10	10	10
Signal group 6	5	6	14	8	43
Signal group 8	5	6	14	8	41
Signal group 9	1	10	10	10	10
Signal group 10	9	19	53	37	340

Saturday, 2 December 2023, 5:00:00 PM AEDT to Saturday, 2 December 2023, 5:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	29	80	48	432
B phase	5	14	29	19	99
E phase	8	14	21	16	130
F phase	8	20	42	29	233
Nominal cycle length	9	94	106	99	899
Active cycle length	8	92	107	100	803
Actual cycle	9	59	138	99	894
Split plan 2	2	101	201	151	302
Split plan 3	2	96	301	198	397
Signal group 1	7	50	160	83	582
Signal group 2	9	21	72	40	360
Signal group 3	13	6	34	17	228
Signal group 4	3	7	8	7	23
Signal group 6	8	6	13	8	65
Signal group 8	8	6	13	7	62
Signal group 9	3	7	8	7	23
Signal group 10	9	17	55	43	390

Saturday, 2 December 2023, 5:15:00 PM AEDT to Saturday, 2 December 2023, 5:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	9	32	79	46	414
B phase	5	14	35	28	142
E phase	7	14	20	16	116
F phase	8	16	39	26	213
Nominal cycle length	9	99	110	104	939
Active cycle length	8	97	112	104	837
Actual cycle	8	89	137	106	850
Split plan 1	1	102	102	102	102
Split plan 2	2	101	108	104	209
Signal group 1	7	61	89	76	538
Signal group 2	8	24	71	39	315
Signal group 3	13	6	31	19	257
Signal group 4	2	5	8	6	13
Signal group 6	7	6	12	8	58
Signal group 8	7	6	14	9	64
Signal group 9	2	5	8	6	13
Signal group 10	8	30	64	48	391

Saturday, 2 December 2023, 5:30:00 PM AEDT to Saturday, 2 December 2023, 5:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	29	100	51	411
B phase	4	14	34	23	93
D phase	1	18	18	18	18
E phase	6	14	24	17	103
F phase	7	21	40	29	206
Nominal cycle length	8	96	109	103	826
Active cycle length	8	95	109	102	817
Actual cycle	8	67	169	98	789
Split plan 1	1	107	107	107	107
Split plan 2	2	100	109	104	209
Split plan 3	2	106	194	150	300
Split plan 4	1	108	108	108	108
Signal group 1	5	40	309	106	532
Signal group 2	9	21	92	45	410
Signal group 3	11	6	32	19	211
Signal group 4	3	7	11	8	26
Signal group 5	1	10	10	10	10
Signal group 6	6	6	16	9	55
Signal group 8	6	6	16	8	53
Signal group 9	3	7	11	8	26
Signal group 10	8	6	61	37	296
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 5:45:00 PM AEDT to Saturday, 2 December 2023, 6:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	30	85	50	407
B phase	5	14	29	20	100
D phase	1	18	18	18	18
E phase	8	14	23	17	140
F phase	9	15	32	24	221
Nominal cycle length	6	95	109	102	612
Active cycle length	8	94	111	102	821
Actual cycle	8	88	146	102	819
Split plan 2	1	98	98	98	98
Split plan 4	1	429	429	429	429
Signal group 1	7	42	199	82	580
Signal group 2	8	22	77	42	343
Signal group 3	14	6	24	14	209
Signal group 4	3	7	8	7	23
Signal group 5	1	10	10	10	10
Signal group 6	8	6	15	9	76
Signal group 8	8	6	15	9	74
Signal group 9	3	7	8	7	23
Signal group 10	9	21	59	43	389
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6

