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Proposed Residential, Commercial and Church Development

19A-21 Gordon Street, Coffs Harbour

Traffic & Parking Assessment

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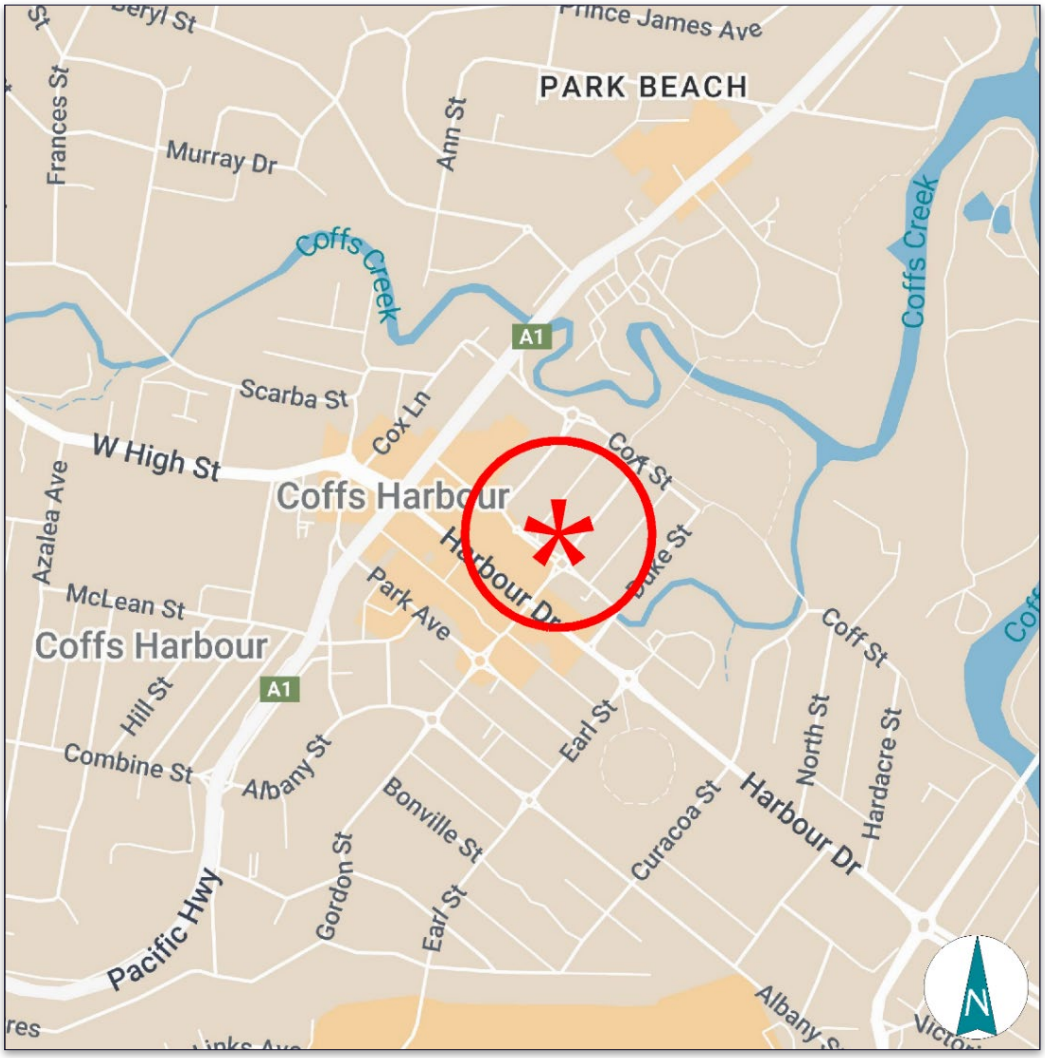
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1.0 Introduction

This Traffic & Parking Assessment has been prepared by Transport and Traffic Planning Associates on behalf of The Uniting Church in Australia Property Trust (NSW). It supports a State Significant Development Application (SSDA) and concurrent Rezoning Proposal for a mixed-use development at 19A–21 Gordon Street, Coffs Harbour. (Figure 1).



The Coffs Harbour City Centre is on the "cusp" of very significant beneficial changes as a result of:

- Construction of the Pacific Highway bypass
- Initiatives proposed in the Coffs Harbour City Centre Masterplan 2031 (CHCCM)

The Pacific Highway, which currently passes through the City Centre, carries large volumes of through traffic, including a significant and increasing percentage of large trucks. The 2020-21 Federal Government Budget allocated some $490 million of funding for the construction of a bypass, and this work, which is programmed for completion in late 2027, will result in a significant reduction in traffic passing through the City Centre.

The CHCCM has the objectives of:

- Reinstate the City Centre as the key retail and core entertainment precinct
- Encouraging development, which is best practice and of a high-quality contemporary standard
- Fostering economic growth to meet the demographic needs
- Encouraging sustainable transport

The purpose of this report is to:

- Describe the site, its context and the proposed development scheme.
- Describe the road network serving the site and the prevailing traffic conditions.
- Assess the suitability of vehicle accesses to and from the site, internal circulation and servicing arrangements.
- Assess potential traffic implications.

This SSDA report has been prepared in response to the Secretary's Environmental Assessment Requirements (SEARs) for the proposed development dated 4 September 2025 for SSD-91539707. Specifically, this report has been prepared to respond to those SEARs outlined below.

SEAR	Response	Section
9. Transport ▪ Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GITA) published by TfNSW.	Detailed description provided in relation to all elements of the TIA	*Section 1.0 Introduction – 7.0 Access, Internal Circulation & Servicing*

▪ If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	Indicative CTMP provided, and it is assumed that Consent Conditions will require a detailed CTMP for CC when a builder will be able to provide more definitive details.	*Section 8.0 Construction Traffic Management Plan*

This report should be read in conjunction with the Environmental Impact Statement and Rezoning Report prepared by Colliers Urban Planning, the Architectural Plans, and the other accompanying technical documents that form part of the State Significant Development Application and concurrent Rezoning Proposal.

2.0 Proposed Development

2.1 Site, Context & Existing Circumstances

The site (Figure 2) is located at 19A-21 Gordon Street, within the City of Coffs Harbour Local Government Area (LGA) and consists of Lot 21 in DP880214, which occupies a rectangular-shaped area of 2,023m^2. It is approximately 200m south-east of the Pacific Highway and approximately 150m northwest of Carralls Gully. The site has frontages of some 55m to the north-eastern side of Vernon Street, 42m on the western side of Gordon Street and 42m to the eastern side of Riding Lane.

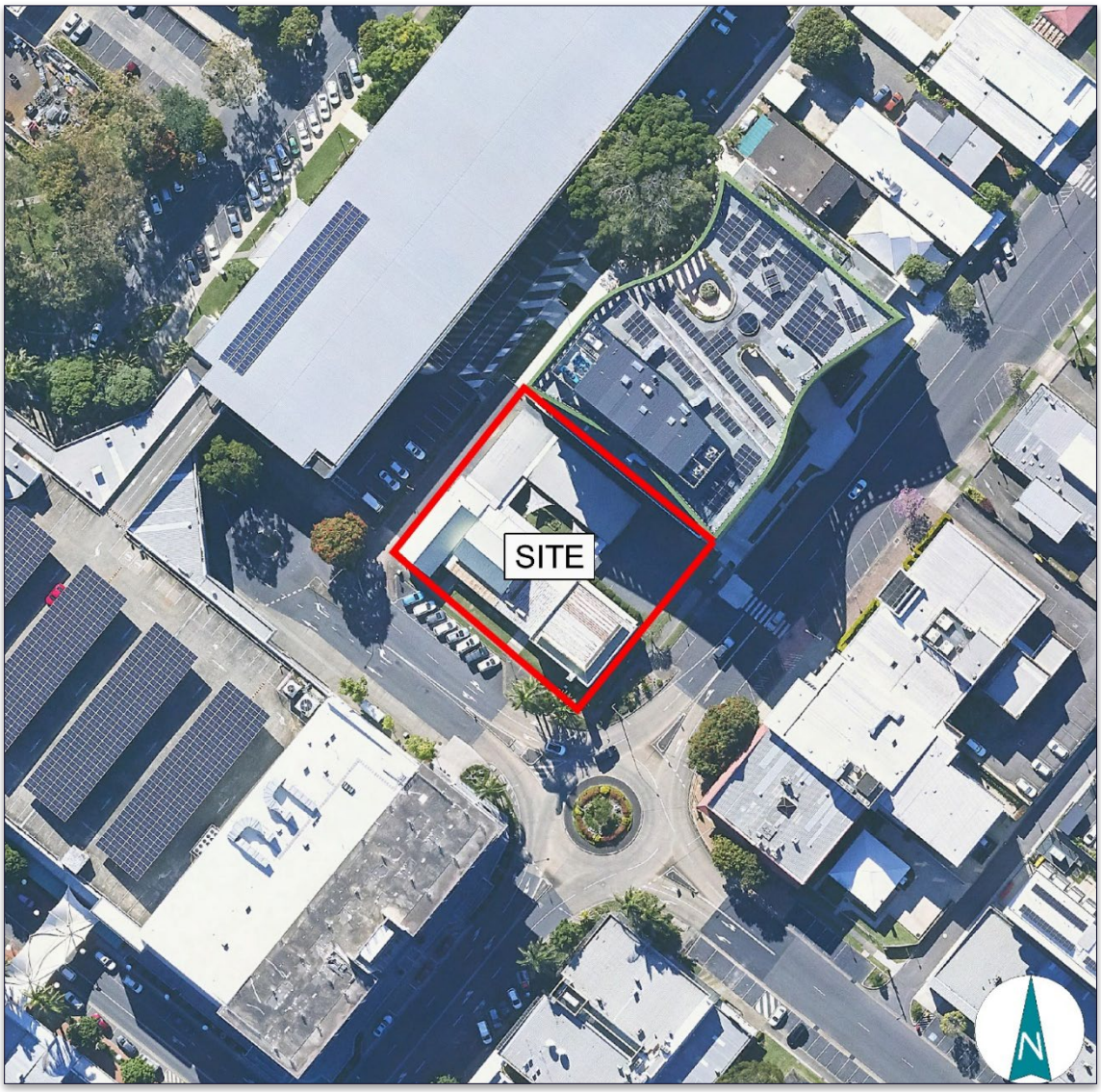


Figure 2 - Site Boundary

The surrounding uses comprise:

- The new Council Cultural and Civic Centre, which adjoins to the north. Details of the ground level and the frontage treatments on Gordon Street and Riding Lane are provided in Appendix A
- The retail and commercial uses extending along Harbour Drive and the Pacific Highway
- The surrounding residential areas to the north, south and west

There is a small at-grade carpark on the eastern part with vehicle access on Gordon Street.

2.2 City Centre Masterplan

Council prepared the Coffs Harbour City Centre Masterplan 2031 with a "vision" to create a place where economic, social and cultural pursuits fuse to enrich and enliven all who live, work and visit the City Centre. The principal aims of the plan are to:

- Reignite and grow the City Centre
- Encourage long-term development and investment
- Feature world-class design with a unique and creative streetscape
- Reinstate the Centre as the key retail and entertainment precinct
- Attract residential living to the City Centre

Details of the key elements of the plan are reproduced from the Masterplan document in Appendix F and include:

- An Access and Movement Plan to provide a balance between pedestrian, cyclist, public transport and private vehicle movements with "key connections"
- Outer and Inner Ring Roads
- A Bike Plan
- A Parking Strategy
- A Key Land Use and Open Space Plan

Further planning was undertaken for the Cultural and Civic Centre, and details of this are also provided in Appendix F, including converting roundabout controls to traffic signals. It is noted that the proposal to relocate the Gordon Street pedestrian crossing to align with the centre of the Cultural Centre building has been abandoned.

2.3 Proposed Development

This report accompanies a SSDA that seeks approval for the following:

- Lower ground basement level accommodating plant and building services.
- Ground level incorporating retail premises, a residential and commercial lobby, a church worship hall with administrative rooms, and ancillary spaces including a community kitchen and chapel.
- Ground-level mezzanine containing car parking for 7 vehicles and plant rooms
- 6-storey podium comprising commercial floor space with an outdoor terrace and car parking for 166 vehicles.
- 18 levels of residential apartments, delivering 152 dwellings in total, including 40 affordable housing units.
- Parking garage consisting of 173 spaces (L1-L5)
- A roof level featuring a communal terrace, lift overrun, and associated building services.
- Associated landscaping and public domain works

The existing buildings would be demolished and the site excavated to provide for the new development.

The proposed plans have been prepared by Cortese and are reproduced in part in Appendix A.

3.0 Existing Road Network and Traffic Conditions

3.1 Road Network

The road network serving the site (Figure 3) comprises:

- *Pacific Highway (Woolgoolga Road, etc)*– National Highway 1 and the principal interstate route between Sydney and Brisbane
- *Coramba Road/West High Street*– a sub-arterial route which provides a connection between Coffs Harbour and Grafton
- *Harbour Drive* – a major collector route linking between Pacific Highway and the Harbour
- *Hogben Drive* – a major collector route running to the east of the CBD
- *Gordon Street* – part of a collector route connecting between Thompson's Road and Coff Street
- *Vernon Street/Coff Street* – a minor collector road circuit which connects to the Pacific Highway
- *Riding Lane* – a service laneway connecting Vernon Street and Coff Street.

Gordon Street has 2 traffic lanes in each direction, while Vernon Street is some 20m wide with one traffic lane and angle parking in each direction. Riding Lane has a 5m wide carriageway with no kerbside parking permitted.

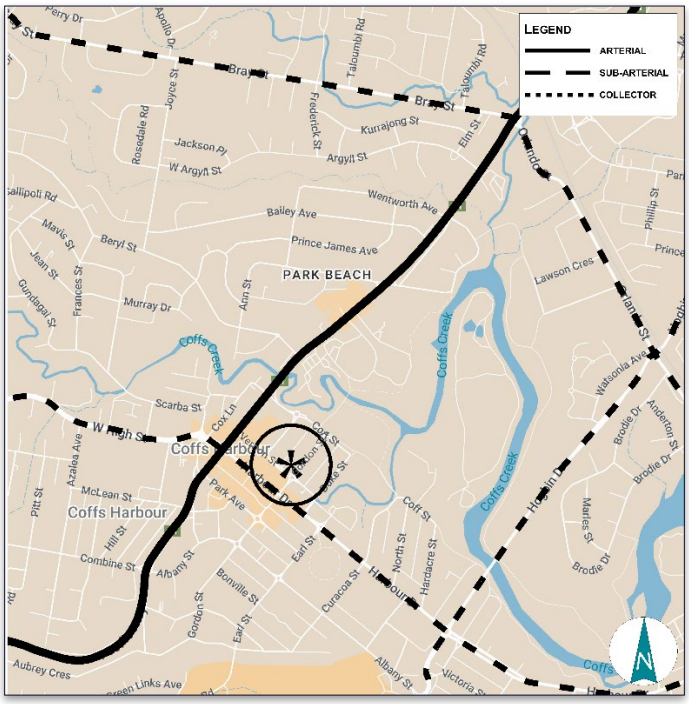


Figure 3 - Road Network

3.2 Traffic Controls

The traffic controls that have been applied to the road system serving the site (Figure 4) comprise:

- The roundabout at the Gordon Street/Vernon Street intersection with 2 circulating lanes.
- The marked foot crossing on Gordon Street at the site frontage.
- The 60-degree angle parking on the Vernon Street site frontage.
- The one-way south-westerly traffic restriction on Riding Lane with a left turn only into Vernon Street.
- The traffic signal-controlled intersections along the Pacific Highway, including the Harbour Drive/West High Street, Coff Street and Park Avenue intersections and the traffic signals at the Harbour Drive/Gordon Street intersection.
- The NO RIGHT TURN restrictions at the Pacific Highway/Harbour Drive intersection and the central median island in Pacific Highway across the Vernon Street intersection restrict access to left turn IN/OUT.
- The 50 kmph speed restriction on the local and collector road system and 60 kmph restriction on the Pacific Highway, with a section of 40 kmph on Harbour Drive in the vicinity of the site
- The numerous roundabouts at intersections in the City Centre road system.

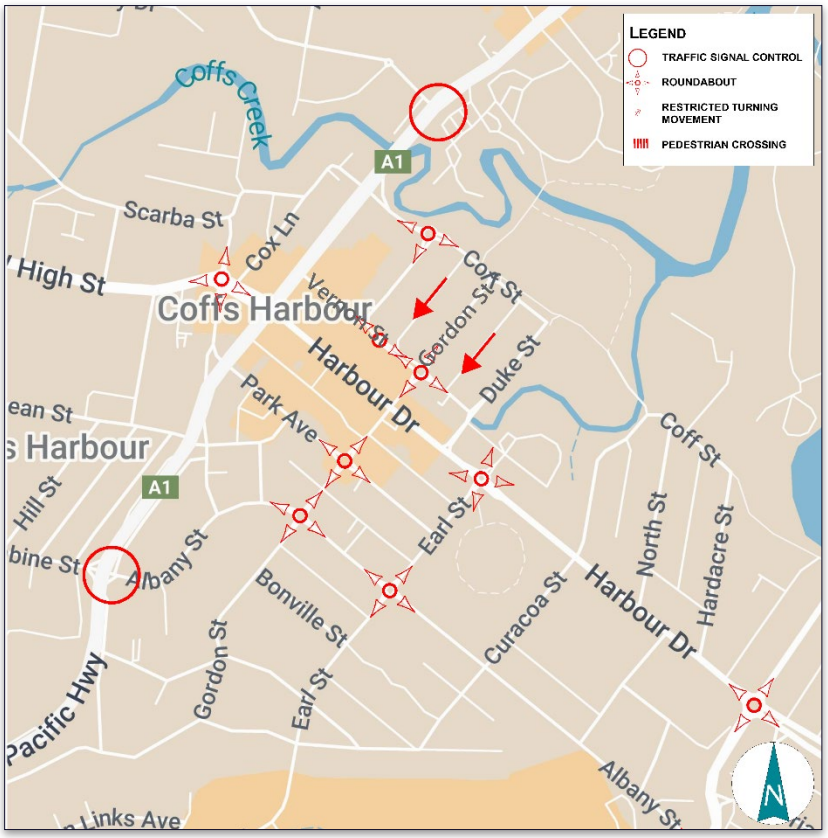


Figure 4 - Traffic Controls

3.3 Traffic Conditions

An indication of the traffic conditions on the road system serving the site is provided by data published by TfNSW. This data is expressed in terms of Annual Average Daily Traffic (AADT), and the latest published data is as follows:

Location	AADT
Pacific Highway south of Harbour Drive	35,300 approx.

Traffic surveys have been undertaken at intersections in the vicinity of the site during the morning and afternoon peak periods, and the results of those surveys are provided in Appendix D.

The existing operational performance of these intersections has been assessed with SIDRA. The results of this assessment are provided in Appendix E and summarised in the following, while the criteria for interpreting SIDRA output are reproduced overleaf.

	AM		PM	
	LOS	**AVD**	**LOS**	**AVD**
Pacific Highway/Harbour Drive	C	29.0	C	32.8
Pacific Highway/Coffs	C	33.5	C	41.9
Pacific Highway/Park Avenue	C	42.3	D	46.7
Harbour Drive/Gordon Street	C	29.0	B	27.0
Gordon Street/Vernon Street	A	3.4	A	3.6

The SIDRA results indicate that these intersections operate with a satisfactory level of service during the existing AM and PM peak traffic periods.

3.4 Transport Services

Busways is the main public transport provider in Coffs Harbour, providing regular services within Coffs Harbour and the surrounding towns, including Bonville, Urunga, Valla Beach, Nambucca Heads and Macksville etc. Routes servicing Coffs Harbour are illustrated on Appendix B. Routes 360, 360M, 365, 366, 367 and 368 all travel along the existing Pacific Highway for portions of their service.

- Busways Route 360 – travels between Park Beach Plaza and Park Avenue via the Pacific Highway, with selected trips servicing the Coffs Harbour Base Hospital.
- Busways Route 360M – this service travels between Park Beach Plaza and Park Avenue via the Pacific Highway. This service also operates through Urunga, Nambucca Heads and Macksville.
- Busways Route 365 – travels from Park Beach Plaza to Park Avenue via The Jetty.
- Busways Route 366 – travels from Park Beach Plaza to Park Avenue via Frances Street.
- Busways Route 367 –travels between Park Beach Plaza and Park Avenue via Donn Patterson Drive, servicing the Baringa Private Hospital.
- Busways Route 368 – travels between Park Beach Plaza and Park Avenue via Pearce Drive, servicing the Baringa Private Hospital.

A number of bus companies provide regular services to and from Coffs Harbour and towns and regional centres such as Woolgoolga, Grafton, Sawtell, Tamworth, Armidale, Urunga, Warwick, Toowoomba and Brisbane. Several local bus companies also provide school and charter services to Coffs Harbour.

4.0 Future Road Network and Traffic Conditions

4.1 Road Network

The principal future change to the existing road network is the construction of the 12km long Coffs Harbour Bypass, which is scheduled for completion in 2027. Details of the project are provided overleaf, which include grade-separated interchanges at the connections with the existing highway. It would not appear that traffic through Coffs Harbour Centre will be reduced until the project is complete.

The CHCC Masterplan identifies the upgrading of the Hogben Drive route as an "Outer Ring Road" running to the east of the centre and providing something of an interim bypass to the highway. The masterplan also identifies an Inner Ring Road, street reconfiguration and access improvements as identified on the Access and Movement diagram in the Coffs Harbour City Centre Masterplan.

4.2 Traffic Conditions

Traffic modelling for the Bypass Project has taken into account traffic growth resulting from urban development in the Coffs Harbour region. The forecast changes to traffic on the highway through the City Centre and along Hogben Drive as a result of the Bypass provision are as follows:

	Daily Traffic Volumes		
	2027	**2037**	**2047**
Pacific Highway	– 39.7%	– 38.7%	– 38.5%
Hogben Drive	– 30.7%	– 36.0%	– 32.0%

Importantly, the bypass will take away the significant volume of large trucks currently travelling along the highway through the centre.

The Masterplan strategy is to achieve a mode shift goal to sustainable travel (bus, cycle) of 10%.

4.3 Transport Services, Pedestrians and Cyclists

Travel by bus will be improved as a result of the reduction in through traffic movements (transferred to the bypass road) as well as the 'ring road' and 'access improvements', while a 'bus hub' is to be provided on Vernon Street. The Masterplan initiatives will both encourage and facilitate increased bus services and bus patronage.

The Masterplan identifies proposed new and upgraded pedestrian linkages, including extended mall access for Coffs Central and a connection across the highway at Vernon Street.

The Masterplan proposes to extend the existing cycle network, including reconfiguring City Centre streets to facilitate cycling (e.g. a dedicated cycleway along Gordon Street). See Appendix F for details.

4.4 Public Parking

The Masterplan recognises the need to provide additional public parking in the City Centre, while some existing on-street spaces will be lost as a result of street reconfiguration, and a change in travel mode is to be encouraged. The Masterplan proposes to upgrade existing parking, convert some long-stay parking to short-stay stay and investigate opportunities for the provision of additional public parking.