Pedestrian movement 4	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Saturday, 2 December 2023, 6:00:00 PM AEDT to Saturday, 2 December 2023, 6:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	8	35	50	43	347
B phase	6	14	18	15	92
E phase	9	15	30	19	178
F phase	9	18	35	26	234
Nominal cycle length	9	90	108	99	895
Active cycle length	9	89	110	99	895
Actual cycle	8	90	110	100	801
Split plan 2	1	98	98	98	98
Split plan 3	2	97	214	155	311
Split plan 4	2	102	199	150	301
Signal group 1	8	53	83	69	555
Signal group 2	8	27	42	35	284
Signal group 3	15	6	27	13	207
Signal group 4	2	7	8	7	15
Signal group 6	9	7	21	11	102
Signal group 8	9	6	21	11	99
Signal group 9	2	7	8	7	15
Signal group 10	9	32	55	48	432

Saturday, 2 December 2023, 6:15:00 PM AEDT to Saturday, 2 December 2023, 6:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	28	63	41	413
B phase	4	14	28	18	74
E phase	9	15	27	18	167
F phase	9	19	27	24	217
Nominal cycle length	10	82	95	88	884
Active cycle length	11	80	98	87	967
Actual cycle	9	58	105	88	800
Signal group 1	8	48	135	65	521
Signal group 2	10	20	55	33	333
Signal group 3	13	6	20	14	187
Signal group 4	4	8	11	9	37
Signal group 6	9	7	18	10	91
Signal group 8	9	6	17	9	85
Signal group 9	4	8	11	9	37
Signal group 10	10	20	49	37	378
Signal group 12	1	6	6	6	6
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Saturday, 2 December 2023, 6:30:00 PM AEDT to Saturday, 2 December 2023, 6:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	10	18	62	37	372
B phase	5	14	23	16	82

E phase	10	14	26	18	181
F phase	10	17	28	23	234
Nominal cycle length	9	81	88	84	762
Active cycle length	10	79	88	84	843
Actual cycle	9	73	98	81	735
Split plan 1	1	81	81	81	81
Split plan 2	1	163	163	163	163
Split plan 3	2	86	174	130	260
Split plan 4	2	84	86	85	170
Signal group 1	9	27	167	64	584
Signal group 2	10	10	54	29	292
Signal group 3	16	6	20	12	204
Signal group 4	2	7	8	7	15
Signal group 6	10	6	18	9	96
Signal group 8	10	6	17	9	92
Signal group 9	2	7	8	7	15
Signal group 10	10	20	49	39	395
Signal group 12	1	6	6	6	6
Signal group 15	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Saturday, 2 December 2023, 6:45:00 PM AEDT to Saturday, 2 December 2023, 7:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	11	25	67	45	501
B phase	6	14	28	18	112
E phase	6	15	18	16	98
F phase	8	16	26	21	172
Nominal cycle length	11	70	90	81	897
Active cycle length	10	69	94	81	815
Actual cycle	10	46	109	82	829
Split plan 2	1	236	236	236	236
Split plan 3	2	77	90	83	167
Split plan 4	1	81	81	81	81
Signal group 1	7	38	197	71	497
Signal group 2	11	17	59	37	413
Signal group 3	13	5	34	14	191
Signal group 4	6	8	13	9	56
Signal group 6	6	7	9	7	47
Signal group 8	6	6	8	7	43
Signal group 9	6	8	13	9	56
Signal group 10	11	6	43	27	305

Saturday, 2 December 2023, 7:00:00 PM AEDT to Saturday, 2 December 2023, 7:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	12	16	72	38	466
B phase	9	13	22	14	133
E phase	7	14	25	19	135
F phase	7	16	28	21	149
Nominal cycle length	8	79	83	80	646
Active cycle length	10	70	84	79	790

Actual cycle	11	39	115	74	824
Split plan 2	3	79	159	107	321
Split plan 3	3	79	221	127	381
Split plan 4	2	82	83	82	165
Signal group 1	7	23	236	75	529
Signal group 2	12	8	64	30	370
Signal group 3	16	5	20	9	154
Signal group 4	3	5	8	7	21
Signal group 6	8	6	16	10	85
Signal group 8	8	6	19	11	91
Signal group 9	3	5	8	7	21
Signal group 10	11	6	48	28	315

Saturday, 2 December 2023, 7:15:00 PM AEDT to Saturday, 2 December 2023, 7:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	12	20	54	33	396
B phase	7	14	28	17	121
E phase	8	16	22	18	150
F phase	11	15	31	20	226
Nominal cycle length	8	70	84	79	638
Active cycle length	10	67	84	77	775
Actual cycle	11	40	119	73	812
Split plan 1	1	84	84	84	84
Split plan 2	2	82	161	121	243
Split plan 3	1	164	164	164	164
Signal group 1	10	26	99	61	619
Signal group 2	12	12	60	26	315
Signal group 3	17	5	23	11	194
Signal group 4	3	5	8	6	20
Signal group 6	8	7	13	10	81
Signal group 8	8	6	16	10	86
Signal group 9	3	5	8	6	20
Signal group 10	12	6	58	29	353

Saturday, 2 December 2023, 7:30:00 PM AEDT to Saturday, 2 December 2023, 7:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	18	16	31	22	401
B phase	8	13	22	15	121
E phase	8	15	20	17	139
F phase	11	14	26	19	217
Nominal cycle length	2	40	70	55	110
Active cycle length	4	40	84	66	264
Actual cycle	17	33	74	50	855
Split plan 1	2	40	70	55	110
Split plan 3	1	33	33	33	33
Signal group 1	9	8	136	64	579
Signal group 2	16	9	41	17	286
Signal group 3	17	5	18	10	171
Signal group 4	3	6	9	7	22
Signal group 6	8	7	11	8	70
Signal group 8	8	6	19	9	74
Signal group 9	3	6	9	7	22
Signal group 10	16	5	47	19	316

Signal group 12	1	6	6	6	6
Signal group 16	1	6	6	6	6
Pedestrian movement 2	1	6	6	6	6
Pedestrian movement 6	1	6	6	6	6

Saturday, 2 December 2023, 7:45:00 PM AEDT to Saturday, 2 December 2023, 8:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	15	16	64	27	407
B phase	13	14	29	18	242
E phase	6	14	19	16	97
F phase	6	13	24	17	105
Nominal cycle length	3	76	88	83	250
Active cycle length	12	58	91	72	872
Actual cycle	15	32	123	56	851
Split plan 1	1	70	70	70	70
Split plan 3	1	70	70	70	70
Signal group 1	6	49	205	100	605
Signal group 2	16	8	56	21	336
Signal group 3	18	6	21	10	190
Signal group 4	1	5	5	5	5
Signal group 6	6	6	10	7	46
Signal group 8	6	6	19	10	62
Signal group 9	1	5	5	5	5
Signal group 10	15	6	51	20	310

Saturday, 2 December 2023, 8:00:00 PM AEDT to Saturday, 2 December 2023, 8:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	14	16	80	35	493
B phase	9	14	30	18	167
E phase	6	16	20	17	107
F phase	6	17	26	20	123
Nominal cycle length	7	70	82	76	535
Active cycle length	9	68	91	78	702
Actual cycle	13	30	125	60	781
Split plan 1	1	311	311	311	311
Split plan 3	1	290	290	290	290
Signal group 1	6	13	202	95	570
Signal group 2	14	8	72	27	381
Signal group 3	15	6	22	11	170
Signal group 4	2	7	8	7	15
Signal group 6	6	7	11	9	57
Signal group 8	6	8	17	11	71
Signal group 9	2	7	8	7	15
Signal group 10	14	6	52	18	265

Saturday, 2 December 2023, 8:15:00 PM AEDT to Saturday, 2 December 2023, 8:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	14	17	58	27	389
B phase	11	13	24	14	164
E phase	9	15	18	16	149
F phase	9	14	26	19	171
Nominal cycle length	8	70	76	73	587