The City of Coffs Harbour have specified in the 2031 masterplan the principal need to ensure car parking reaches maximum utilisation in existing infrastructure. The Castle Street car park adjacent to the site is currently underutilised, commonly seeing 170 car spaces unused on site. The Masterplan seeks to extend the parking uses to reduce the need to over-deliver car parks and free up capacity for retail parking on-street.

5.0 Parking

5.1 Car Parking

5.1.1 Coffs Harbour DCP Rates

Coffs Harbour City Council's DCP specifies parking provisions in relation to the proposed development as follows:

Place of Public Worship	Parking Study
Community Facility	Parking Study
Office	1 space per 40m^2 GFA
Retail	1 space per 25m^2 GFA
Residential Apartments	
≤ 100m^2	1 space
> 100m^2	2 spaces
1 space per 5 apartments for visitors	

Application of the DCP criteria for the proposed mixed uses with parking rates provided is as follows:

	Floor Area/Unit No.	**Parking Requirement**
Residential Apartments		
1-2 Beds (≤ 100m^2)	138	138 spaces
3 Beds (> 100m^2)	14	28 spaces
Visitors	152/5	30 spaces
	Total:	**196 spaces**

The existing place of public worship and community facility has some 1,200m^2 of floor area and currently only has 10 car spaces provided on-site. The proposed development only proposes some 745m^2 of floor area for the same use, and therefore, it is not anticipated that additional parking will be required on-site. Accordingly, the parking requirement for the church component for the development will be 10 spaces. The parking requirements for the church, retail and office components are summarised in the table below:

	Floor Area/Unit No.	Parking Requirement
Office	753m^2	19 spaces
Retail	252m^2	10 spaces
Church	745m^2	10 spaces
	Total:	**39 spaces**

The spaces are to be added to the above calculation and results in an overall parking requirement of 235 spaces.

5.1.2 State and Environmental Planning Policy Rates

The parking demand can also be assessed under the State and Environmental Planning Policy (SEPP) Housing 2021. The residential parking rate, as per the SEPP guidelines, is as follows:

Affordable	
One Bedroom	0.4 spaces per unit
Two Bedroom	0.5 space per unit
Non-Affordable	
One Bedroom	0.5 spaces per unit
Two Bedrooms	1.0 space per unit
Three Bedrooms	1.5 spaces per unit
Visitors	0.2 spaces per unit

Application of this criteria results in the following residential parking demand:

	Unit No.	Parking Requirement
Affordable		
One Bedroom	20	8 spaces
Two Bedroom	20	10 spaces
Non-Affordable		
One Bedroom	14	7 spaces
Two Bedrooms	84	84 spaces
Three Bedrooms	14	21 spaces
Visitors	152/5	30 spaces
	Total:	**160 spaces**

Adding another 39 spaces to this number for the non-residential uses that the SEPP is not applicable for (Office, Retail & Church) (as per previous calculations) would result in a total parking demand of 199 car spaces.

5.1.3 Provided Parking

Due to the site constraints, it is proposed to provide only some 173 parking spaces on site. It is anticipated that this proposed parking provision will be sufficient for the proposed development, as explained below:

Individual Residential Parking	134 spaces
Car Share Residential Parking	6 Spaces
Shared Retail, Office & Church Parking	33 spaces

Evidently, utilising the DCP guidelines or the SEPP guidelines, the residential portion of the parking has a shortfall of some 32 spaces for the DCP methodology or a surplus of 4 spaces for the SEPP methodology, while the retail, office and church uses are 6 spaces short of the general parking demand for both methodologies.

5.1.4 Car Share Spaces

In keeping with sustainable planning practices, it is proposed to optimise the usage of parking spaces. This includes providing 6 spaces for share cars. This alternative parking arrangement is an ideal solution due to the following factors:

- The development is situated within walking distance of supermarkets, shops, and other general daily activities, reducing the residents' need for a private vehicle for daily trips.
- Incorporating car-share spaces offers residents flexible access to vehicles without the burden of ownership.
- Optimising parking spaces aligns with environmental sustainability goals, as it encourages lower car usage and supports reduced emissions.
- As the preference for car-free or car-light lifestyles grows, providing a limited number of conventional parking spaces along with car-share options can future-proof the development.
- A reduction in overall parking, complemented by car share spaces, aligns with reduced traffic congestion goals, fostering a community that encourages residents and users to live more sustainably and rely less on private vehicles.

Furthermore, the idea of car share spaces accounting for multiple standard parking spaces has been presented and affirmed in the Land and Environment Court on multiple occasions, including the following:

- NSWLEC 1202/2019 Dimitri Dilles v Randwick City Council
    - Commissioner Smithson found that the provision of 1 car share space replaced up to 10 to 12 private cars.
- NSWLEC 1020/2019 Arkibis P/L v Randwick City Council
    - Commissioner Dickson found that the proposed provision of 1 car share space negated the shortfall of 8 parking spaces as indicated by the DCP.
- NSWLEC 1186/2016 Turner Architects v City of Botany Bay
    - Commissioner O'Neill found that the proposed provision of 1 car share space negated the shortfall of 8 parking spaces as indicated by the DCP.

The share-cars will be provided by the facility operator and reserved for the facility residents only. There will be a booking system in place, implemented by the building manager.

Understanding the regional/rural location of the proposed development, it is considered that 1 car share space is equivalent to 6 private parking spaces. This results in an equivalent residential car parking supply of some 170 residential spaces.

5.1.5 Resulting Residential Car Parking Requirement

The previously calculated residential parking supply of 170 is a major increase and results in an acceptable parking provision for the development. From previous calculations, 130 minimum spaces were calculated using the SEPP guidelines and 166 spaces (minimum) using the DCP guidelines. This results in a parking surplus of 40 spaces for the SEPP methodology or a surplus of 4 spaces for the DCP methodology.

5.1.6 Church, Retail & Office Parking Demand

With respect to the church, retail, and office components and the perceived shortfall associated with the proposed 33 car spaces, it is important to recognise that the parking demand for each component will occur at differing times of day, allowing for a high level of parking efficiency through shared use of the available spaces.

The office use will typically generate its peak parking demand during weekday business hours (approximately 8:00 am to 5:00 pm). In contrast, the retail component is expected to attract customers throughout the day and early evening, with peak demand generally occurring around midday to late afternoon. Given that both land

uses experience overlapping demand only during business hours, a portion of parking can effectively be shared, as retail turnover generally results in short-stay parking, while office parking tends to be longer-stay.

The church's use is anticipated to generate its peak parking demand during evenings, weekends, and particularly on Sundays for services and events. These periods occur outside of office operating hours and largely outside the retail peak period, enabling the church to utilise the same car spaces vacated by office and retail users.

In respect of residential visitors, the peak demand for parking is likely to be in the evenings and the weekends, outside of office operating hours and the peak retail period. Once again, this enables visitors to use the same car spaces vacated by office and retail users.

5.1.7 Overflow Provisions

Furthermore, considering the context of this development in Coffs Harbour, adjacent to a multi-storey car parking facility, there is ample overflow parking in the unlikely scenario that the overlapping use does not free up in time. The Coffs Harbour 2031 masterplan specifically aims to maximise the utilisation of this nearby multi-storey car park, which is well-positioned to accommodate visitor demand from developments in the area, with 170 spaces currently under-utilised.

This approach aligns with sustainable planning practices, reducing the footprint required for on-site parking and promoting the use of shared resources in accordance with the principles of the CHCC Masterplan.

5.1.8 Outcome

Nevertheless, it is evident that, with regard to the assessment against both Coffs Harbour Council's DCP and the SEPP Housing 2021, it is evident that the proposed development provides an appropriate and sufficient on-site parking supply to accommodate the demand generated by the residential and mixed-use components. Any minor shortfalls are appropriately addressed through the provision of car-share spaces, the efficient sharing of parking between uses with differing peak demand periods, and the availability of a nearby public parking facility. Accordingly, the proposed parking provision is not expected to result in adverse impacts on surrounding streets or the broader road network and will be more than suitable for the site's car parking demands.

5.2 Bicycle & Motorcycle Parking

The Coffs Harbour DCP and SEPP (Housing) documents do not specify a rate for bicycles or motorcycles. The Austroads document Bicycle Parking Facilities: Guidelines for Design and Installation does, however, specify example rates for developments as follows:

Office	0.05 spaces per 100m^2 GFA
Retail	0.4 spaces per 100m^2 GFA
Residential Apartments	0.02 spaces per dwelling

Application of the above criteria to the proposed development scheme indicates a provision of:

	Floor Area/Unit No.	**Bicycle Parking Requirement**
Office	753m^2	1 spaces
Retail	252m^2	1 spaces
Residential Apartments	152 units	3 spaces
	Total:	5

It is proposed to provide a total of 23 bicycle parking spaces, comprising 5 unsecured spaces within the public domain and a further 18 secured spaces within the car park. The secured spaces will be provided via 6 bicycle racks on each of Levels 3, 4, and 5. Furthermore, an additional 5 motorcycle spaces are also proposed within the car parking area on Ground Floor Mezzanine & Levels 1-4, which is considerably in excess of the Austroads criteria. The excess in both bicycle and motorcycle parking spaces is in accordance with best sustainability planning practices and will provide an abundance of green travel options for staff, resident or churchgoers to encourage this form of transport.

6.0 Traffic

6.1 Existing

The TfNSW document "Guide to Transport Impact Assessment" (2024) does not specify a traffic generation rate for places of worship with the associated retail tenancies.

Application of the 2021 census data suggests that there will likely be some 71.5% of visitors travelling by way of car in the Coffs Harbour area to work. However, it can be safely assumed that it is unlikely for single occupancy vehicles due to the family and community nature of the development, and furthermore, the residential expansion of the area would see a greater uptake of walking in comparison to the travel to work that the statistics are based on.

The existing place of public worship and community facility comprises approximately 1,200m² of floor area and is currently supported by only 10 on-site car parking spaces. Under the proposed development, the floor area allocated to this use will be reduced to approximately 745m².

6.2 Proposed

The TfNSW document "Guide to Transport Impact Assessment" (2024) specifies a generation rate per dwelling for high-density residential dwellings with low public transport accessibility, which can be summarised in the following:

AM	PM
0.39U – 3.06	0.17B or 0.475U-6.66
(where U>47)	(where U>85)

(B): number of bedrooms (284)
(U): number of units (152)

While the Guide labels the alternative land use as "General Shopping Centre" (and not "Small"), these rates are more representative of the proposed retail mix than the Small Shopping Centre rates. The latter are anchored by supermarkets/mini-majors and were derived from sites typically ≥ ~660 m² GLFA, with a high proportion of grocery-driven trips. Grocery anchors attract purpose-made, car-dominant trips with short, predictable dwell times and strong PM peak concentration, which overstates demand for specialty/service-based tenancies.

By contrast, General Shopping Centre rates reflect a broader, specialty-leaning tenancy profile (e.g. café, convenience food, personal services, health/consulting, small-format retail) that:

- Generates a more diversified trip purpose mix (errands, services, food/beverage) and a higher share of walk-up and linked trips, particularly in mixed-use settings.
- Exhibits lower trip concentration in any single hour (flatter temporal profiles than grocery-anchored centres).
- Encourages multi-purpose chaining and pass-by capture from the surrounding network rather than net new car trips.
- Has longer and more variable dwell times (appointments, treatments, sit-down food) that reduce turnover-driven vehicle churn compared to grocery carparks.
- Better aligns with two small tenancies where no anchor is present to create supermarket-style peaks.

In short, the Small Shopping Centre land-use class is more intense and more concentrated because it embodies anchor-led grocery demand, whereas the General Shopping Centre class is less concentrated and more specialised, matching the likely operation of small specialty premises within a residential building.

The TfNSW Guide to Transport Impact Statement (2024) traffic-generating rates for retail shopping centres are as follows:

	AM	**PM**
Thursday	1.78 per 100m^2 GLFA	3.71 per 100m^2 GLFA
Friday	1.55 per 100m^2 GLFA	3.30 per 100m^2 GLFA

The TfNSW document "Guide to Transport Impact Assessment" (2024) specifies a generation rate for office blocks, which can be summarised in the following:

AM	**PM**
0.99/100m^2 GFA	0.96/100m^2 GFA

On this basis, the projected net additional traffic generation of the proposed site is as follows:

	AM	**PM**
High-Density Residential (152 units)	56	48
Retail (252m^2)	7	13
Office space (753m^2)	8	8
Total	**71**	**69**

Traffic generation of this magnitude is consistent with the nature of the Coffs Harbour expanding central area and will be equivalent to an additional traffic movement every 1-2 minutes during peak periods. It is expected that the proposed development will be quite imperceptible and will not require measures to mitigate any traffic impact; nevertheless, the post-development operational performance of these intersections has been assessed with SIDRA. The results of this assessment are provided in Appendix E and summarised in the following:

Post Development Performance	AM		PM	
	LOS	**AVD**	**LOS**	**AVD**
Pacific Highway/Harbour Drive	C	29.2	C	33.1
Pacific Highway/Coffs	C	33.9	D	42.7
Pacific Highway/Park Avenue	C	42.4	D	48.2
Harbour Drive/Gordon Street	C	29.1	B	27.3
Gordon Street/Vernon Street	A	4.0	A	3.8

While the upgrade of the existing church facilities may generate some additional visitation, the inclusion of a residential component will accommodate a substantial proportion of these attendees on-site. It can be seen from the table above that the traffic generation of the proposed development will be quite imperceptible and will not require measures to mitigate any traffic impact. The surrounding intersections will continue to perform at a satisfactory level.

7.0 Access, Internal Circulation & Servicing

7.1 Access

The proposed vehicle access arrangements will remain on Gordon Street, with good sight distances available and complying with the design requirements of AS 2890.1,2 & 6 and will accommodate all vehicles requiring access to the site as indicated in the Appendix C turning path assessment.

7.2 Internal Circulation

The design of the car parking arrangement, including access driveways, aisles, bays and grades, etc., will comply with the requirements of AS2890.1,2 and 6, with quite generous manoeuvring space available. Details of the turning path assessment are provided in Appendix C.

7.3 Servicing

Refuse will be removed via on-street waste bins by council waste collection vehicles for the residential portion of the site, with private collection proposed for commercial, retail, and church uses, as is normal for a mixed-use development of this nature. Other general servicing requirements (i.e. utes and vans) of the development can utilise the readily available car parking spaces as required outside of peak operating hours.

8.0 Construction Traffic Management Plan

A Consent Condition will inevitably require a detailed CTMP along with a Traffic Guidance Scheme to be submitted prior to CC, and this will enable an engaged builder to provide a higher level of detail and confirmation in relation to the construction process. Nevertheless, the indicative CTMP is as follows:

8.1 Construction Program

A process has been established for the completion of the various work with a maximum duration of 30-36 months. The various phases are as follows:

Demolition	4 weeks
Earthworks	8 weeks
Structure	60 weeks
Fitout	42 weeks

8.2 Construction Process

8.2.1 Demolition

This activity will involve the demolition of existing buildings on the site. These processes are anticipated to take approximately 4 weeks to complete using 18.1 m Truck and Dog combinations for material removal. The truck activity associated with this process will average around 4 visitations per day, and trucks will enter and depart the site under traffic controller supervision via Gordon Street. The number of workers on-site will be approximately 15-20 persons.

There will be no on-site parking for construction workers and workers will be instructed not to park near the site, as to not disturb the on-street parking in the Coffs Harbour area. All workers will be encouraged to use public transport to access the site given the site's proximity to high-frequency public transport services, or to carpool wherever possible. A council operated car park is located immediately adjacent to the site and has been surveyed, with available parking spaces identified.

A tool drop-off and storage facility will be provided on-site. This would allow tradespeople to drop off and store their tools and machinery, enabling them to use public transport to travel to and from the site on a daily basis.

Workers will also be informed of the appropriate tool/equipment drop-off and storage arrangements within site sheds and amenities. Bus and train schedules will be provided to all workers during the site induction to promote alternative modes of transport.

8.2.2 Earthworks

This activity will involve the excavation, and piling works to provide a base and foundation for the building. This process is anticipated to take approximately 8 weeks to complete, involving 18.1 m Truck and Dog combinations for spoil removal. Up to 8-10 truck visitations per day are expected, with all truck movements entering and departing the site under the supervision of traffic controllers via Gordon Street. The number of workers on-site will be approximately 15–20 persons.

8.2.3 Concrete and Structural Works

The concrete pour and structural phase will occur over a period of approximately 60 weeks, involving formwork, reinforcement, and slab pours. It is anticipated that there will be two concrete pours per level, each of approximately 180 m^3, resulting in around 30 trucks in total (one level completed every two weeks).

At peak activity, this phase will involve up to 120 workers on-site at any one time. Truck movements will consist mainly of concrete agitators and semi-trailers (up to 20 m in length) delivering reinforcement and formwork materials. Heavy vehicle movements will average 4–5 visitations per day, with all access coordinated via the works zone on Gordon Street under the direction of TfNSW-certified traffic controllers.

All loading and unloading will occur within the designated works zone, and pedestrians passing the site will be protected by B-Class fencing and appropriate traffic management controls.

8.2.4 Fitout Works

The internal fitout phase will take approximately 42 weeks, comprising mechanical, electrical, plumbing, and internal finishing works. This phase will generate lower heavy vehicle demand, limited primarily to smaller rigid trucks delivering materials and fixtures.

At peak activity, the fitout works will involve up to 200 workers on-site, with around 6–8 truck movements per day. All deliveries will occur within the works zone on Gordon Street, with materials stored within the site boundaries.

While the parking levels will now be available to workers, they will continue to be encouraged to utilise public transport or carpooling options to minimise parking demand and local traffic impacts.

8.3 Construction Vehicle Route

Truck movements will approach and depart the site via the existing driveway on Gordon Street, as illustrated in Figure 5. All trucks involved with the works will access the site using the classified State and Regional Road system.

It is unlikely that works of this scale will result in concurrent truck arrivals/departures. Nevertheless, it is noted that any truck queuing or marshalling of construction vehicles will not be permitted on the road network, and call-up procedures will be in place to manage arrivals, if necessary, by the nominated contractor.

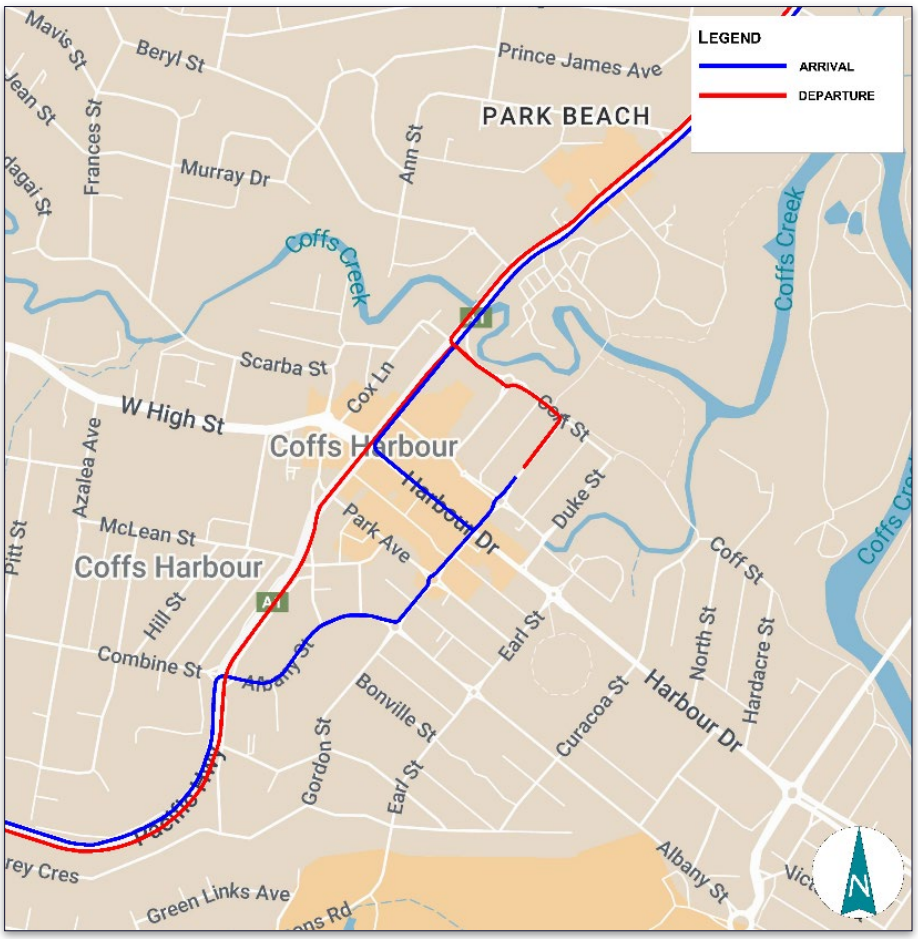


Figure 5 - Truck Routes

8.4 Truck Manoeuvres & Site Access

The largest truck generally requiring access to the Loading Zone throughout the entire process is a 20m semi-trailer type truck. The turning path assessment details are provided in Appendix G, indicating satisfactory truck manoeuvring in and out of the Works Zone.

8.5 Truck Movements

The envisaged truck movements per day throughout the works are as follows:

Demolition	3 - 4 per day
Earthworks	8 - 10 per day
Concrete & Structure	4 - 5 per day
Fitout	6 - 8 per day

Trucks servicing the site will be restricted to the approved construction hours only when accessing the streets in the vicinity of the site.

8.6 Construction Hours

The construction activity hours will be as per the approved Conditions of Consent.

Noise from construction activities shall comply with the Protection of the Environmental Operations (Noise Control Regulation 2017).

8.7 Contact Details

The contact person who is to have authority without reference to other persons to comply with instructions issued by the Council's Traffic Engineer or the Police is as follows:

Name: TBC
Contact Number: TBC
Email Address: TBC

8.8 Site Induction

All workers and visitors employed on-site by the appointed contractor, including sub-contractors, will be required to complete a formal site induction. These inductions will be tailored to each trade in compliance with Workcover OH&S requirements.

The induction process will cover key information, including approved access routes to and from the construction site for staff and delivery vehicles, parking arrangements, and standard protocols for environmental management, WHS, driver conduct, and emergency procedures. Additionally, the agreed work hours will be clearly outlined as part of the induction.

8.9 Traffic Guidance Scheme

The TGS presents traffic management principles, with detailed information for work site operations contained in the Roads and Maritime Services Traffic Control at Work Sites Technical Manual Version 6.1 dated 28 February 2022. The control of traffic at work sites must be undertaken with reference to WorkCover requirements and Workplace Health and Safety Manuals.

The TGS is prepared by a Certified Traffic Controller (under TfNSW regulations) in accordance with Australian Standards 1742.3. The TGS includes:

- The proposed worksite
- Accredited site personnel at the site access
- Works Zone and traffic control signage

An example Traffic Guidance Scheme has been provided for the general early works and Works Zone operations in Appendix H.

8.10 Pedestrian Management

Pedestrians walking along the site frontage will be protected by temporary construction fencing. TfNSW-accredited traffic controller shall always supervise all vehicle movements into and out of the Works Zone and materials movements to and from the site, ensuring pedestrians have the right of way at all times.

8.11 Impact on Emergency Vehicle Access

The proposed works would not affect access to the site and neighbouring sites by emergency vehicles. Emergency protocols on the site would indicate a requirement for the traffic controller to assist with emergency access on the site. All truck movements to the site and the incident point would be suspended and cleared. Consequently, any potential impacts on emergency access would be effectively managed throughout the works. The liaison would be maintained with the ambulance, fire services, police, and other emergency services agencies throughout the construction period, and a 24-hour contact would be made available for 'out-of-hours' emergencies and access.

As such, there would be no impacts on the provision of existing emergency vehicle access to the site or other neighbouring properties as a result of the proposed construction activities.

8.12 Road Serviceability

The contractor will ensure that the roads in the vicinity of the site remain in a clean and serviceable state during the construction. Any damage to kerbs, signage, trees, footpaths, etc. will be repaired or replaced to the satisfaction of the Council.

8.13 Off-street Parking and Storage

There is limited off-street parking available for workers on site during the early works until the parking levels are complete. As such, workers will be informed of the appropriate tool/equipment drop-off and storage arrangement within site sheds and amenities and encouraged to use the available public transport in the vicinity. There will be designated spots within the site for workers' parking and a storage area.

8.14 Materials Handling

All materials are to be stored within the site boundary at all times. Loading/unloading of materials will occur from within the site or the works zone by hand, with the assistance of trolleys/forklifts, or by crane for larger deliveries. No materials shall be placed, dumped or left on any council road or footpath area at any time.

8.15 Work Zone

The proposed development will require a 30m works zone along the site frontage during the construction and fit-out stages only. Should a separate truck require the use of the frontage roadway for loading and unloading, a separate stand plant permit will be submitted by the builder.

8.16 Public Notification

The nominated contractor would prepare notification letters, under the approval of Council, that would be delivered to nearby properties, to advise of the construction works and timing thereof.

9.0 Green Travel Plan

9.1 Introduction

Transport is a necessary part of life, which has effects that can be managed. There is a current major focus on improving transport services, cycling facilities, and provisions for pedestrians in the area. As well as delivering better environmental outcomes, providing a range of travel choices with a focus on walking, cycling, and public transport will have major public health benefits and will ensure a strong and prosperous development.

The proposed infrastructure forms a major part of the initiatives to encourage the reduction of vehicle transport use. However, a Green Travel Plan (GTP) will ensure that the transport infrastructure and services are utilised to the fullest extent to achieve a sustainable outcome.

A Green Travel Plan is a package of measures to promote and encourage sustainable travel and reduce reliance on private cars. It will make apparent, encourage, and support staff/visitors to travel in a more sustainable way. GTPs can provide both:

- measures that encourage reduced car use
- measures which encourage or support sustainable travel, reduce the need to travel or make travelling more efficient.

"Active transport" includes travel by foot, bicycle, and other non-motorised vehicles. Use of public transport is also included in the definition, as it often involves some walking or cycling to pick up and drop-off points.

9.2 Objectives

The aim of the GTP is to bring about better transport arrangements for the residents and staff for the life of the development. The key objectives of the GTP are to encourage:

- Reduce the proportion of single-occupant car travel by residents and staff to and from the site.
- Increase the mode share of public transport, walking and cycling (active transport).
- Where a private vehicle is to be used, encourage more efficient use. Such smarter travel use can include not travelling by single-occupancy cars in peak hours and not using cars for short-distance trips when alternative public transport is available.

The introduction of this GTP will:

- Advise the wider travel choices.
- Help identify transport means that will result in them being healthier, fitter and more productive.
- Provide equal opportunities by supporting those without access to a car.
- Aim to reduce congestion and provide easily identifiable transport means, improving relations with neighbours and enabling deliveries and essential journeys to move more freely.

It is the objective of this GTP to encourage sustainable transport means, which could result in the following benefits:

- Higher mode share targets.
- Greenhouse gas emission reductions and carbon footprint minimisation.
- Healthy living (those studying, working, and visiting the Site).
- Social equity and reduction in social exclusion.
- Improve knowledge and contribute to learning.

9.3 Modal Shift

9.3.1 Introduction

The location of the site, in terms of its proximity to sustainable transport, is a key attribute of the development. The proposed development will capitalise upon and enhance these links. The travel plan will then put in place measures to further influence the travel patterns of those visiting or working on the site to encourage a modal shift away from cars. The measures provided in this GTP and their success can inform the travel plans for subsequent developments within the Precinct.

9.3.2 Approach to Travel Planning

A multitude of research and past experiences have consistently confirmed the 3 fundamental aspects that are key to travel mode behavioural change:

- Cost
- Comfort
- Convenience

Consideration should be given to the following initiatives, which are intended to equip the building complexes with improved green travel options in order to achieve the objectives of the GTP.

9.3.3 Sustainable Travel Initiatives

9.3.3.1 Provide Public Transport Incentives

The site currently has convenient access to bus routes and rail routes. Generally, the uptake of public transport services can be achieved through a series of improvements that are geared towards increasing the convenient active transport options while raising the costs of driving.

The Transport Access Guide (TAG) (as provided in Appendix I) provides useful schematic information on the best way to commute to/from the site. The TAG should be published on the operator's website and made available to the residents and staff to raise awareness of alternative transport modes.

It is recommended that the organisation periodically update the website to ensure that information remains current.

9.3.3.2 Increase Walking and Cycling to Work

Cyclists (staff and residents) will be provided with access to 18 bicycle racks to encourage cycling among residents/staff. Whilst there are relevant infrastructures in the vicinity of the site, common and effective measures such as a Ride to Work Day can raise awareness amongst staff of its availability. Likewise, initiatives such as a pedometer-based walking program coupled with the Walk/Bicycle Buddy Scheme prove to be highly effective amongst staff. The initiatives suggested above help promote an intangible social benefit of forming a neighbourhood network amongst residents. The operator will also monitor and ensure both the bicycle parking and end-of-trip facilities are maintained to encourage the use of active and public transport options.

9.3.3.3 Convenience of Information

New pamphlets and leaflets detailing the above green travel initiatives incorporating the TAG can be distributed to staff via email on a quarterly basis to capture any updates to the available facilities or services. All residents/staff should be provided with an induction package incorporating the TAG, while ongoing initiatives may be circulated in email newsletters.

9.3.3.4 Events and Challenges

The implementation of events and challenges throughout the year incentivises sustainable travel practices in a fun and engaging way. These events and challenges may include car-free days, step challenges and points challenges. Such events and challenges foster a sense of community founded on a sustainable transport culture.

9.4 Implementation Plan

This section sets out the actions and associated timeframes to support the initiatives detailed in Section 6.3. The implementation plan will be ready to implement from day 1 of operation with all relevant maps and information.

9.4.1 General & Communication Actions

Action	Timeline	Responsibility
Promotion including: ▪ Display boards in prominent locations to show public transport maps ▪ An events calendar – 3-4 events per year. Best in conjunction with state-wide events such as Ride to	Prior to occupation – Ready from Day 1	The Operator

Action	Timeline	Responsibility
Work/ Day, World Environment Day, National Walk to Work Day, etc.		
A quarterly newsletter including; ▪ News, events and articles on the environment, health, and fitness ▪ Remind residents that they don't always need to walk in the shoes they wear for work - these can be left at work and staff can come in trainers ▪ Outline new initiatives and how residents can access them or get involved ▪ Facts and figures from around Australia and overseas ▪ Information regarding up-and-coming events ▪ Information about the numerous health and financial benefits of participating in more sustainable transport options. Including better work-life balance, reduced transport costs, reduced sick days due to ill health and improved workplace culture and morale.	4 times a year	The Operator

9.4.2 Walking

Action	Timeline	Responsibility
Produce a map for staff and visitors showing safe walking routes to and from the site with times and distances to surrounding local facilities (i.e., shops and bus stops)	Day 1 of operation, quarterly in the newsletter	The Operator

9.4.3 Cycling

Action	Timeline	Responsibility
Provide 18 new bicycle parking spaces in an easily accessible, undercover, well-lit, and secure location.	Prior to Occupation	The Operator & Monitored by GTP Coordinator

Action	Timeline	Responsibility
Provide the Building manager with purchasing, repair and other bike equipment.	Prior to Occupation	The Operator
Supply a workplace toolkit - this can consist of puncture repair equipment, a bike pump, a spare lock, and lights.	Prior to Occupation	The Operator
Promote annual events such as 'Ride to Work Day.'	Annually	The Operator & GTP Coordinator

9.4.4 Public Transport

Action	Timeline	Responsibility
Develop a map showing public transport routes.	Circulated to all new residents and staff prior to occupation	TTPA
Put up a noticeboard with information and maps showing the main public transport routes to and from the Site.	Prior to occupation	The Operator

9.4.5 Carshare

Action	Timeline	Responsibility
Allocate priority parking spaces for car sharers. These spaces will be line-marked to differentiate from general parking and will be monitored by on-site security.	Prior to occupation	The Operator & Monitored by GTP Coordinator

9.4.6 Carpooling

Action	Timeline	Responsibility
Allocate and reserve priority parking spaces for those who carpool. These spaces will be line-marked to differentiate from general parking and will be monitored by on-site security.	Prior to occupation	The Operator & Monitored by GTP Coordinator

9.4.7 Events and Challenges

Action	Timeline	Responsibility
Implementation of events and challenges throughout the year, such as Ride to Work Day, World Environment Day, National Walk to Work Day, car-free days, step challenges and points challenges, etc.	Throughout the year	The Operator & GTP Coordinator

9.5 Stakeholder Engagement

Both the Operator and GTP Coordinator will be responsible for engaging with all relevant stakeholders. This will involve:

- Identifying and prioritising key stakeholders
- Assessing the elements that contribute to a stakeholder relationship
- Building trust and credibility
- Developing a stakeholder engagement plan
- Measuring and evaluating engagement efforts

One key task will be to develop a stakeholder engagement plan. This plan will include who to communicate with, what messages to convey, and what channels to use to deliver those messages. A stakeholder engagement plan should be set out as follows:

Stakeholder	Purpose of engagement	Influence/impact	Strategy to engage	Key concerns	Timing/frequency
Name of stakeholder/ organisation	*Why are you consulting the stakeholder?*	*How high is the stakeholder's influence and impact on work and objectives?*	*How to engage the stakeholder*	*What are the stakeholders' key concerns?*	*When/how often will the stakeholder be engaged?*

9.6 Other Site-Specific Measures

The Operator is committed to encouraging more sustainable travel use via the following initiatives:

- Appoint a Travel Plan Coordinator (TPC) for the life of the development to ensure the successful implementation and monitoring of the GTP. It is proposed that:
  - Both the TPC and GTP are well supported by the Commercial Offices' senior management
  - A steering group/committee is created with relevant external and internal stakeholders to inform future targets with the ongoing monitoring and revision of the GTP five years post-occupancy.
  - Implement a strategy for the handover from interim TPC to final TPC, ensuring that sustainable mode share targets are met during the lifecycle of the development.
- Publish site-specific GTP on the operator's website and an introduction to the GTP, setting out its purpose and objectives.
- Encouragement of the use of the car share scheme
- Provide bike storage facilities
- Provision of repair kits, including puncture repair equipment, bicycle pumps and a bicycle repair station to the Building Manager
- Provision of good quality, accurate and useful directional signage to promote walking and cycling is essential. It is proposed that this be provided by stating the times to the destination in minutes taken, as well as distances in half kilometres. In addition, the signage will promote links to local services.
- Provide an access pack to all residents and staff, including the transport access guide and information on sustainable travel facilities and initiatives. Every visitor/staff welcome package will not only include the TAG and tickets, which will give detailed information about how to travel to and from the site by means other than the car, but also an information sheet explaining how to use the facilities provided.
- The TAG is based on facilities currently available at the site and will need to be updated as the proposed infrastructure changes occur.
- Provide a walking and cycling map, including estimates of time taken to local destinations.
- Provision of a newsletter or email with links to public transport travel information, Live NSW traffic and public transport conditions to ensure that travel information is always up to date
- Provide public transport information boards to make residents/staff more aware of the alternative transport options available. The format of such information boards would be based on the travel access guide.

- Provide reduced parking costs for staff who carpool
- A half-yearly newsletter will also be provided to every resident for up to two years after occupation, bringing the latest news on sustainable travel initiatives in the area.

These measures would form the framework of the GTP, and with this framework in place, the plan is to be managed as described in Section 9.7.

9.7 Management of the Plan

It is proposed that the GTP be subject to ongoing monitoring to ensure that it achieves the desired benefits, or modify it if required. It is not possible at this stage to state what additional modifications might be made, as this will be dependent upon the particular circumstances arising from time to time.

9.7.1 Monitoring Milestones

Monitoring the plan will be an essential process in consolidating the travel patterns and publicising the positive outcomes of the plan.

The tenant will commit to reviewing the GTP annually, including revising the mode share targets and developing strategies that encourage sustainable transport choices at the site. The corporate body will have the responsibility to ensure the effective changeover of different Travel Plan Coordinators. The review will be completed by the Travel Coordinator to also ensure its currency and that it is achieving the desired benefits.

It is therefore proposed that within 6 months of occupation of the new facilities, a travel survey will be conducted. The results of the travel survey will indicate the desirable travel mode outcome. In this way, the coordinator will be able to examine the success of the GTP and make appropriate recommendations.

9.7.2 Monitoring

It will be important to monitor the GTP to ensure that travel mode targets are met and the maximum benefits are gained.

The GTP Coordinator will be from the operator:

Name:	To Be Confirmed
Location:	To Be Confirmed
Phone:	To Be Confirmed

A final GTP Coordinator for the development will be nominated by the management of the operator when occupation commences. This Coordinator will have responsibility for implementing the Travel Plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets.

The applicant or body corporate must fund the GTP for at least 5 years post-occupancy. A strategy should be provided by the corporate body for changing Travel Plan Coordinators and ensuring sustainable transport mode shares for the site throughout its lifecycle.

The GTP Coordinator will be tasked with the monitoring of all electric vehicle, bicycle spaces, lockers, showers and change rooms to ensure efficient supply to encourage the use of public transport. They will also ensure these areas are clean, easy to use and accessible.

Travel surveys will be undertaken, and the main focus of the surveys will be to establish the travel patterns, including the mode share of trips to and from the Site. Travel surveys would be conducted annually, and when future transport upgrades have taken place. This information will also help inform GTPs of subsequent changes and upgrades.

The Transport for NSW Open Data hub, combined with traffic volume counts within the road network on-site, can be utilised to help monitor and measure increases in staff switching from private vehicles to public transport and reductions in traffic volumes during peak hours.

It will be important to understand people's reasons for travelling the way they do, any barriers to changing their behaviour, and their propensity to change. This will enable the most effective initiatives to be identified, and conversely, less effective initiatives can be modified or replaced to ensure the best outcomes are achieved.

It will also be necessary to provide feedback to visitors/staff to ensure that they can see the benefits of sustainable transport.

There are several key elements to the development and implementation of a successful GTP. These include:

- **Communications** – Good communications are an essential part of the GTP. It will be necessary to explain the reason for adopting the plan, promote the benefits available and provide information about the alternatives to reliance on private car travel.
- **Commitment** – GTPs involve changing established habits and providing the impetus for people in new developments to choose a travel mode other than private car use. To achieve co-operation, it is essential to promote positively the wider objectives and benefits of the plan. This commitment includes the provision of the necessary resources to implement the plan, beginning with the introduction of encouragement for changing travel modes upon occupation.
- **Consensus** – It will be necessary to obtain broad support for the introduction of the plan.

Once the plan has been adopted, it will be essential to maintain interest in the scheme, and any new initiative in the plan will need to be publicised and marketed. Accordingly, it is proposed to produce a half-yearly leaflet for visitors/staff to inform them of sustainable travel initiatives.

9.7.3 Existing Travel Circumstances

Assessment of the ABS zone data indicates the following current travel mode share (2021) for the Coffs Harbour area:

	Resident Mode Share %
Car, as driver	66.0%
Car, as passenger	5.5%
Bus	0.6%
Train	0.2%
Walked only	2.3%
Worked from home	10.7%
Did not go to work	10.9%
Other	3.8%

9.7.4 Modal Share Targets

Assessment of the transport circumstances for the premises indicates the following desirable mode share targets (will be achieved in 3 years).

	Resident Mode Share %
Car, as driver	55%
Car, as a passenger	10%
Bus	2%
Train	0.2%
Walked only	3.8%
Worked from home	15%
Did not go to work	10%
Other	4%

A range of measures and actions have been recommended for implementation in the travel plan to ensure the mode share targets are both aspirational and achievable. Whilst it may not be possible to guarantee that the modal split targets for sustainable travel modes will be achieved, the travel coordinator will not revise the mode share targets in favour of car driver or car passenger use.

Surveys undertaken within 6 months of occupation will be able to assess whether these targets have been met.

The purchaser will take up the measures proposed as a matter of free choice, and this modal choice is beyond the management of The Operator. The survey results will, however, give an indication of the more popular measures, which can then be concentrated upon in GTPs.

9.7.5 Evaluation of Targets

It is therefore proposed that within 6 months of substantial occupation, a travel survey will be conducted. Travel questionnaires can be conducted for residents (see Appendix J) through online self-completion methods.

The first study provides a baseline for travel planning, while subsequent travel surveys would be reported annually to SINSW to inform them of any weaknesses or strengths in the current travel plan. The travel plan would be refined based on the review to reflect changing circumstances.

10.0 Conclusion

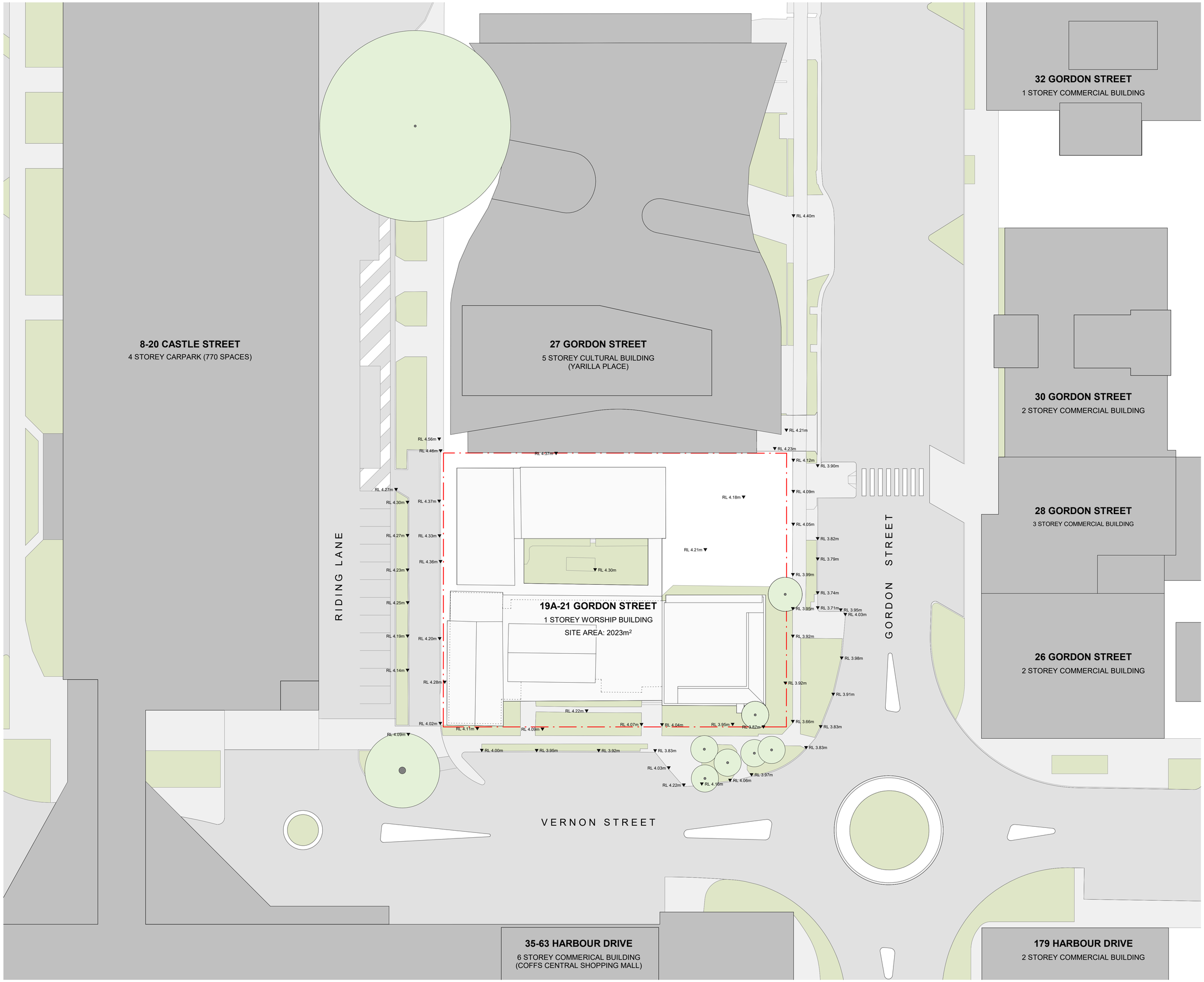
Assessment of the envisaged traffic circumstances for the Uniting Church development at 19A-21 Gordon Street, Coffs Harbour has concluded that:

- There will not be any adverse traffic implications
- The surrounding intersections will continue to perform at a satisfactory level, as seen from the SIDRA results
- The proposed car parking provision of 173 parking spaces will be adequate and appropriate
- The vehicle access and internal circulation arrangements will be quite suitable and appropriate in compliance with AS2890.1, 2 & 6.
- The construction traffic generated will be appropriately managed to avoid major disturbances to surrounding residents and sites.
- The proposed development will have considerations for Green Travel provisions.

The above measures consolidate all traffic, transport and parking mitigation measures identified throughout this assessment and are considered adequate to manage the potential impacts associated with the proposed development.

Appendix A
Proposed Plans

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994



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7. Internal layouts are indicative only and may be revised during design development.
8. Window mullions and screening, where shown, are indicative and subject to modification.
9. Nominated finishes are indicative only and may be subject to change.
10. Storage allocations and areas may not be illustrated in the drawings and are subject to adjustment.