Active cycle length	8	54	77	68	548
Actual cycle	13	31	107	64	832
Split plan 3	1	723	723	723	723
Split plan 4	1	74	74	74	74
Signal group 1	9	28	103	57	517
Signal group 2	14	9	50	20	293
Signal group 3	19	5	18	8	167
Signal group 4	2	8	8	8	16
Signal group 6	10	6	10	7	79
Signal group 8	10	6	16	9	94
Signal group 9	2	8	8	8	16
Signal group 10	13	6	49	26	339

Saturday, 2 December 2023, 8:30:00 PM AEDT to Saturday, 2 December 2023, 8:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	17	17	44	23	398
B phase	4	14	14	14	56
E phase	4	15	17	16	65
F phase	15	16	25	20	301
Nominal cycle length	5	40	86	71	357
Active cycle length	6	35	84	64	388
Actual cycle	17	31	71	47	804
Split plan 1	1	40	40	40	40
Split plan 2	1	70	70	70	70
Split plan 3	2	110	256	183	366
Split plan 4	1	305	305	305	305
Signal group 1	6	20	216	98	589
Signal group 2	18	9	66	18	328
Signal group 3	19	6	17	10	205
Signal group 4	3	5	7	5	17
Signal group 6	4	7	9	8	33
Signal group 8	4	7	8	7	30
Signal group 9	3	5	7	5	17
Signal group 10	17	6	39	15	270

Saturday, 2 December 2023, 8:45:00 PM AEDT to Saturday, 2 December 2023, 9:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	16	16	56	25	412
B phase	13	14	24	16	214
E phase	8	15	19	16	134
F phase	8	14	22	16	134
Nominal cycle length	4	70	75	72	291
Active cycle length	6	60	76	70	420
Actual cycle	15	30	96	55	827
Split plan 3	2	75	210	142	285
Split plan 4	1	212	212	212	212
Signal group 1	8	26	114	70	561
Signal group 2	16	8	48	18	301
Signal group 3	19	6	19	9	178
Signal group 4	2	7	8	7	15
Signal group 6	8	6	10	8	65
Signal group 8	8	7	19	11	90
Signal group 9	2	7	8	7	15

Signal group 10	16	6	47	20	333
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Saturday, 2 December 2023, 9:00:00 PM AEDT to Saturday, 2 December 2023, 9:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	19	16	28	21	414
B phase	8	14	18	15	123
E phase	5	17	19	17	87
F phase	12	13	28	20	250
Nominal cycle length	3	40	70	50	150
Active cycle length	10	40	91	71	715
Actual cycle	19	29	69	46	874
Split plan 1	2	118	140	129	258
Split plan 3	2	140	255	197	395
Signal group 1	5	32	210	97	488
Signal group 2	18	8	38	15	283
Signal group 3	19	6	20	10	208
Signal group 4	1	5	5	5	5
Signal group 6	5	8	10	8	43
Signal group 8	5	7	17	9	49
Signal group 9	1	5	5	5	5
Signal group 10	18	6	40	16	302

Saturday, 2 December 2023, 9:15:00 PM AEDT to Saturday, 2 December 2023, 9:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	17	16	32	23	403
B phase	6	13	16	14	85
E phase	7	15	19	16	114
F phase	14	13	28	20	280
Nominal cycle length	3	40	70	60	180
Active cycle length	9	40	89	74	671
Actual cycle	17	30	70	50	859
Split plan 1	2	40	42	41	82
Split plan 2	1	109	109	109	109
Split plan 3	2	70	239	154	309
Split plan 4	2	70	210	140	280
Signal group 1	6	38	167	100	604
Signal group 2	17	8	24	15	267
Signal group 3	20	5	20	10	205
Signal group 6	7	7	10	8	57
Signal group 8	7	6	15	8	61
Signal group 10	18	6	46	18	335

Saturday, 2 December 2023, 9:30:00 PM AEDT to Saturday, 2 December 2023, 9:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	19	16	35	22	424
B phase	6	14	15	14	86
E phase	5	15	20	17	87
F phase	15	13	24	18	277
Nominal cycle length	6	40	70	55	330
Active cycle length	11	35	89	59	654
Actual cycle	19	31	68	45	860
Split plan 1	1	49	49	49	49