FOR INFORMATION

REV	DESCRIPTION	DATE	BY
A	ISSUED FOR SSDA	14.01.26	MC
P04	FOR CLIENT REVIEW PRIOR TO SSDA SUBMISSION	16.10.25	JL
P03	DRAFT SSDA	02.10.25	JL
P02	DRAFT SSDA	26.09.25	JL
P01	PRELIMINARY CONCEPT DESIGN	17.04.25	SC

DRN	CHK	APP

SCALE BAR:

0 2500 5000 12500

SCALE: 1:250

NORTH:

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Uniting Church
SYNOD OF NSW & ACT

PROJECT:

Coffs Harbour Uniting Church

19A-21 Gordon St Coffs Harbour

DRAWING TITLE:

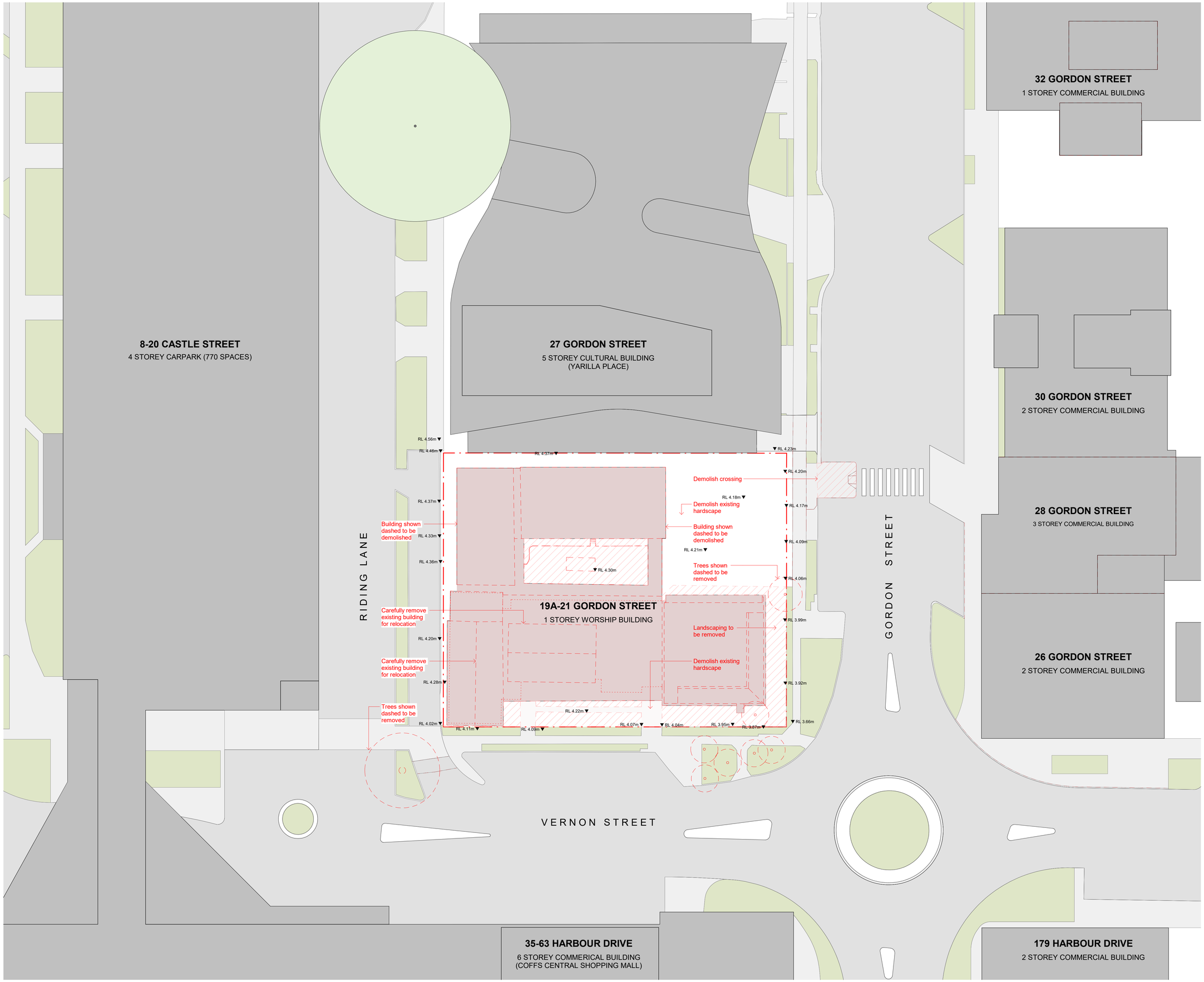
A01 - SITE
EXISTING SITE PLAN

PROJECT NO: 90019

SCALE AT A1: 1 : 250

DRAWING NO: DA01.101

REV: A



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FOR INFORMATION

REV	DESCRIPTION	DATE	BY
A	ISSUED FOR SSDA	14.01.26	MC
P04	FOR CLIENT REVIEW PRIOR TO SSDA SUBMISSION	16.10.25	JL
P03	DRAFT SSDA	02.10.25	JL
P02	DRAFT SSDA	26.09.25	JL
P01	PRELIMINARY CONCEPT DESIGN	17.04.25	SC

DRN	CHK	APP

SCALE BAR:

0 2500 5000 12500

SCALE: 1:250

NORTH:

Cortese

Cortese Associates Pty Ltd
ABN 25 677 415 002
NSW Nominated Architect Andrew Cortese 6652
Level 32 1 Market Street
Sydney NSW 2000
E info@cortesegilder.com

CLIENT:

Uniting Church
SYNOD OF NSW & ACT

PROJECT:

Coffs Harbour Uniting Church

19A-21 Gordon St Coffs Harbour

DRAWING TITLE:

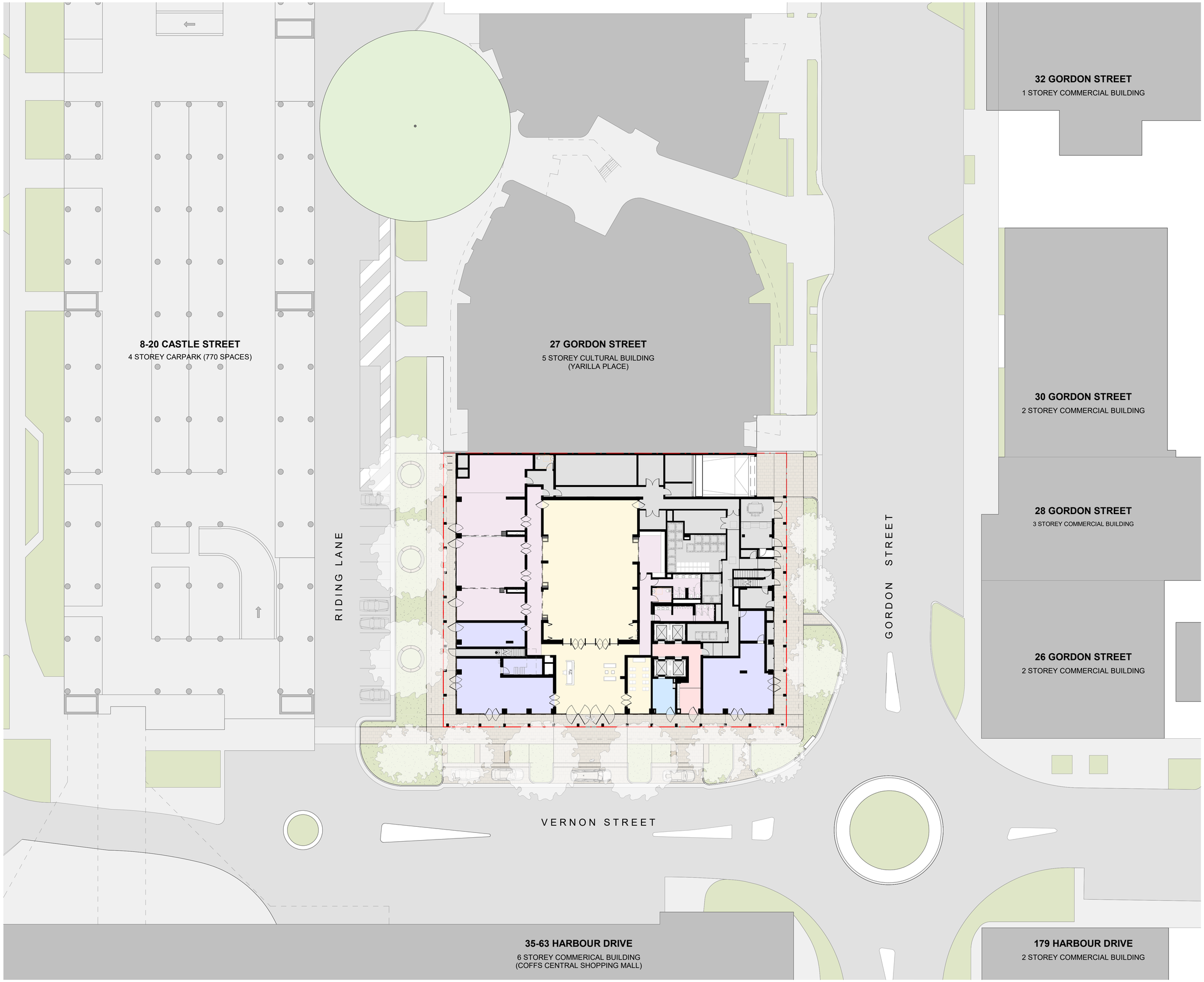
A01 - SITE
DEMOLITION PLAN

PROJECT NO: 90019

SCALE AT A1: 1 : 250

DRAWING NO: DA01.103

REV: A



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FOR INFORMATION

REV	DESCRIPTION	DATE	BY
A	ISSUED FOR SSDA	14.01.26	MC
P13	FOR CLIENT REVIEW PRIOR TO SSDA SUBMISSION	16.10.25	JL
P12	FOR CLIENT REVIEW PRIOR TO SSDA SUBMISSION	16.10.25	SC
P11	DRAFT SSDA	02.10.25	JL
P10	DRAFT SSDA	26.09.25	JL
P09	PRELIMINARY CONCEPT DESIGN	17.04.25	SC
P08	PRELIMINARY CONCEPT DESIGN	10.02.25	JL
P07	PRELIMINARY CONCEPT DESIGN	20.01.25	SC
P06	PRELIMINARY CONCEPT DESIGN	11.12.24	SC
P05	PRELIMINARY CONCEPT DESIGN	08.11.24	JL
P04	PRELIMINARY CONCEPT DESIGN	01.11.24	JL
P03	PRELIMINARY CONCEPT DESIGN	25.10.24	JL

DRN	CHK	APP

SCALE BAR:

0 2500 5000 12500

SCALE: 1:250

NORTH:

Cortese

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ABN 25 677 415 002
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Sydney NSW 2000
E info@cortesegilder.com

CLIENT:

Uniting Church
SYNOD OF NSW & ACT

PROJECT:

Coffs Harbour Uniting Church

19A-21 Gordon St Coffs Harbour

DRAWING TITLE:

A01 - SITE
SITE PLAN

PROJECT NO: 90019

SCALE AT A1: 1 : 250

DRAWING NO: DA01.104

REV: A



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FOR INFORMATION

REV	DESCRIPTION	DATE	BY
A	ISSUED FOR SSDA	14.01.26	MC
P34	FOR CLIENT REVIEW PRIOR TO SSDA SUBMISSION	16.10.25	JL
P33	DRAFT SSDA	13.10.25	JL
P32	DRAFT SSDA	09.10.25	JL
P31	DRAFT SSDA	02.10.25	JL
P30	DRAFT SSDA	01.10.25	JL
P29	DRAFT SSDA	26.09.25	JL
P28	PRELIMINARY CONCEPT DESIGN	23.09.25	JL
P27	PRELIMINARY CONCEPT DESIGN	22.09.25	JL
P26	PRELIMINARY CONCEPT DESIGN	18.09.25	JL
P25	PRELIMINARY CONCEPT DESIGN	08.09.25	JL
P24	PRELIMINARY CONCEPT DESIGN	27.08.25	JL
P23	PRELIMINARY CONCEPT DESIGN	10.06.25	JL

DRN	CHK	APP

SCALE BAR:

0 1000 2000 5000

SCALE: 1:100

NORTH:

Cortese

Cortese Associates Pty Ltd
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NSW Nominated Architect Andrew Cortese 6652
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Sydney NSW 2000
E info@cortesegilder.com

CLIENT:

Uniting Church
SYNOD OF NSW & ACT

PROJECT:

Coffs Harbour Uniting Church

19A-21 Gordon St Coffs Harbour

DRAWING TITLE:

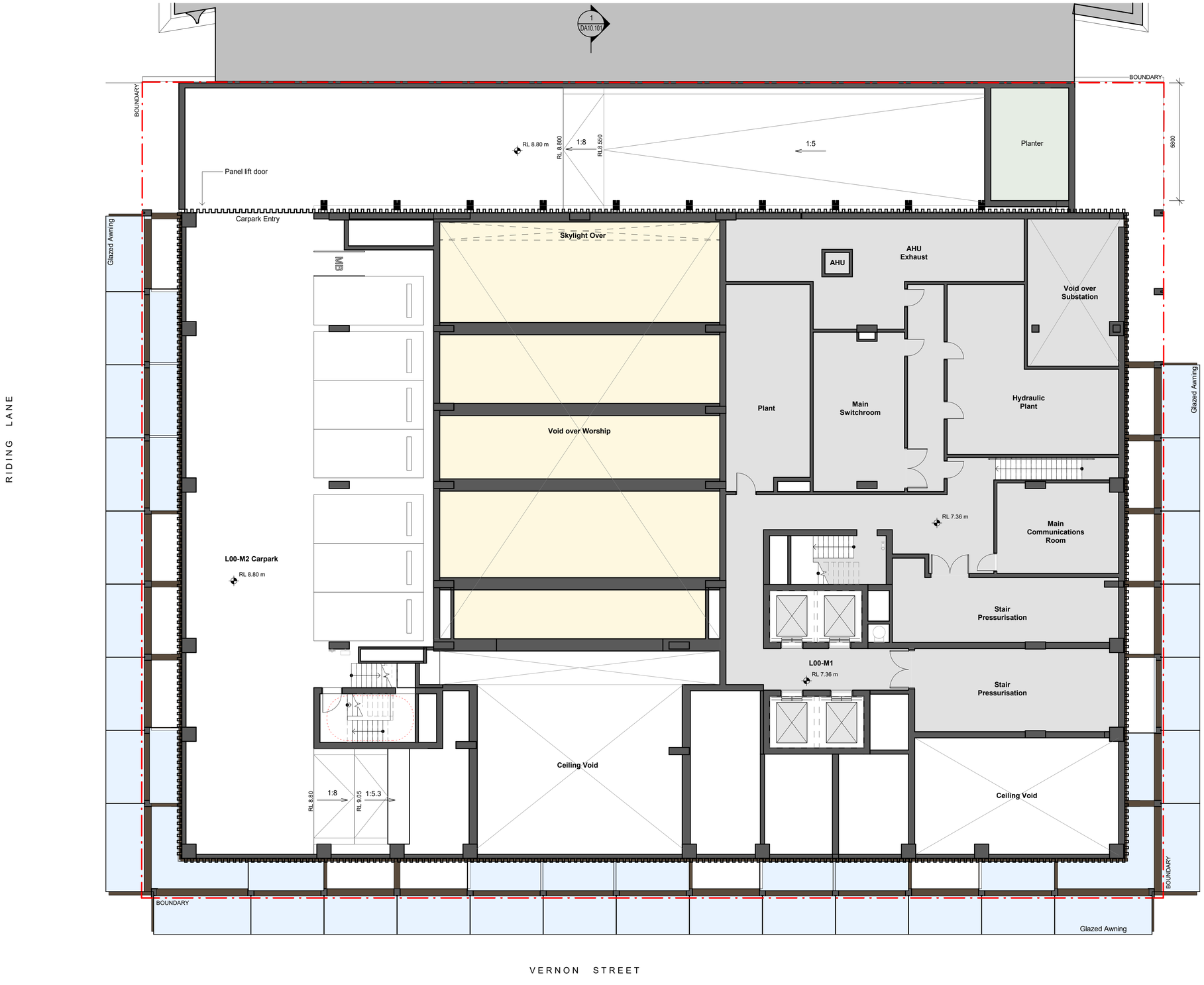
A03 - GENERAL ARRANGEMENT PLANS
GROUND FLOOR

PROJECT NO: 90019

SCALE AT A1: 1 : 100

DRAWING NO: DA03.100

REV: A



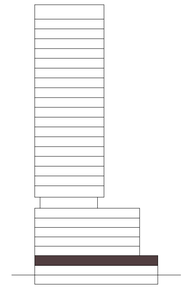
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CAR PARKING SUMMARY:

L00-M2	7 spaces
L01	28 spaces (23 + 4 small + 1 acc.)
L01-M	6 spaces
L02	26 spaces (22 + 2 small + 2 acc.)
L02-M	6 spaces
L03	30 spaces
L03-M	6 spaces
L04	30 spaces
L04-M	6 spaces
L05	28 spaces

Total = Approx. 173 spaces
(164 regular + 6 small + 3 acc. spaces)



FOR INFORMATION

REV	DESCRIPTION	DATE	BY
A	ISSUED FOR SSDA	14.01.26	MC
P29	FOR CLIENT REVIEW PRIOR TO SSDA SUBMISSION	16.10.25	JL
P28	DRAFT SSDA	02.10.25	JL
P27	DRAFT SSDA	01.10.25	JL
P26	DRAFT SSDA	26.09.25	JL
P25	PRELIMINARY CONCEPT DESIGN	22.09.25	JL
P24	PRELIMINARY CONCEPT DESIGN	08.09.25	JL
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P21	PRELIMINARY CONCEPT DESIGN	10.06.25	JL
P20	PRELIMINARY CONCEPT DESIGN	17.04.25	SC
P19	PRELIMINARY CONCEPT DESIGN	08.04.25	SC
P18	PRELIMINARY CONCEPT DESIGN	04.04.25	JL

DRN	CHK	APP

SCALE BAR:

0 1000 2000 5000
SCALE: 1:100

NORTH:

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Cortese Associates Pty Ltd
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E info@cortesegilder.com

CLIENT:

Uniting Church
SYNOD OF NSW & ACT

PROJECT:
Coffs Harbour Uniting Church

19A-21 Gordon St Coffs Harbour

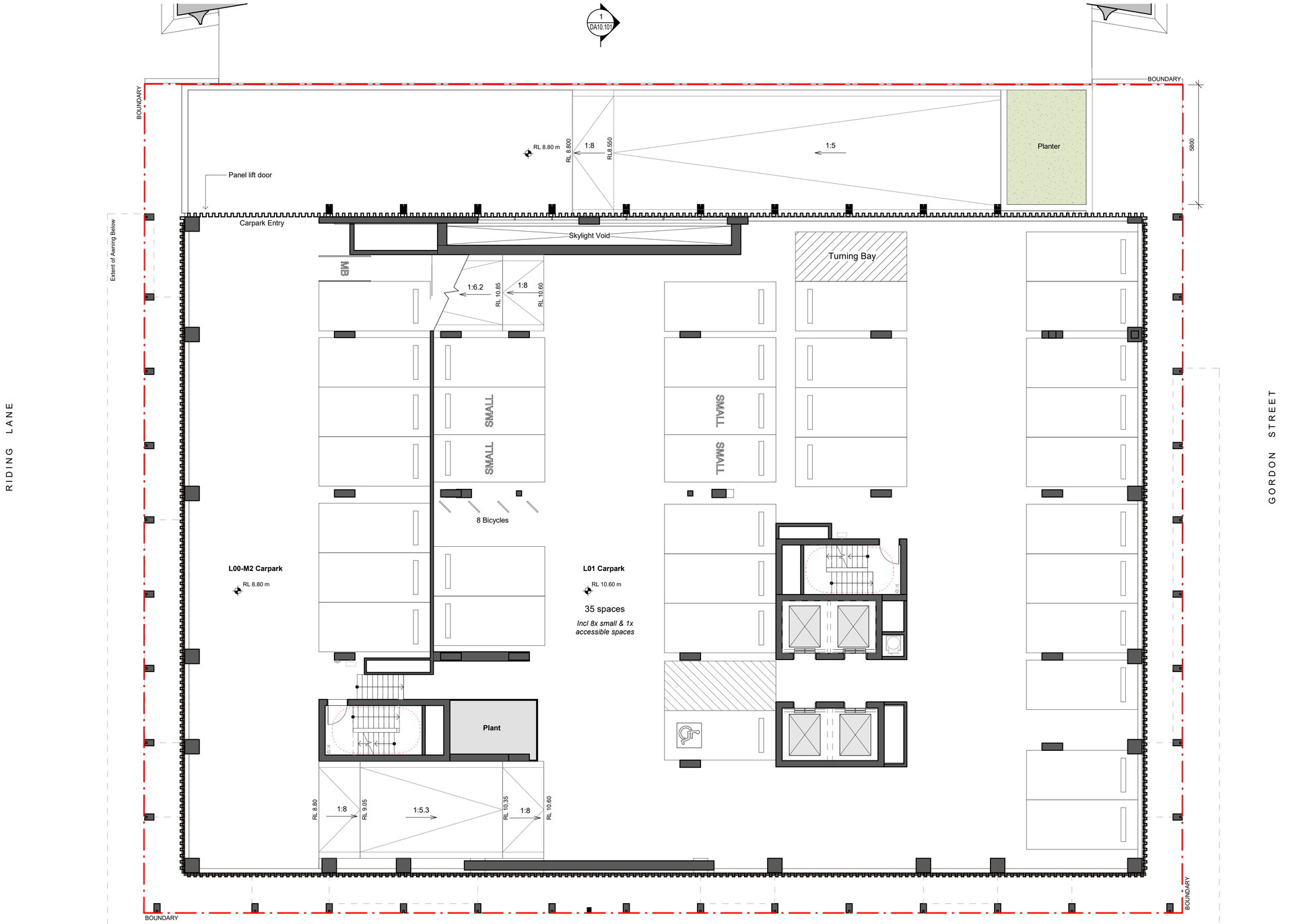
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A03 - GENERAL ARRANGEMENT PLANS
GROUND FLOOR MEZZANINE

PROJECT NO: 90019

SCALE AT A1: 1 : 100

DRAWING NO: DA03.100M

REV: A



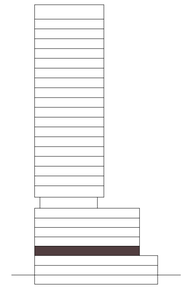
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L01-M	6 spaces
L02	26 spaces (22 + 2 small + 2 acc.)
L02-M	6 spaces
L03	30 spaces
L03-M	6 spaces
L04	30 spaces
L04-M	6 spaces
L05	28 spaces

Total = Approx. 173 spaces
(164 regular + 6 small + 3 acc. spaces)



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P27	FOR CLIENT REVIEW PRIOR TO SSDA SUBMISSION	16.10.25	JL
P26	DRAFT SSDA	02.10.25	JL
P25	DRAFT SSDA	01.10.25	JL
P24	DRAFT SSDA	26.09.25	JL
P23	PRELIMINARY CONCEPT DESIGN	22.09.25	JL
P22	PRELIMINARY CONCEPT DESIGN	08.09.25	JL
P21	PRELIMINARY CONCEPT DESIGN	29.08.25	JL
P20	PRELIMINARY CONCEPT DESIGN	27.08.25	JL
P19	PRELIMINARY CONCEPT DESIGN	10.06.25	JL
P18	PRELIMINARY CONCEPT DESIGN	17.04.25	SC
P17	PRELIMINARY CONCEPT DESIGN	08.04.25	SC
P16	PRELIMINARY CONCEPT DESIGN	04.04.25	JL

DRN	CHK	APP

SCALE BAR: 0 1000 2000 5000
SCALE: 1:100

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NSW Nominated Architect Andrew Cortese 6652
Level 32 1 Market Street
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E info@cortesegilder.com