Split plan 3	2	110	551	330	661
Split plan 4	1	32	32	32	32
Signal group 1	4	60	111	97	389
Signal group 2	19	8	27	14	272
Signal group 3	21	5	16	9	195
Signal group 4	1	5	5	5	5
Signal group 6	5	7	12	9	45
Signal group 8	5	6	11	8	41
Signal group 9	1	5	5	5	5
Signal group 10	20	6	44	14	290

Saturday, 2 December 2023, 9:45:00 PM AEDT to Saturday, 2 December 2023, 10:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	20	16	41	20	413
B phase	9	13	15	13	124
E phase	4	15	18	16	66
F phase	13	14	24	20	270
Nominal cycle length	4	40	70	55	220
Active cycle length	10	40	98	66	668
Actual cycle	19	29	66	42	816
Split plan 1	2	40	75	57	115
Split plan 3	3	87	225	176	530
Split plan 4	1	140	140	140	140
Signal group 1	4	52	284	133	535
Signal group 2	20	8	33	12	253
Signal group 3	23	5	16	9	226
Signal group 4	3	6	8	7	21
Signal group 6	4	7	9	7	31
Signal group 8	4	6	9	7	29
Signal group 9	3	6	8	7	21
Signal group 10	21	5	42	14	308

Saturday, 2 December 2023, 10:00:00 PM AEDT to Saturday, 2 December 2023, 10:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	20	16	33	21	427
B phase	4	13	15	14	56
E phase	5	15	17	16	82
F phase	17	14	24	19	329
Nominal cycle length	2	40	70	55	110
Active cycle length	9	40	89	70	633
Actual cycle	20	30	62	44	894
Split plan 1	1	40	40	40	40
Split plan 3	1	247	247	247	247
Signal group 1	7	14	175	72	506
Signal group 2	20	8	25	13	268
Signal group 3	20	5	21	11	223
Signal group 4	4	7	8	7	31
Signal group 6	5	7	9	8	40
Signal group 8	5	6	8	7	35
Signal group 9	4	7	8	7	31
Signal group 10	20	5	30	15	305

Saturday, 2 December 2023, 10:15:00 PM AEDT to Saturday, 2 December 2023, 10:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	22	16	26	20	444
B phase	18	13	25	14	269
E phase	2	16	16	16	32
F phase	5	21	30	23	117
Active cycle length	3	70	88	81	244
Actual cycle	22	30	63	38	848
Split plan 1	1	210	210	210	210
Split plan 3	3	154	210	191	574
Split plan 4	1	70	70	70	70
Signal group 1	1	119	119	119	119
Signal group 2	23	8	18	12	278
Signal group 3	23	5	22	8	202
Signal group 6	2	8	8	8	16
Signal group 8	2	7	7	7	14
Signal group 10	23	5	29	10	234

Saturday, 2 December 2023, 10:30:00 PM AEDT to Saturday, 2 December 2023, 10:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	20	16	55	22	440
B phase	4	14	23	17	69
E phase	3	15	19	16	49
F phase	17	14	26	18	315
Nominal cycle length	3	40	70	50	150
Active cycle length	3	40	70	50	150
Actual cycle	20	31	73	42	850
Split plan 2	1	540	540	540	540
Split plan 3	1	200	200	200	200
Signal group 1	3	45	366	185	556
Signal group 2	20	8	47	14	280
Signal group 3	21	6	18	10	215
Signal group 4	1	7	7	7	7
Signal group 6	3	7	11	8	25
Signal group 8	3	6	15	10	31
Signal group 9	1	7	7	7	7
Signal group 10	21	6	27	12	264