CLIENT:
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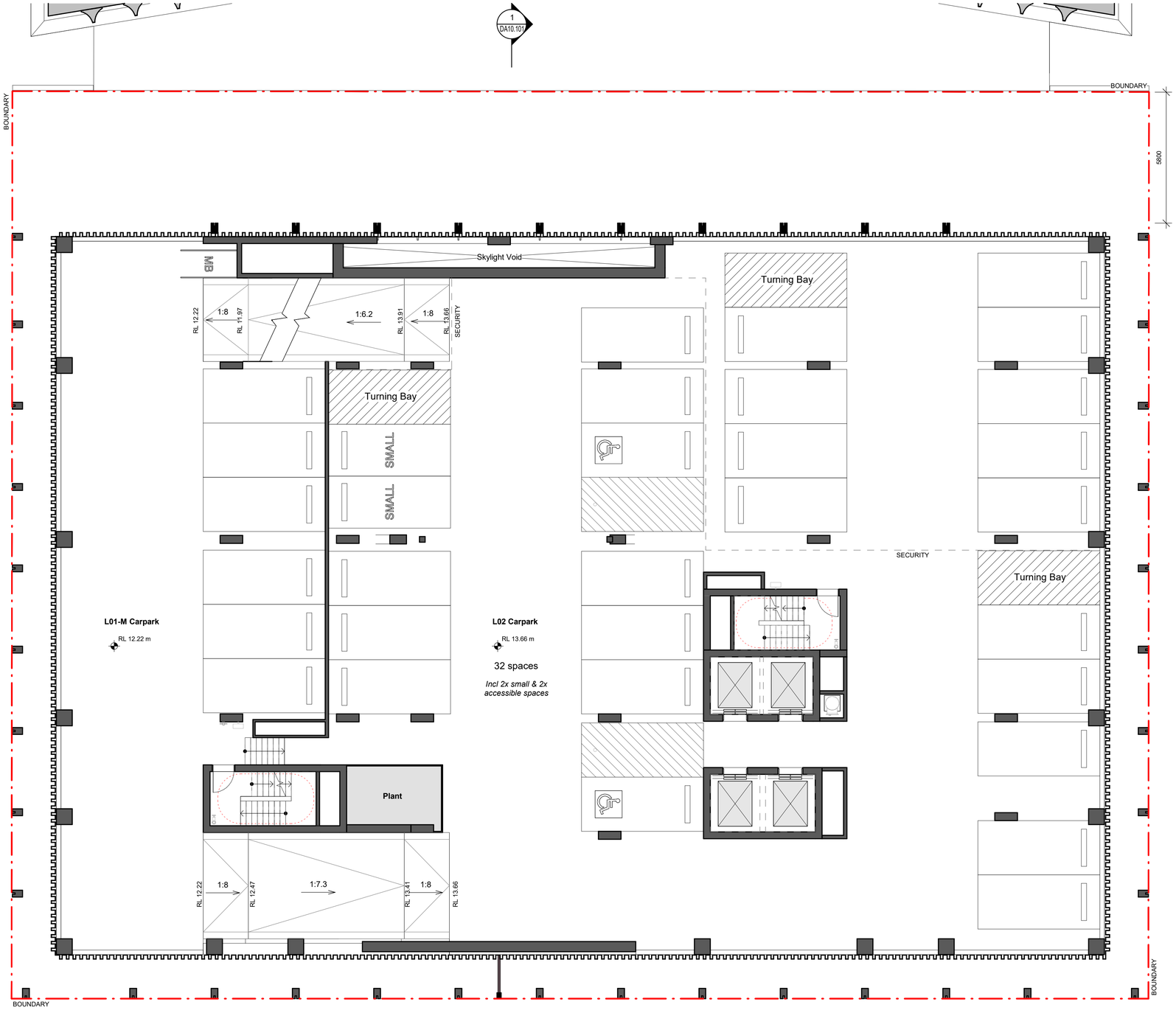
PROJECT:
Coffs Harbour Uniting Church

19A-21 Gordon St Coffs Harbour

DRAWING TITLE:
A03 - GENERAL ARRANGEMENT PLANS
LEVEL 1

PROJECT NO:	SCALE AT A1:
90019	1 : 100

DRAWING NO:	REV:
DA03.101	A



1
DA10.102

RIDING LANE

GORDON STREET

VERNON STREET

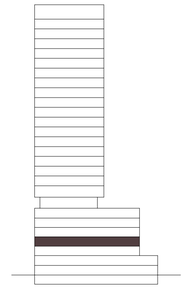
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L03-M	6 spaces
L04	30 spaces
L04-M	6 spaces
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P25	DRAFT SSDA	01.10.25	JL
P24	DRAFT SSDA	26.09.25	JL
P23	PRELIMINARY CONCEPT DESIGN	22.09.25	JL
P22	PRELIMINARY CONCEPT DESIGN	08.09.25	JL
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P20	PRELIMINARY CONCEPT DESIGN	27.08.25	JL
P19	PRELIMINARY CONCEPT DESIGN	10.06.25	JL
P18	PRELIMINARY CONCEPT DESIGN	17.04.25	SC
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P16	PRELIMINARY CONCEPT DESIGN	04.04.25	JL

DRN **CHK** **APP**

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SCALE: 1:100

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NSW Nominated Architect Andrew Cortese 6652
Level 32 1 Market Street
Sydney NSW 2000
E info@cortesegilder.com

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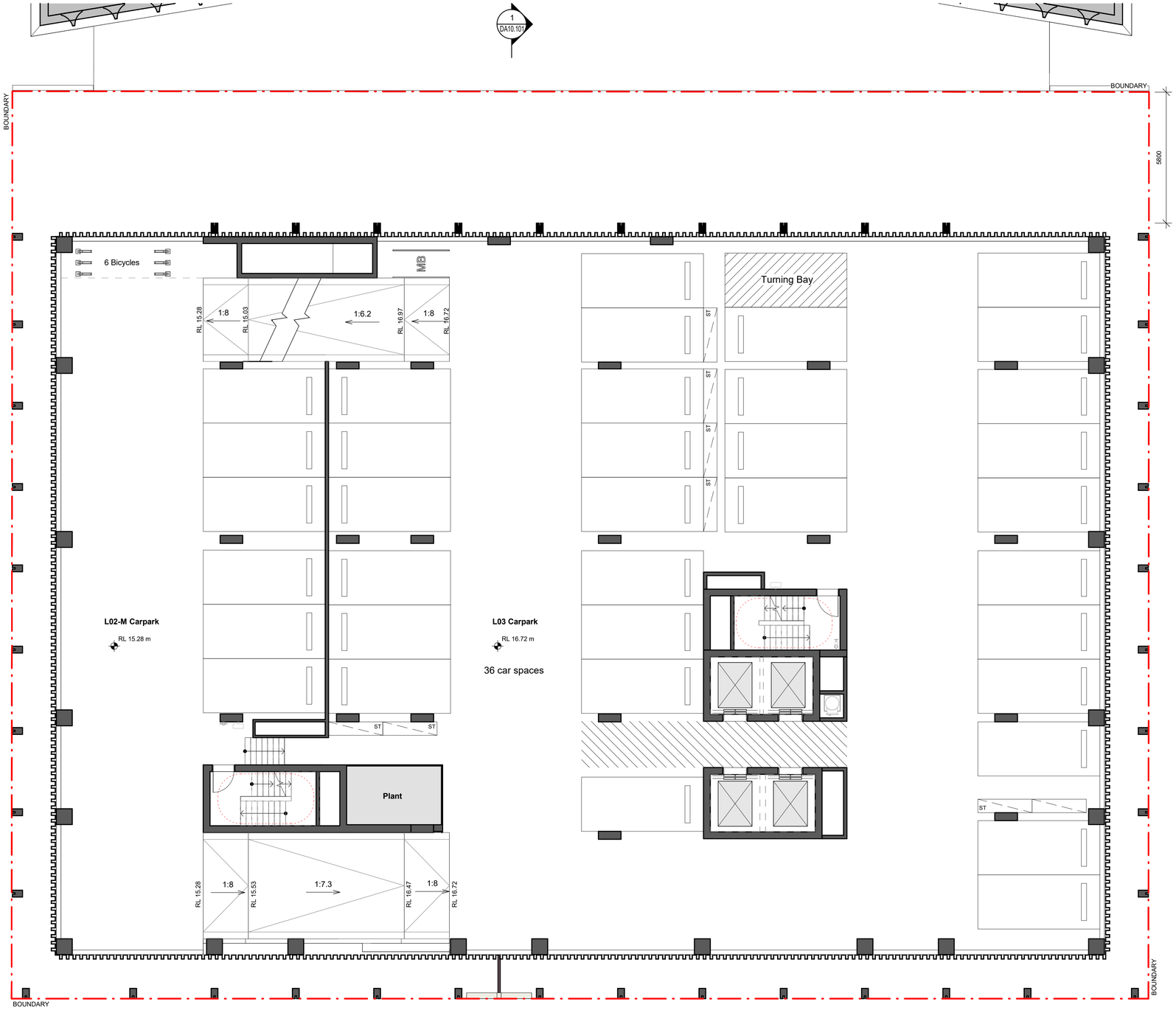
Uniting Church
SYNOD OF NSW & ACT

PROJECT:
Coffs Harbour Uniting Church

19A-21 Gordon St Coffs Harbour

DRAWING TITLE:
A03 - GENERAL ARRANGEMENT PLANS
LEVEL 2

PROJECT NO: 90019
SCALE AT A1: 1 : 100
DRAWING NO: DA03.102
REV: A



RIDING LANE

GORDON STREET

1
DA10.102

VERNON STREET

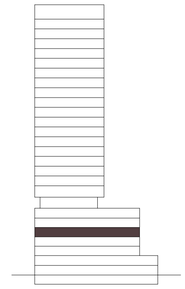
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L02-M	6 spaces
L03	30 spaces
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L04	30 spaces
L04-M	6 spaces
L05	28 spaces

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(164 regular + 6 small + 3 acc. spaces)



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P27	FOR CLIENT REVIEW PRIOR TO SSDA SUBMISSION	16.10.25	JL
P26	DRAFT SSDA	02.10.25	JL
P25	DRAFT SSDA	01.10.25	JL
P24	DRAFT SSDA	26.09.25	JL
P23	PRELIMINARY CONCEPT DESIGN	22.09.25	JL
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P21	PRELIMINARY CONCEPT DESIGN	29.08.25	JL
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DRN	**CHK**	**APP**	

SCALE BAR:

0 1000 2000 5000

SCALE: 1:100

NORTH:

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Cortese Associates Pty Ltd
ABN 25 677 415 002
NSW Nominated Architect Andrew Cortese 6652
Level 32 1 Market Street
Sydney NSW 2000
E info@cortesegilder.com

CLIENT:

Uniting Church
SYNOD OF NSW & ACT

PROJECT:
Coffs Harbour Uniting Church

19A-21 Gordon St Coffs Harbour

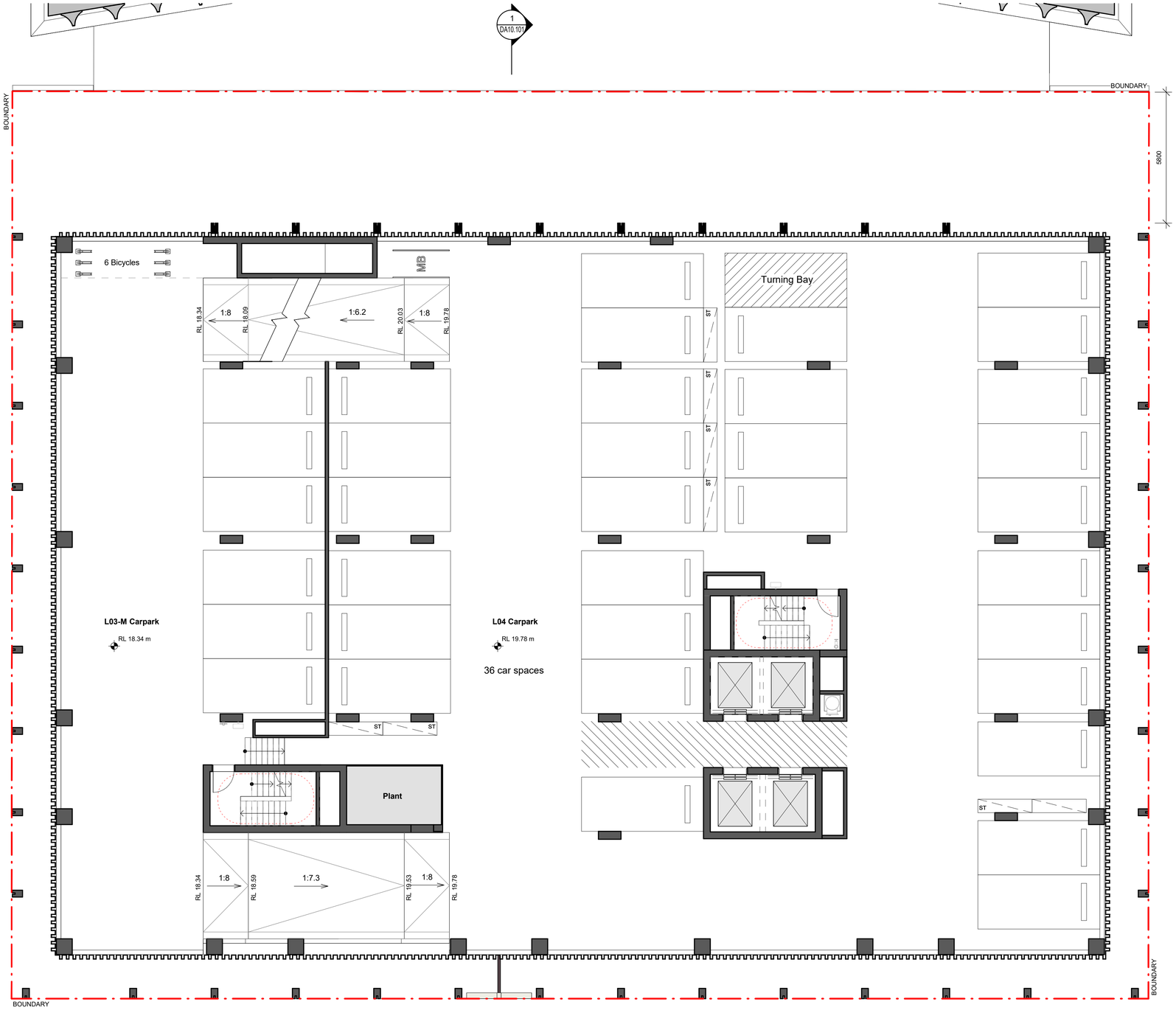
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LEVEL 3

PROJECT NO: 90019

SCALE AT A1: 1 : 100

DRAWING NO: DA03.103

REV: A



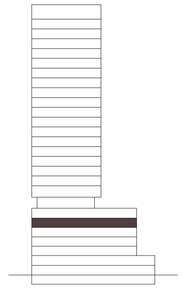
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L01	28 spaces (23 + 4 small + 1 acc.)
L01-M	6 spaces
L02	26 spaces (22 + 2 small + 2 acc.)
L02-M	6 spaces
L03	30 spaces
L03-M	6 spaces
L04	30 spaces
L04-M	6 spaces
L05	28 spaces

Total = Approx. 173 spaces
(164 regular + 6 small + 3 acc. spaces)



FOR INFORMATION

REV	DESCRIPTION	DATE	BY
A	ISSUED FOR SSDA	14.01.26	MC
P27	FOR CLIENT REVIEW PRIOR TO SSDA SUBMISSION	16.10.25	JL
P26	DRAFT SSDA	02.10.25	JL
P25	DRAFT SSDA	01.10.25	JL
P24	DRAFT SSDA	26.09.25	JL
P23	PRELIMINARY CONCEPT DESIGN	22.09.25	JL
P22	PRELIMINARY CONCEPT DESIGN	08.09.25	JL
P21	PRELIMINARY CONCEPT DESIGN	29.08.25	JL
P20	PRELIMINARY CONCEPT DESIGN	27.08.25	JL
P19	PRELIMINARY CONCEPT DESIGN	10.06.25	JL
P18	PRELIMINARY CONCEPT DESIGN	17.04.25	SC
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P16	PRELIMINARY CONCEPT DESIGN	04.04.25	JL
DRN	CHK	APP	

SCALE BAR:

0 1000 2000 5000
SCALE: 1:100

NORTH:

Cortese

Cortese Associates Pty Ltd
ABN 25 677 415 002
NSW Nominated Architect Andrew Cortese 6652
Level 32 1 Market Street
Sydney NSW 2000
E info@cortesegilder.com

CLIENT:

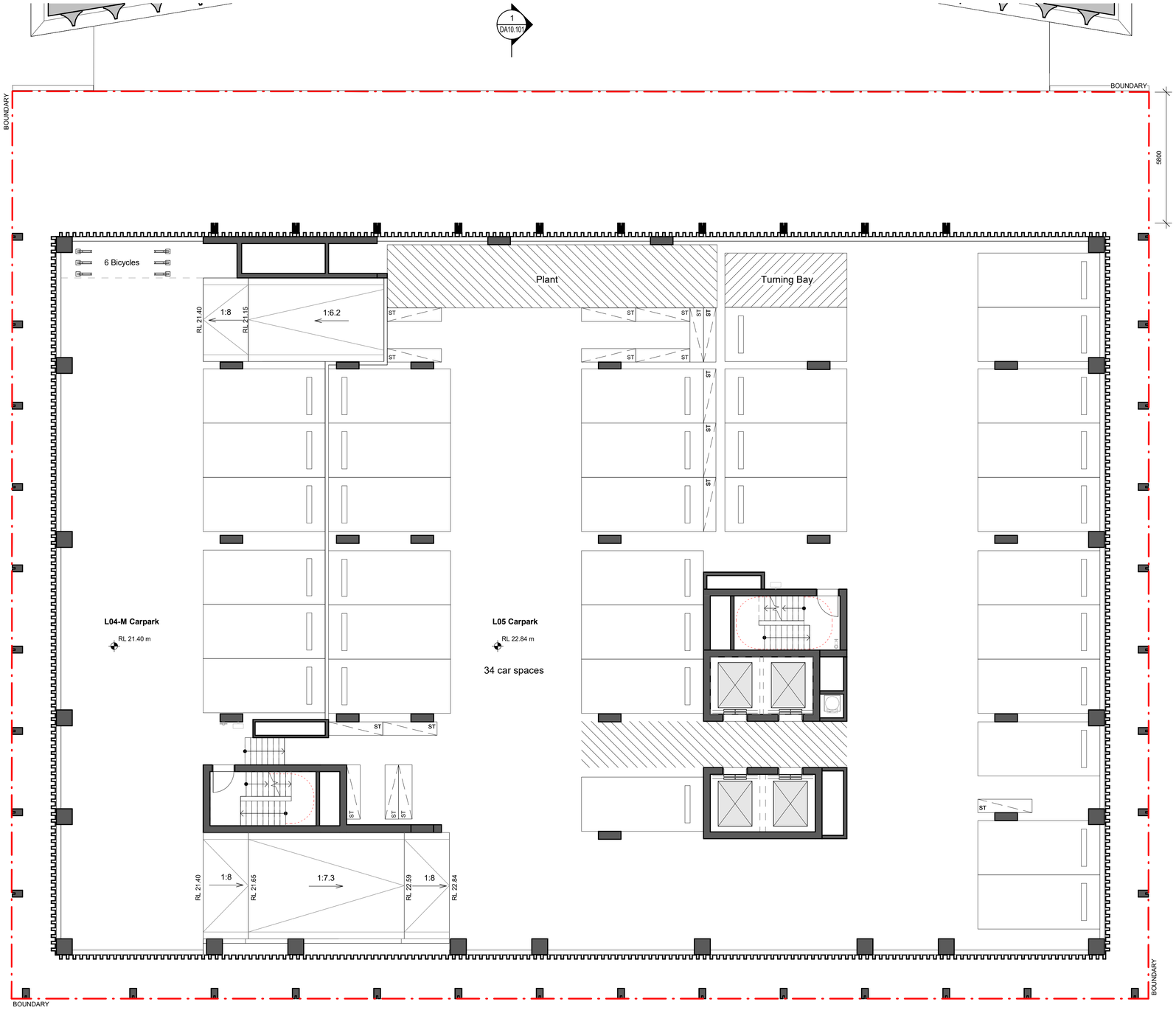
Uniting Church
SYNOD OF NSW & ACT

PROJECT:
Coffs Harbour Uniting Church

19A-21 Gordon St Coffs Harbour

DRAWING TITLE:
A03 - GENERAL ARRANGEMENT PLANS
LEVEL 4

PROJECT NO: 90019
SCALE AT A1: 1 : 100
DRAWING NO: DA03.104
REV: A



RIDING LANE

GORDON STREET

1
DA10.102

VERNON STREET

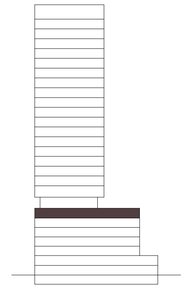
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CAR PARKING SUMMARY:

L00-M2	7 spaces
L01	28 spaces (23 + 4 small + 1 acc.)
L01-M	6 spaces
L02	26 spaces (22 + 2 small + 2 acc.)
L02-M	6 spaces
L03	30 spaces
L03-M	6 spaces
L04	30 spaces
L04-M	6 spaces
L05	28 spaces

Total = Approx. 173 spaces
(164 regular + 6 small + 3 acc. spaces)



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P21	PRELIMINARY CONCEPT DESIGN	29.08.25	JL
P20	PRELIMINARY CONCEPT DESIGN	27.08.25	JL
P19	PRELIMINARY CONCEPT DESIGN	10.06.25	JL
P18	PRELIMINARY CONCEPT DESIGN	17.04.25	SC
P17	PRELIMINARY CONCEPT DESIGN	08.04.25	SC
P16	PRELIMINARY CONCEPT DESIGN	04.04.25	JL
DRN	**CHK**	**APP**	

SCALE BAR:

0 1000 2000 5000
SCALE: 1:100

NORTH:

Cortese

Cortese Associates Pty Ltd
ABN 25 677 415 002
NSW Nominated Architect Andrew Cortese 6652
Level 32 1 Market Street
Sydney NSW 2000
E info@cortesegilder.com

CLIENT:

Uniting Church
SYNOD OF NSW & ACT

PROJECT:
Coffs Harbour Uniting Church

19A-21 Gordon St Coffs Harbour

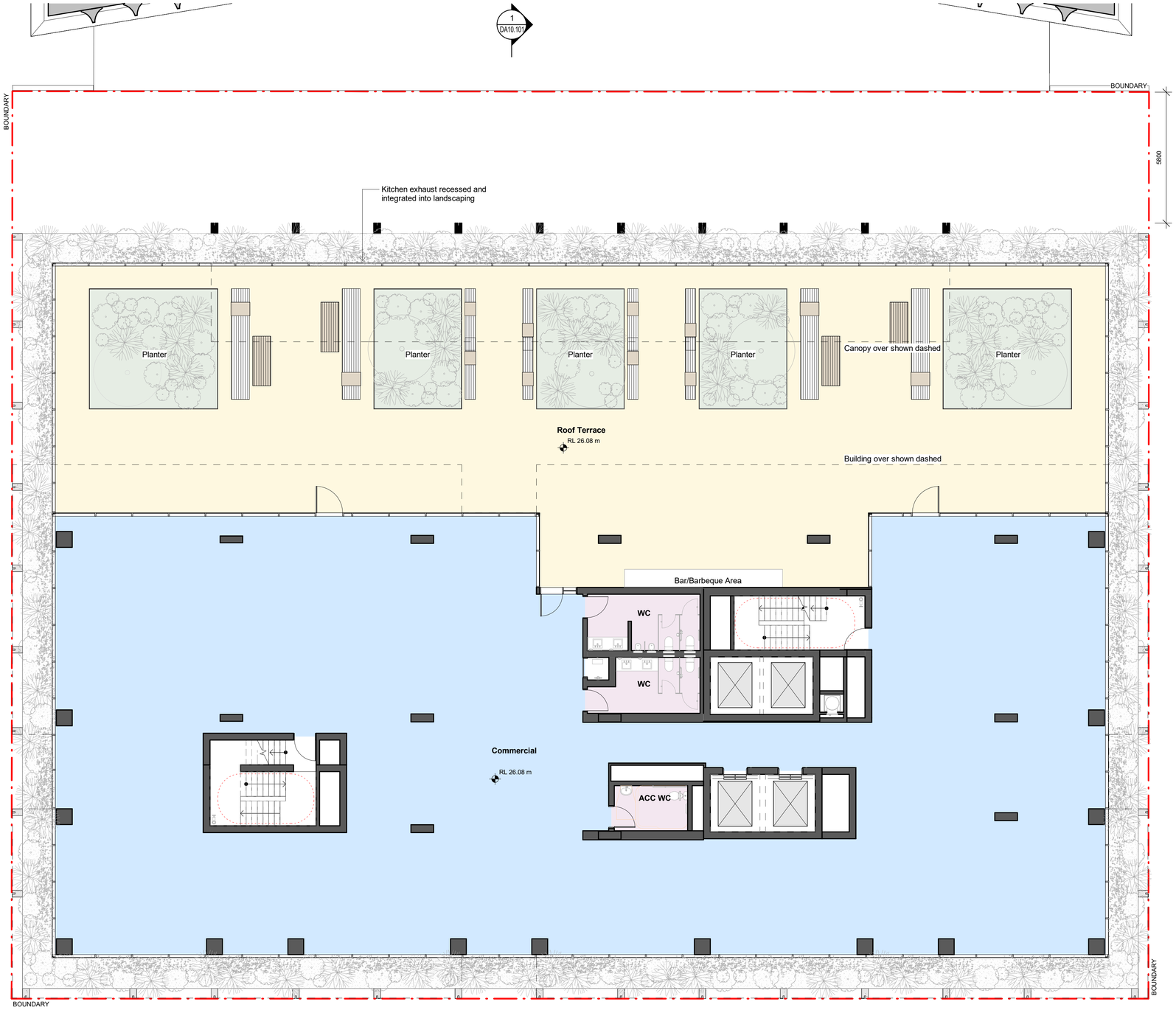
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A03 - GENERAL ARRANGEMENT PLANS
LEVEL 5

PROJECT NO: 90019
SCALE AT A1: 1 : 100
DRAWING NO: DA03.105
REV: A

RIDING LANE

GORDON STREET

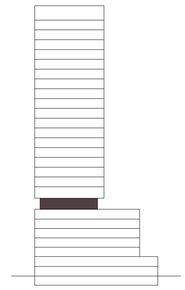
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1
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P19	PRELIMINARY CONCEPT DESIGN	08.04.25	SC
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DRN	CHK	APP

SCALE BAR:

0 1000 2000 5000

SCALE: 1:100

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Sydney NSW 2000
E info@cortesegilder.com

CLIENT:

Uniting Church
SYNOD OF NSW & ACT

PROJECT:

Coffs Harbour Uniting Church

19A-21 Gordon St Coffs Harbour

DRAWING TITLE:

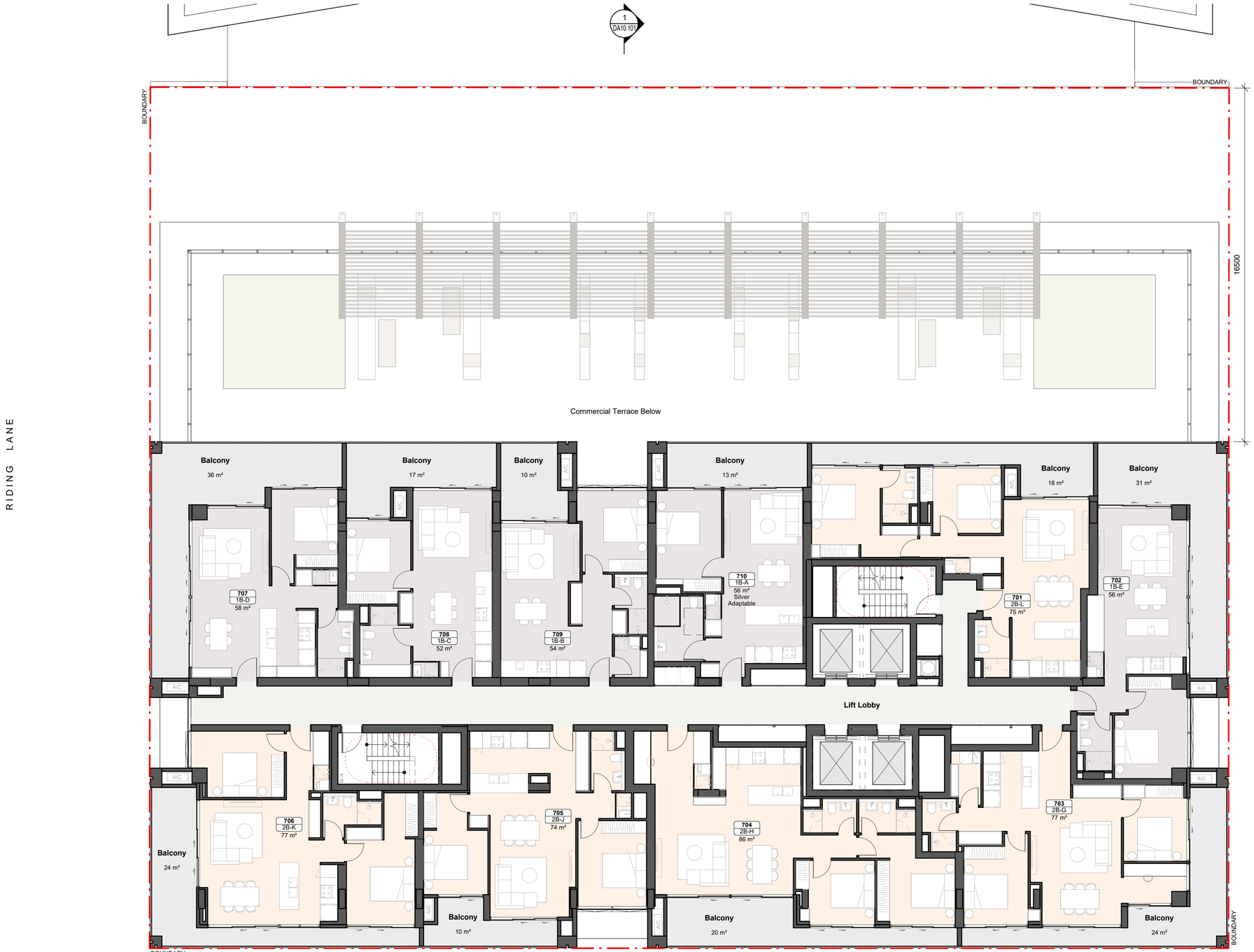
A03 - GENERAL ARRANGEMENT PLANS
LEVEL 6

PROJECT NO: 90019

SCALE AT A1: 1 : 100

DRAWING NO: DA03.106

REV: A



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P16	PRELIMINARY CONCEPT DESIGN	17.04.25	SC
P15	PRELIMINARY CONCEPT DESIGN	08.04.25	SC
P14	PRELIMINARY CONCEPT DESIGN	04.04.25	JL
P13	PRELIMINARY CONCEPT DESIGN	19.03.25	JL
DRN	CHK	APP	

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SCALE: 1:100

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E info@cortesegilder.com

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Uniting Church
SYNOD OF NSW & ACT

PROJECT:

Coffs Harbour Uniting Church

19A-21 Gordon St Coffs Harbour

DRAWING TITLE:

A03 - GENERAL ARRANGEMENT PLANS
LEVEL 7-10 (AFFORDABLE HOUSING LAYOUT)

PROJECT NO: 90019

SCALE AT A1: 1 : 100

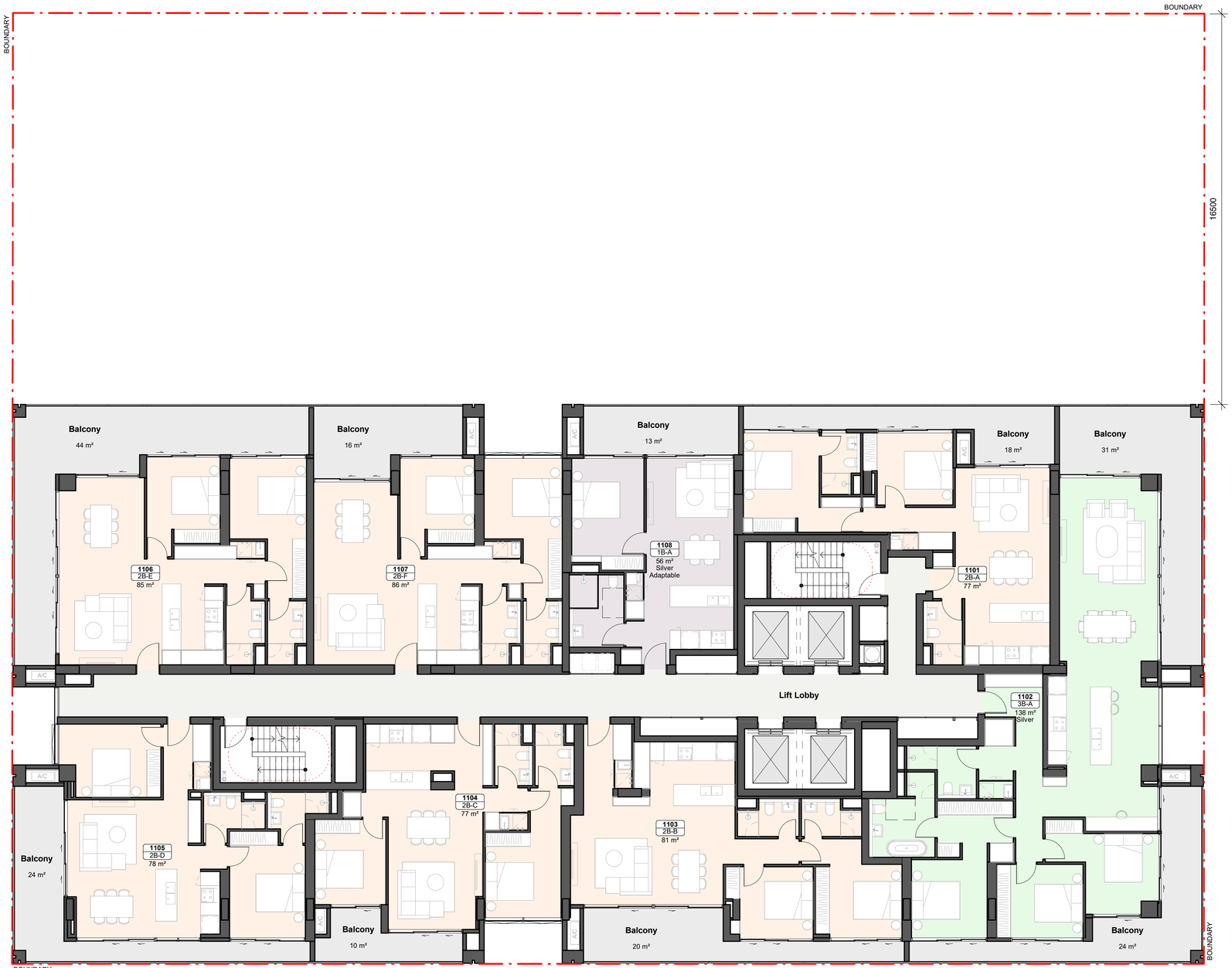
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REV: A

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GORDON STREET

VERNON STREET



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DRN	CHK	APP

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19A-21 Gordon St Coffs Harbour

DRAWING TITLE:

A03 - GENERAL ARRANGEMENT PLANS
LEVEL 11-24 (TYPICAL MARKET HOUSING LAYOUT)

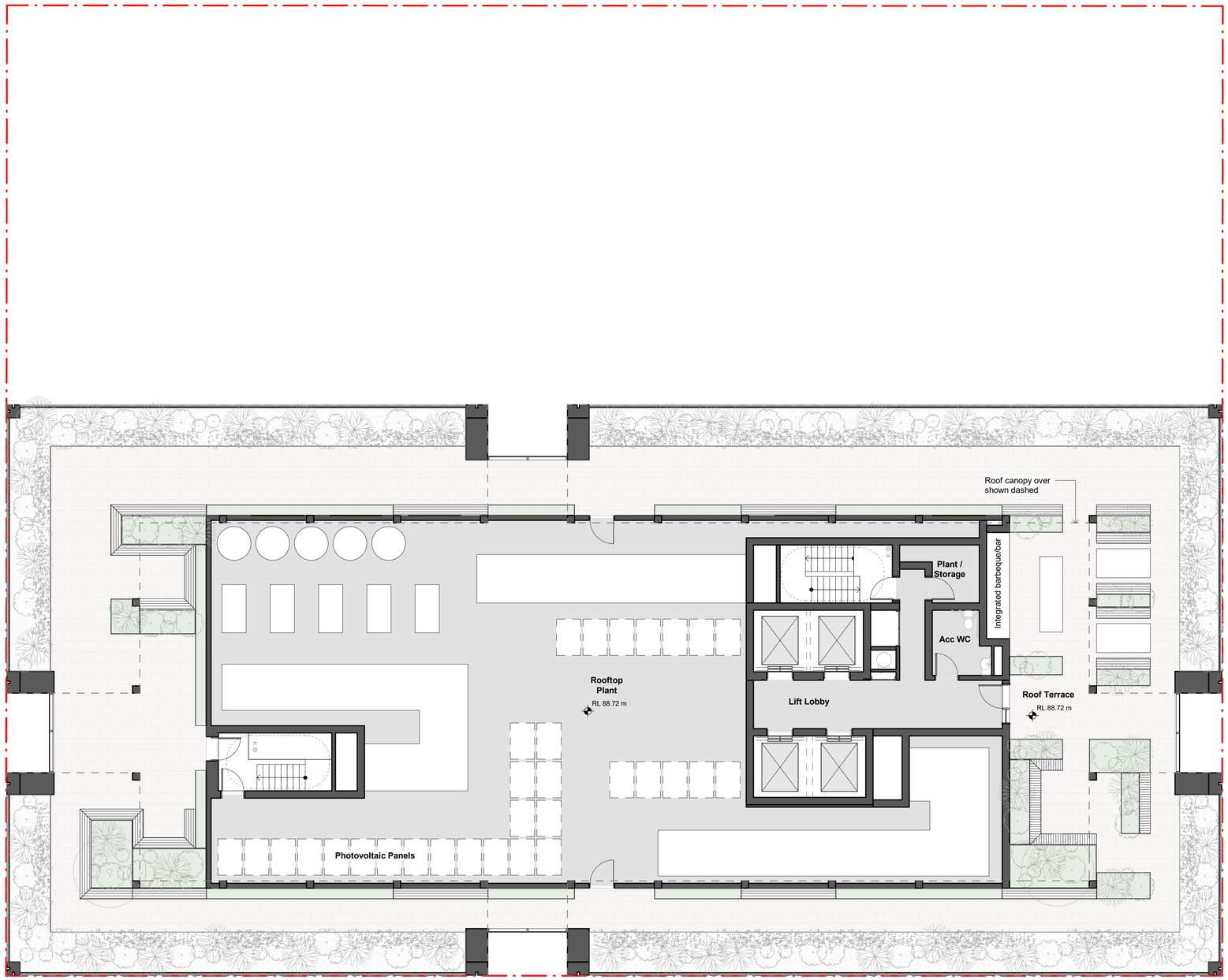
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DRAWING NO: DA03.109

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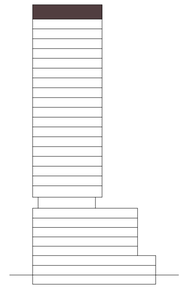
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DA10.101



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DA10.102

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DRAWING TITLE:

A03 - GENERAL ARRANGEMENT PLANS
LEVEL 25

PROJECT NO: 90019

SCALE AT A1: 1 : 100

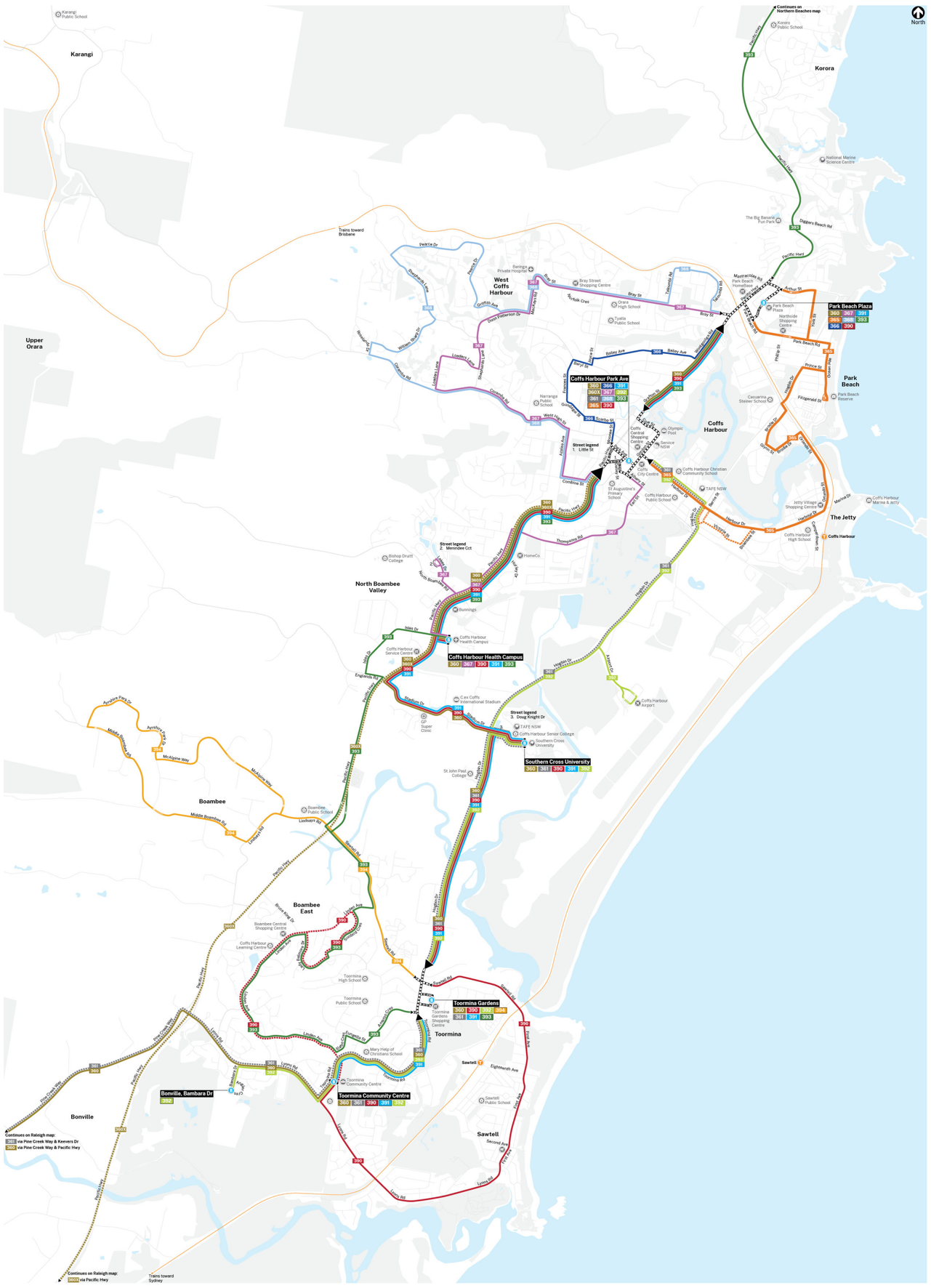
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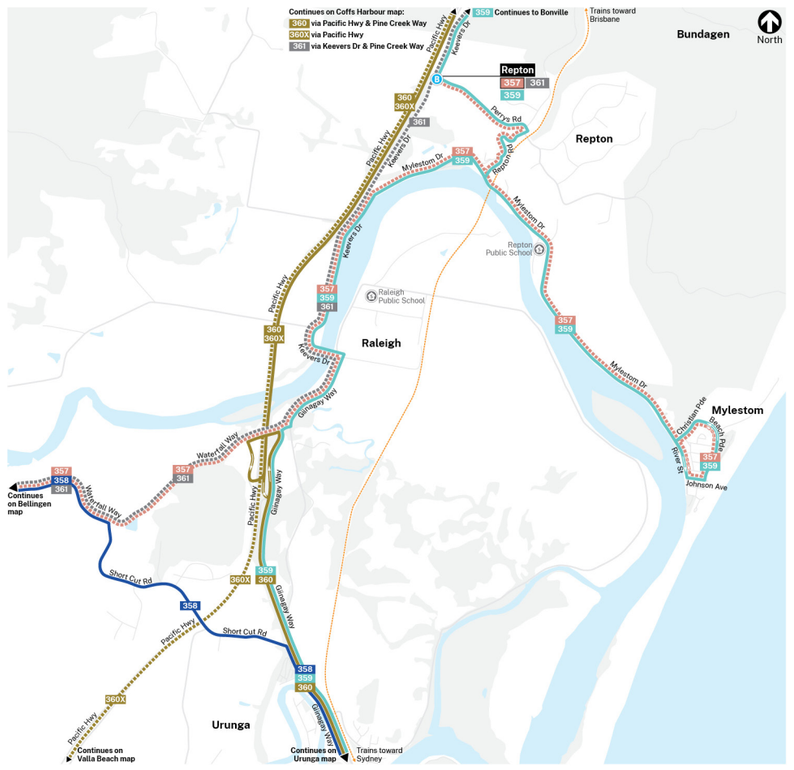
Appendix B
Public Transport Maps

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

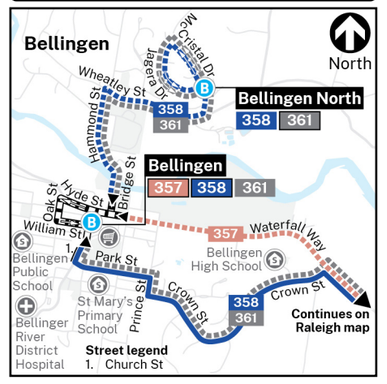
Coffs Harbour bus network map (Map A)



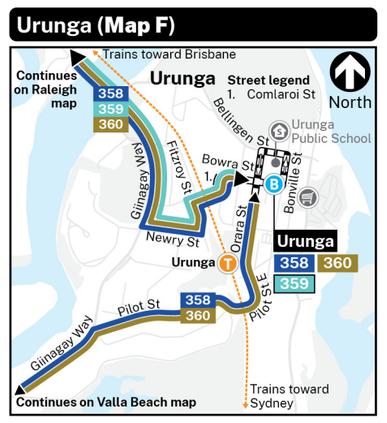
Raleigh bus network map (Map D)



Bellingen (Map E)



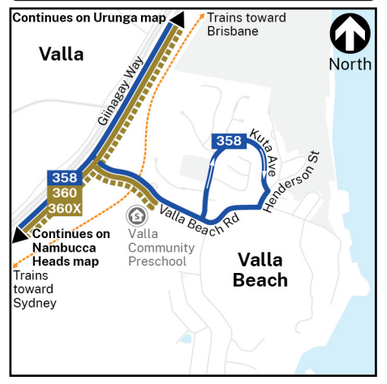
Urunga (Map F)



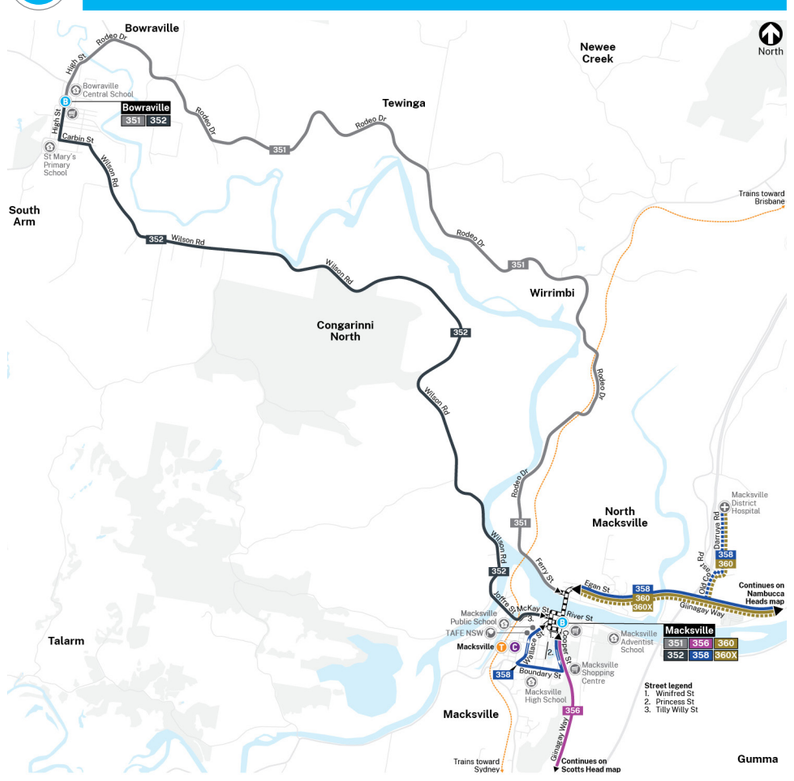
Nambucca Heads bus network map (Map G)



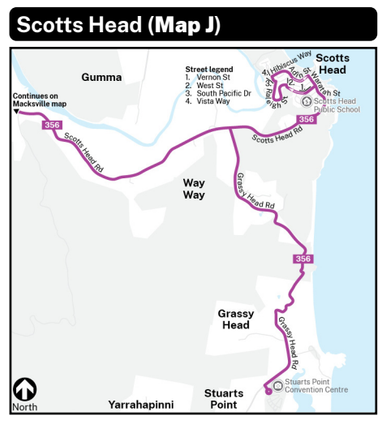
Valla Beach (Map H)



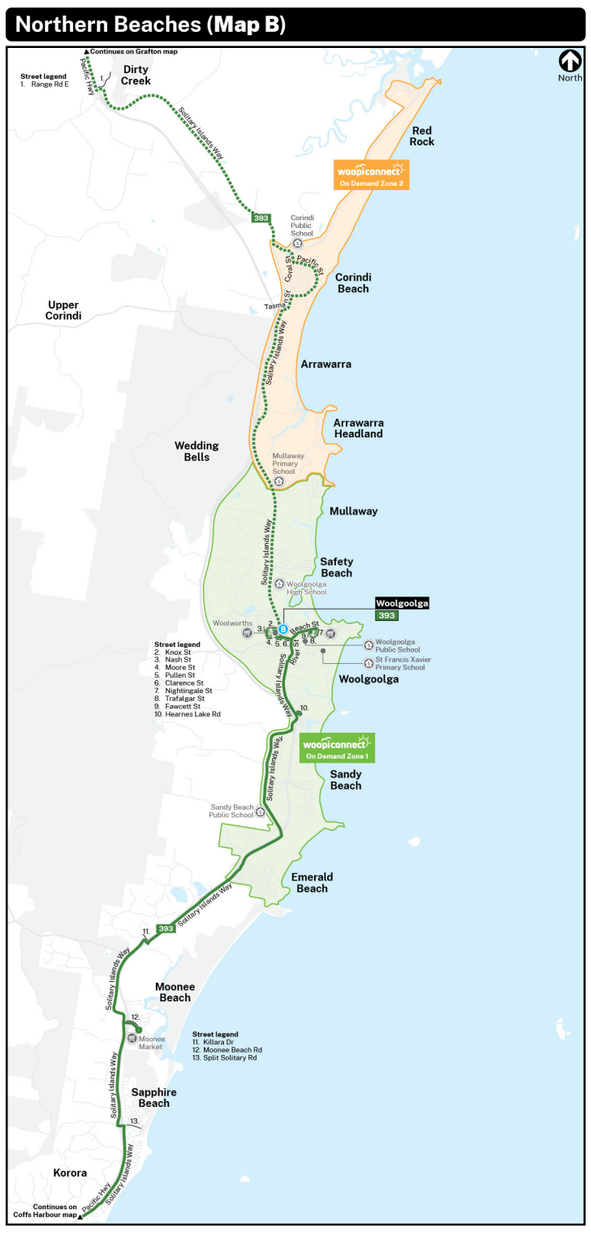
Macksville bus network map (Map I)



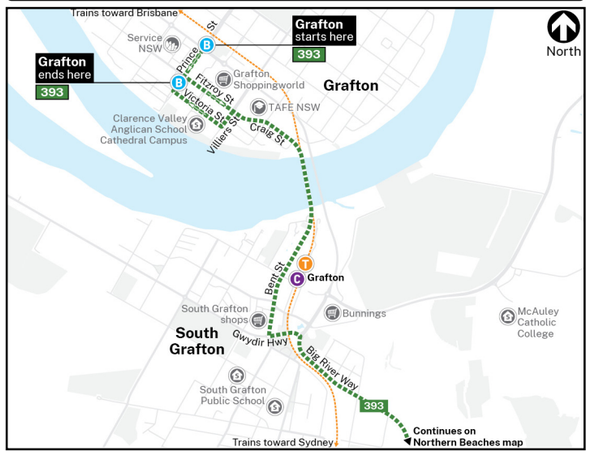
Scotts Head (Map J)



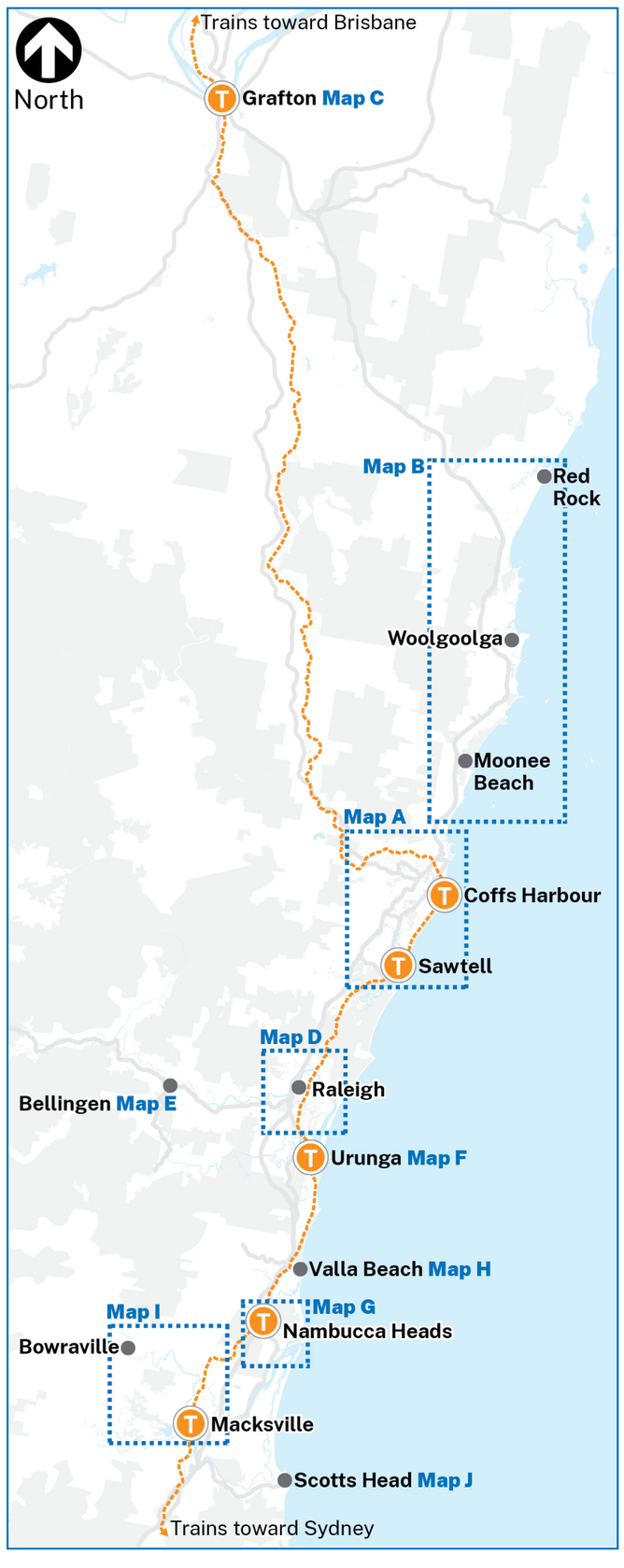
Northern Beaches (Map B)



Grafton (Map C)



Regional Overview



Legend

- Bus route
- 390 Route number
- Multiple bus routes
- Limited service
- Bus interchange
- Train line & station
- Coach stop

woopiconnect On Demand service area Zone 1

woopiconnect On Demand service area Zone 2

- Hospital
- Medical centre
- School
- Tertiary education
- Service NSW
- Shopping
- Airport
- Sport facility
- Tourist attraction
- Community facility

Index

Routes operated by Busways

351	Bowraville to Macksville via Rodeo Dr
352	Bowraville to Macksville via Wilson Rd
356	Scotts Head to Macksville via Grassy Head
357	Repton to Bellingen via Mylestom
358	Macksville to Bellingen via Nambucca Heads and Urunga
359	Urunga to Bonville via Repton and Mylestom
360	Macksville to Park Beach Plaza via Nambucca Heads, Urunga, and Toormina
360X	Macksville to Coffs Harbour Park Ave via Nambucca Heads
361	Bellingen to Coffs Harbour Park Ave via Toormina
365	Park Beach Plaza to Coffs Harbour Park Ave via Park Beach and Harbour Dr
366	Park Beach Plaza to Coffs Harbour Park Ave via Frances St
367	Park Beach Plaza to Coffs Harbour Health Campus via Donn Patterson Dr and Coffs Harbour Park Ave
368	Park Beach Plaza to Coffs Harbour Park Ave via Pearce Dr

Routes operated by Forest Coach Lines

390	Toormina Community Centre to Park Beach Plaza via Sawtell and Coffs Harbour Park Ave
391	Toormina Community Centre to Park Beach Plaza via Toormina Road and Coffs Harbour Park Ave
392	Bambara Dr, Bonville to Coffs Harbour Park Ave via Toormina and Coffs Harbour Airport
393	Toormina Gardens to Woolgoolga and Grafton via Coffs Harbour and Boambee East
394	Toormina Gardens to Boambee (Loop service)

On Demand Service

woopiconnect operated by Forest Coach Lines
Plan your trip at woopiconnect.com.au

NSW TrainLink Services

For more information and to book, visit
transportnsw.info/regional

Plan your trip at transportnsw.info

Base map © OpenStreetMap contributors

Appendix C
Car Parking Swept Path Assessment

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

RL 8.80 m

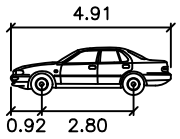
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RL 8.800

8.550

SWEPT PATH KEY:

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



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

Skylight Vo

MB

1:6.2

B85

STANDARDS 2004 (AU_NZ)

RL 10.85

RL 10.60

SMALL

SMALL

SMALL

SMALL

8 Bicycles

L01 Carpark

RL 10.60 m

35 spaces

Incl 8x small & 1x accessible spaces

Plant

RL 8.80

1:8

RL 9.05

B85

STANDARDS 2004 (AU_NZ)

RL 10.35

1:8

RL 10.60

19A-21 GORDON STREET, COFFS HARBOUR
CIRCULATION MOVEMENTS FOR AN 85TH PERCENTILE VEHICLE SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP SHEET NO. 01 OF 18 ISSUE DATE 24 October 2025

DESIGNED BY J.KARLSSON

SCALE A3 0 1.0 2.0 1:100

DISCLAIMER

This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V12.0 in conjunction with AutoCAD 2023. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

Address: Level 6, Suite 604, 10 Help Street, Chatswood NSW 2067

P: (02) 9411 5660 E: info@ttpa.com.au W: www.ttpa.com.au

T:\WORK2A\24230 - 19A-21 GORDON STREET, COFFS HARBOUR\DRAWING\24230-V1.3-SP.dwg

Plotted by Jasmine

BOUNDARY

Panel lift door

Carpark Entry

Awning Above

STANDARDS 2004 (AU_NZ)

B85

MB

B85

STANDARDS 2004 (AU_NZ)

B85

STANDARDS 2004 (AU_NZ)

B85

STANDARDS 2004 (AU_NZ)

BOUNDARY

B85

STANDARDS 2004 (AU_NZ)

Panel lift door

B85

STANDARDS 2004 (AU_NZ)

Carpark Entry

MB

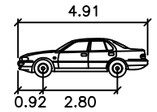
B85

STANDARDS 2004 (AU_NZ)

L00-M2 Carpark

SWEPT PATH KEY:

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



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

T:\WORK2A\24230 - 19A-21 GORDON STREET, COFFS HARBOUR\DRAWING\24230-V1.3-SP.dwg

Plotted by Jasmine

19A-21 GORDON STREET, COFFS HARBOUR
INGRESS & EGRESS MOVEMENTS OF AN 85TH PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP SHEET NO. 03 OF 18 ISSUE DATE 24 October 2025

DESIGNED BY J.KARLSSON

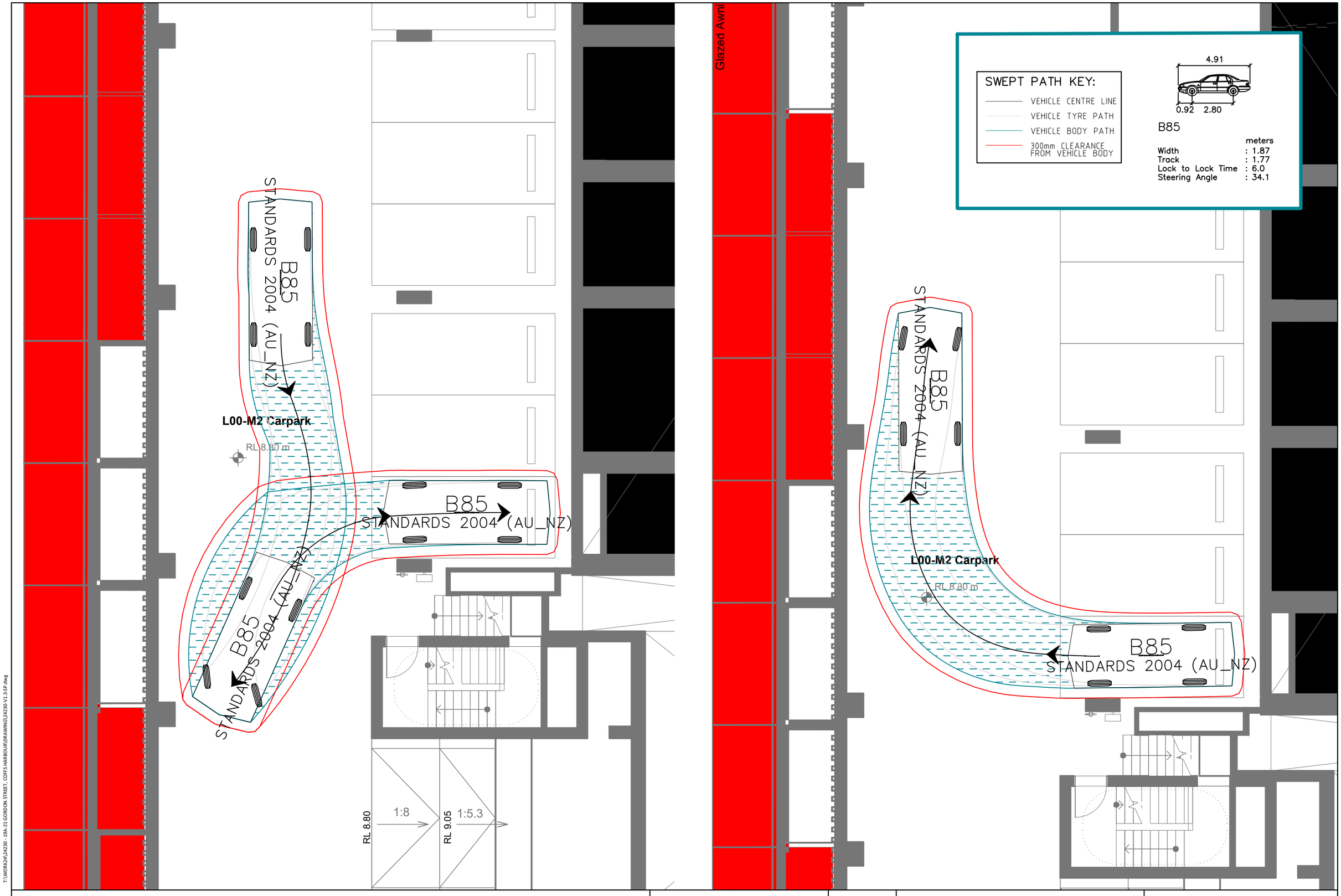
SCALE A3 0 1.0 2.0 1:100

N

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19A-21 GORDON STREET, COFFS HARBOUR
INGRESS & EGRESS MOVEMENTS OF AN 85TH PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP SHEET NO. 04 OF 18 ISSUE DATE 24 October 2025

DESIGNED BY J.KARLSSON

SCALE A3 0 1.0 2.0 1:100

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T:\WORK2A\24230 - 19A-21 GORDON STREET, COFFS HARBOUR\DRAWING\24230-V1.3-SP.dwg
Plotted by Jasmine

SMALL

8 Bicycles

B85
STANDARDS 2004 (AU_NZ)

L01 Carpark

RL 10.60 m

35 spaces

Incl 8x small & 1x accessible spaces

Plant

1:8

RL 9.05

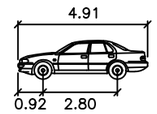
1:5.3

RL 10.35

RL 10.60

SWEPT PATH KEY:

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



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

T:\WORK2A\24230 - 19A-21 GORDON STREET, COFFS HARBOUR\DRAWING\24230-V1.3-SP.dwg

Plotted by Jasmine

19A-21 GORDON STREET, COFFS HARBOUR
INGRESS & EGRESS MOVEMENTS OF AN 85TH PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP SHEET NO. 05 OF 18 ISSUE DATE 24 October 2025

DESIGNED BY J.KARLSSON

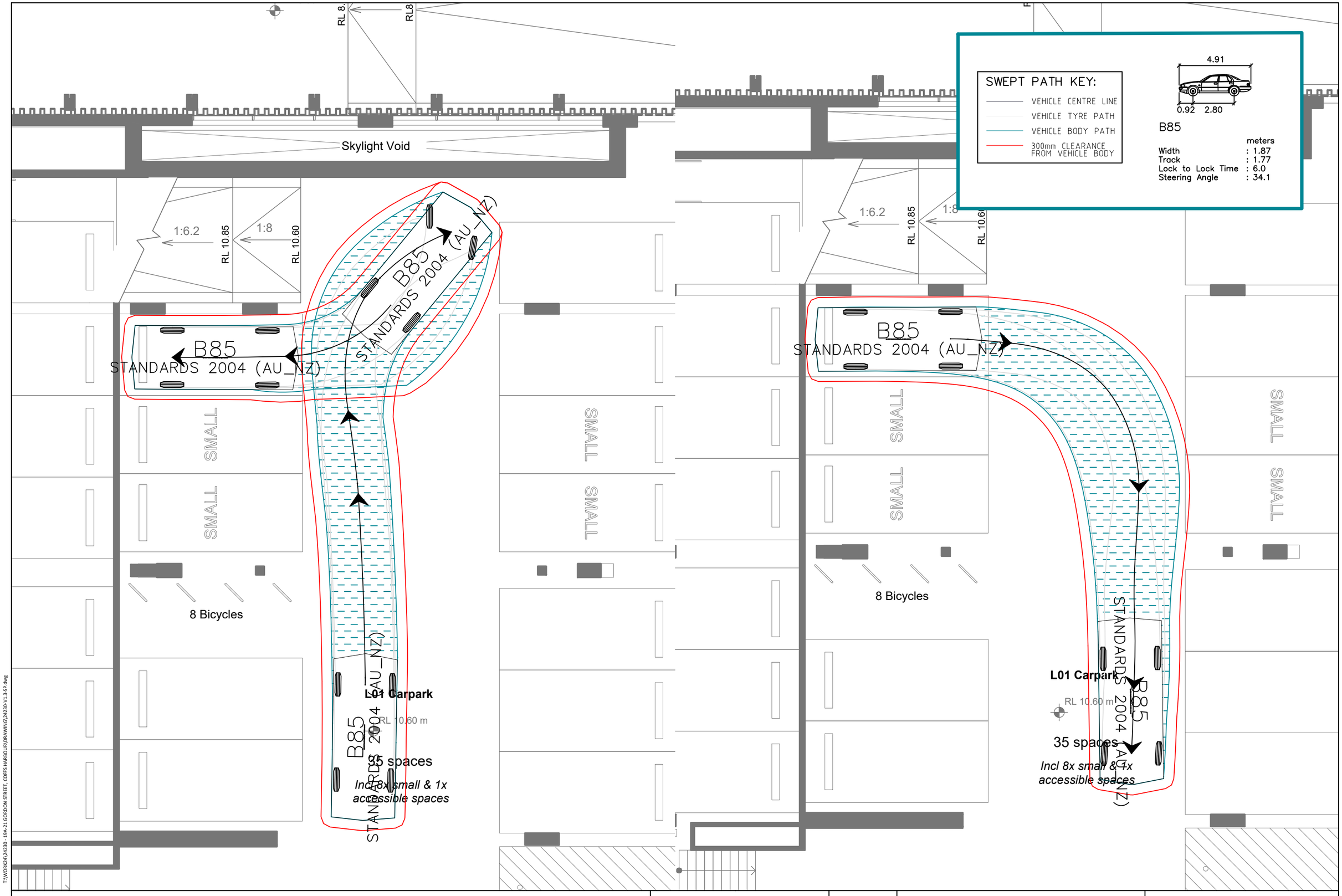
SCALE A3 0 1.0 2.0 1:100

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Plotted by Jasmine

19A-21 GORDON STREET, COFFS HARBOUR
INGRESS & EGRESS MOVEMENTS OF AN 85TH PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP SHEET NO. 06 OF 18 ISSUE DATE 24 October 2025