Saturday, 2 December 2023, 10:45:00 PM AEDT to Saturday, 2 December 2023, 11:00:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	19	16	50	22	423
D phase	1	18	18	18	18
E phase	4	14	17	15	61
F phase	20	14	22	17	347
Nominal cycle length	2	40	70	55	110
Active cycle length	9	28	70	43	392
Actual cycle	19	33	72	43	833
Split plan 1	1	36	36	36	36
Signal group 1	4	69	244	137	548
Signal group 2	20	8	42	14	288
Signal group 3	20	5	14	9	189
Signal group 5	1	6	6	6	6

Signal group 6	4	6	8	7	28
Signal group 8	4	5	7	6	24
Signal group 10	20	5	23	12	250
Signal group 12	2	6	6	6	12
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Pedestrian movement 2	2	6	6	6	12
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6

Saturday, 2 December 2023, 11:00:00 PM AEDT to Saturday, 2 December 2023, 11:15:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	21	16	32	19	418
B phase	1	14	14	14	14
E phase	5	15	27	19	95
F phase	20	14	23	17	359
Nominal cycle length	2	40	70	55	110
Active cycle length	7	35	82	55	390
Actual cycle	21	31	62	41	866
Split plan 3	1	490	490	490	490
Signal group 1	4	22	168	78	312
Signal group 2	21	8	24	11	250
Signal group 3	21	6	15	9	204
Signal group 6	5	7	18	10	52
Signal group 8	5	6	17	11	56
Signal group 10	22	6	38	13	290
Signal group 15	1	6	6	6	6
Pedestrian movement 5	1	6	6	6	6

Saturday, 2 December 2023, 11:15:00 PM AEDT to Saturday, 2 December 2023, 11:30:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	21	16	29	20	439
E phase	4	15	18	15	63
F phase	22	14	21	16	370
Actual cycle	21	32	57	40	856
Signal group 1	3	11	127	54	163
Signal group 2	21	8	21	12	270
Signal group 3	22	6	13	8	192
Signal group 4	1	6	6	6	6
Signal group 6	4	7	9	7	30
Signal group 8	4	6	8	6	26
Signal group 9	1	6	6	6	6
Signal group 10	22	7	25	11	255

Saturday, 2 December 2023, 11:30:00 PM AEDT to Saturday, 2 December 2023, 11:45:00 PM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	18	16	70	26	472
E phase	1	17	17	17	17
F phase	19	13	24	18	342
Active cycle length	2	40	53	46	93
Actual cycle	18	32	85	45	811
Signal group 1	1	81	81	81	81

Signal group 2	18	8	62	18	328
Signal group 3	19	5	16	10	190
Signal group 4	1	7	7	7	7
Signal group 6	1	8	8	8	8
Signal group 8	1	7	7	7	7
Signal group 9	1	7	7	7	7
Signal group 10	19	7	22	10	207

Saturday, 2 December 2023, 11:45:00 PM AEDT to Sunday, 3 December 2023, 12:00:00 AM AEDT:

Data item	Frequency	Minimum	Maximum	Average	Total
A phase	22	16	44	20	454
D phase	1	18	18	18	18
E phase	5	2	18	13	67
F phase	20	13	25	17	347
Nominal cycle length	2	40	70	55	110
Active cycle length	5	40	70	48	244
Actual cycle	22	19	63	39	868
Split plan 1	2	120	189	154	309
Split plan 2	1	150	150	150	150
Split plan 3	1	30	30	30	30
Signal group 1	7	9	233	84	590
Signal group 2	21	8	39	14	299
Signal group 3	19	5	17	9	182
Signal group 4	2	5	8	6	13
Signal group 5	1	10	10	10	10
Signal group 6	5	3	10	7	36
Signal group 8	5	2	15	7	39
Signal group 9	2	5	8	6	13
Signal group 10	21	3	35	11	242
Signal group 13	1	6	6	6	6
Signal group 14	1	6	6	6	6
Pedestrian movement 3	1	6	6	6	6
Pedestrian movement 4	1	6	6	6	6