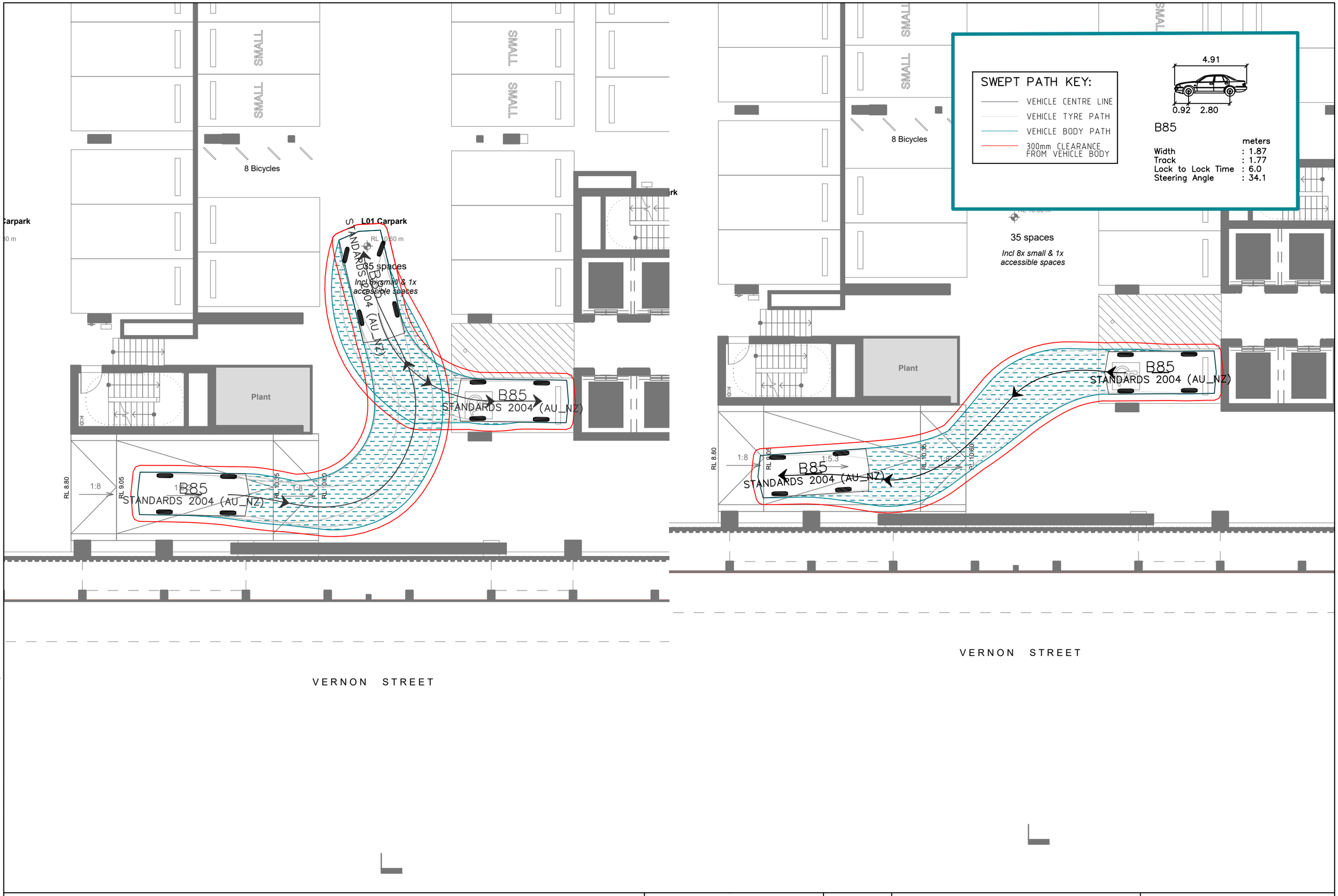
DESIGNED BY J.KARLSSON

SCALE A3 0 1.0 2.0 1:100

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Plotted by Jasmine

19A-21 GORDON STREET, COFFS HARBOUR
INGRESS & EGRESS MOVEMENTS OF AN 85TH PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP SHEET NO. 07 OF 18 ISSUE DATE 24 October 2025

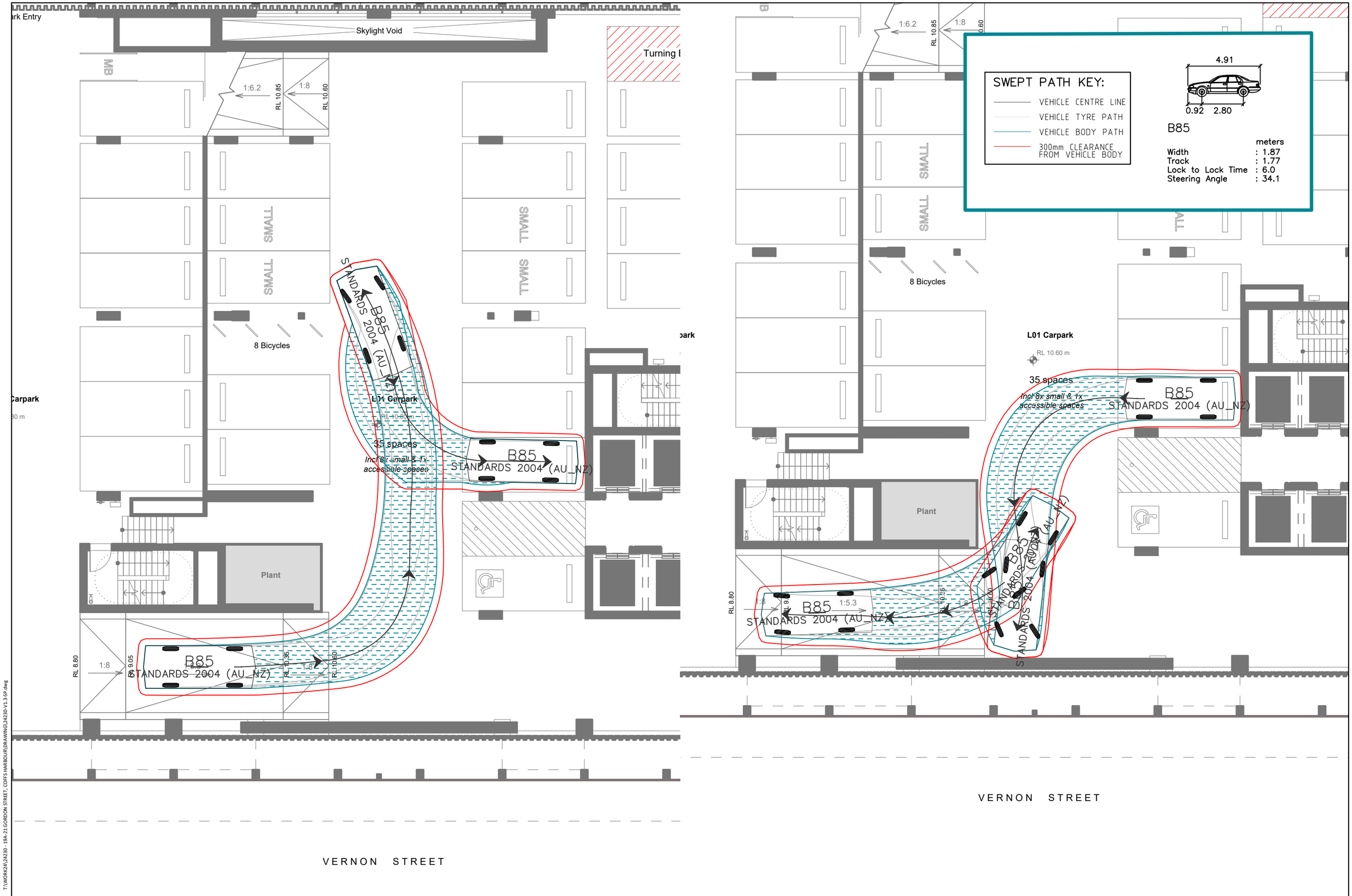
DESIGNED BY J.KARLSSON

SCALE A3 0 1.5 3.0 1:150

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Plotted by Jasmine

19A-21 GORDON STREET, COFFS HARBOUR
INGRESS & EGRESS MOVEMENTS OF AN 85TH PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP SHEET NO. 08 OF 18 ISSUE DATE 24 October 2025

DESIGNED BY J.KARLSSON

SCALE A3 0 1.5 3.0 1:150

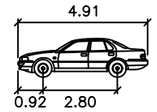
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SWEPT PATH KEY:

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



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

Skylight Void

1:6.2

RL 13.91

1:8

RL 13.66

SECURITY

B85
STANDARDS 2004 (AU_NZ)

Turning Bay

SMALL

SMALL

B85
STANDARDS 2004 (AU_NZ)

L02 Carpark

RL 13.66 m

32 spaces

Incl 2x small & 2x

Skylight Void

1:6.2

RL 13.91

1:8

RL 13.66

SECURITY

B85
STANDARDS 2004 (AU_NZ)

B85
STANDARDS 2004 (AU_NZ)

Turning Bay

SMALL

SMALL

B85
STANDARDS 2004 (AU_NZ)

L02 Carpark

RL 13.66 m

19A-21 GORDON STREET, COFFS HARBOUR
INGRESS & EGRESS MOVEMENTS OF AN 85TH PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP

SHEET NO. 09 OF 18

ISSUE DATE 24 October 2025

DESIGNED BY J.KARLSSON

SCALE A3

0 1.0 2.0 1:100

N

DISCLAIMER

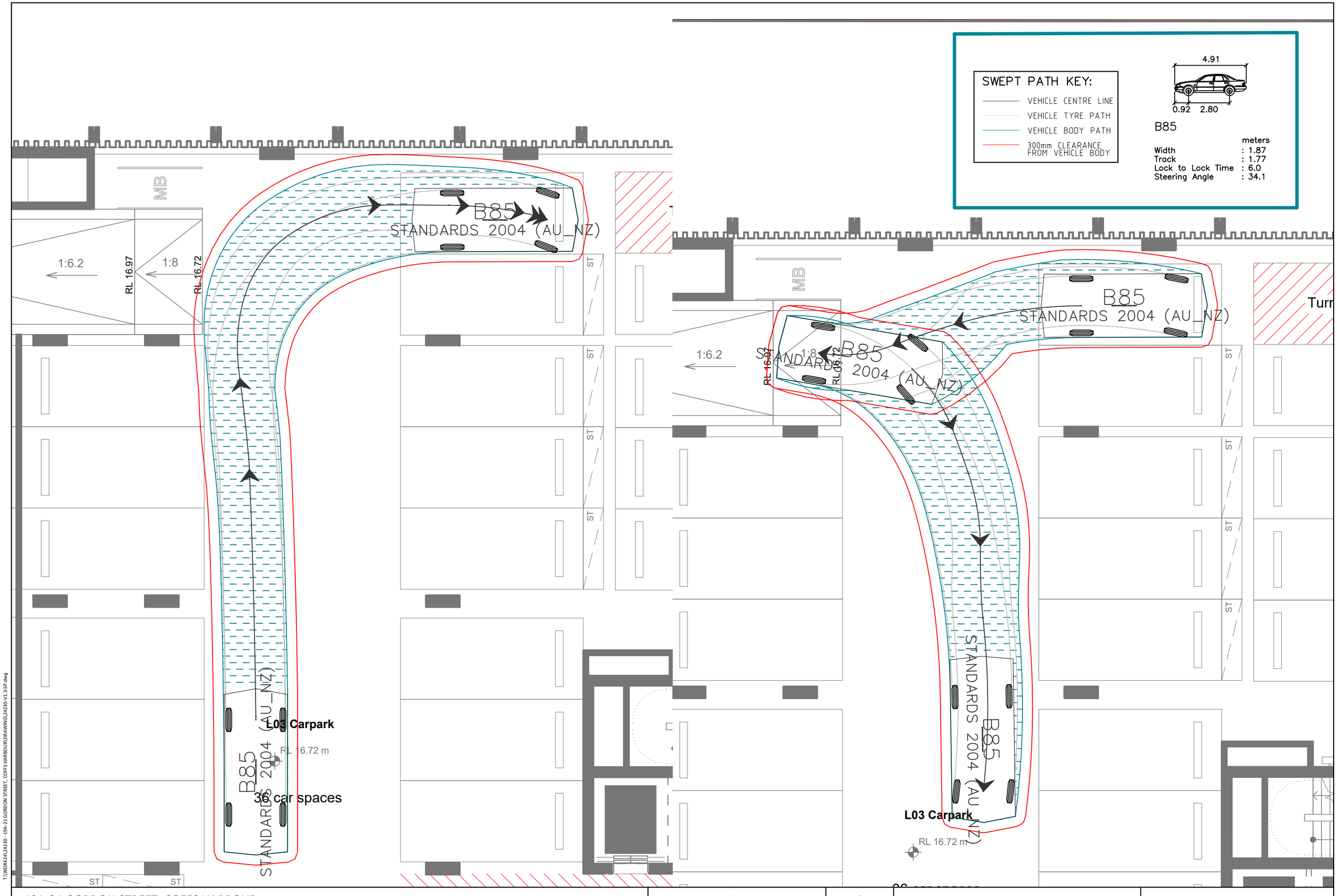
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Plotted by Jasmine



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Plotted by Jasmine

19A-21 GORDON STREET, COFFS HARBOUR
INGRESS & EGRESS MOVEMENTS OF AN 85TH PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP SHEET NO. 10 OF 18 ISSUE DATE 24 October 2025

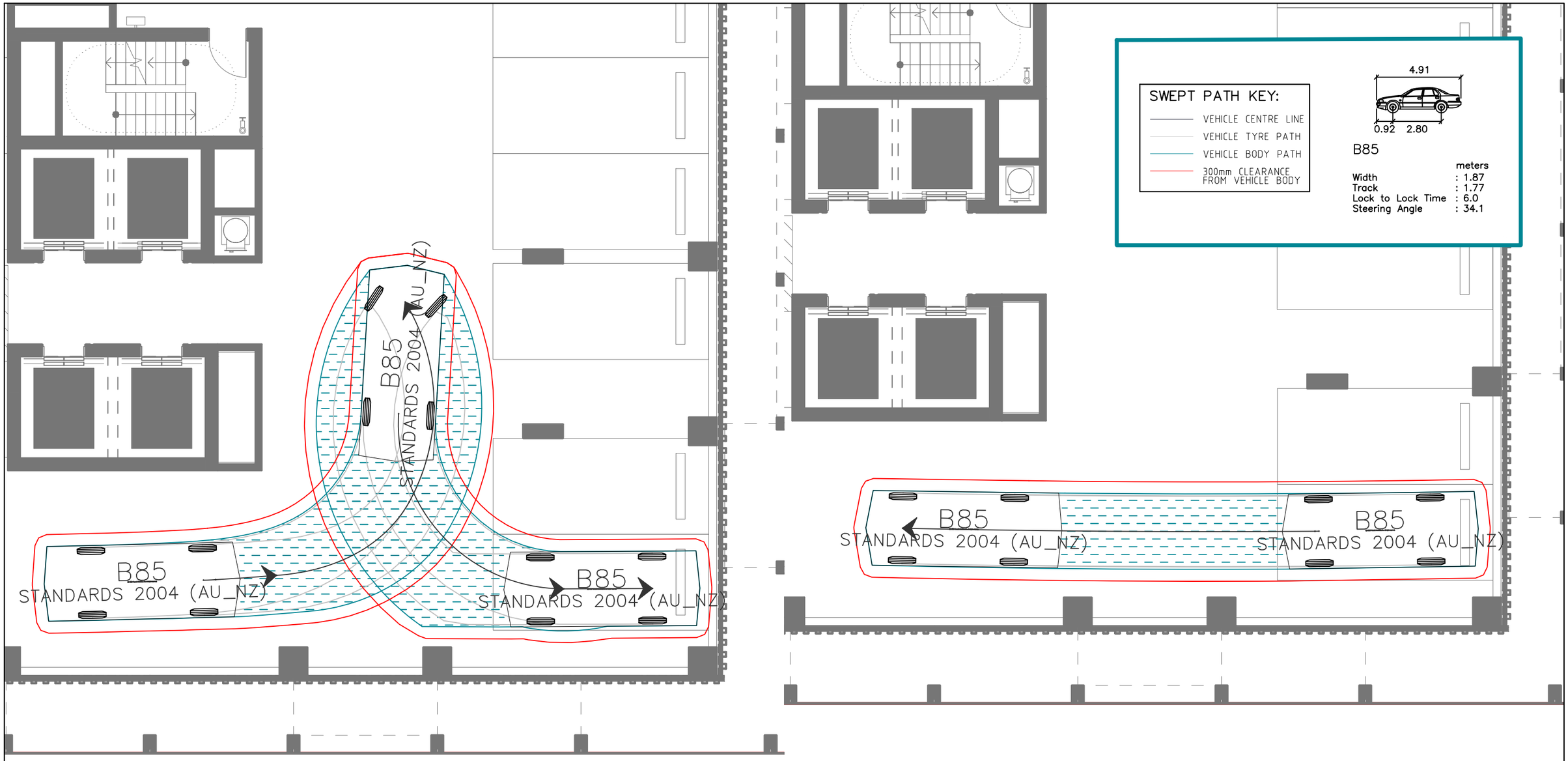
DESIGNED BY J.KARLSSON

SCALE A3 0 1.0 2.0 1:100

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Plotted by Jasmine

19A-21 GORDON STREET, COFFS HARBOUR
INGRESS & EGRESS MOVEMENTS OF AN 85TH PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP SHEET NO. 11 OF 18 ISSUE DATE 24 October 2025

DESIGNED BY J.KARLSSON

SCALE A3 0 1.0 2.0 1:100

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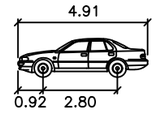
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SWEPT PATH KEY:

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



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

B85 STANDARDS 2004 (AU_NZ)

B85 STANDARDS 2004 (AU_NZ)

B85 STANDARDS 2004 (AU_NZ)

B85 STANDARDS 2004 (AU_NZ)

T:\WORK24\24230 - 19A-21 GORDON STREET, COFFS HARBOUR\DRAWING\24230-V1.3-SP.dwg

Plotted by Jasmine

19A-21 GORDON STREET, COFFS HARBOUR
INGRESS & EGRESS MOVEMENTS OF AN 85TH PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP

SHEET NO. 12 OF 18

ISSUE DATE 24 October 2025

DESIGNED BY J.KARLSSON

SCALE A3 — 0 1.0 2.0 — 1:100

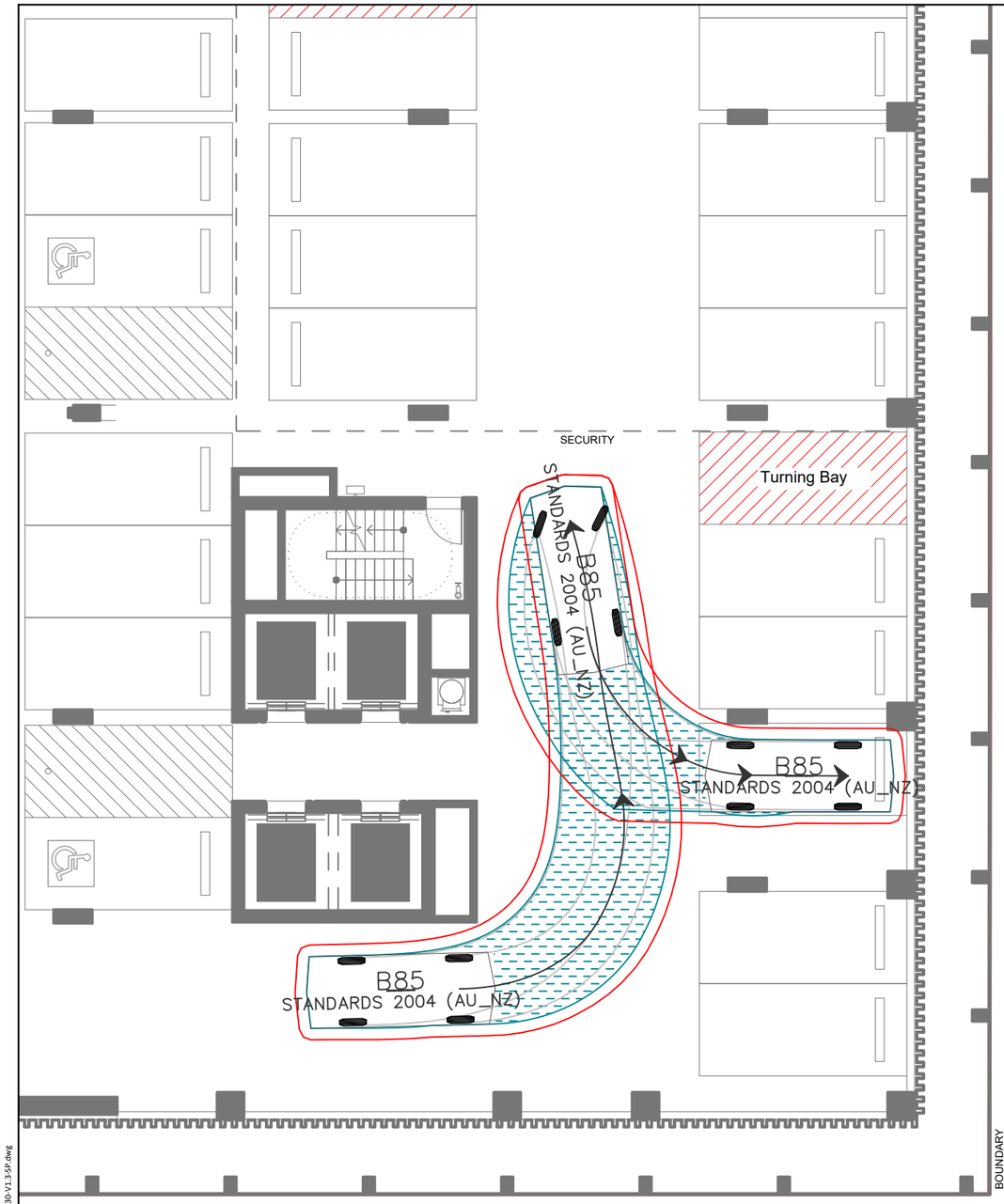
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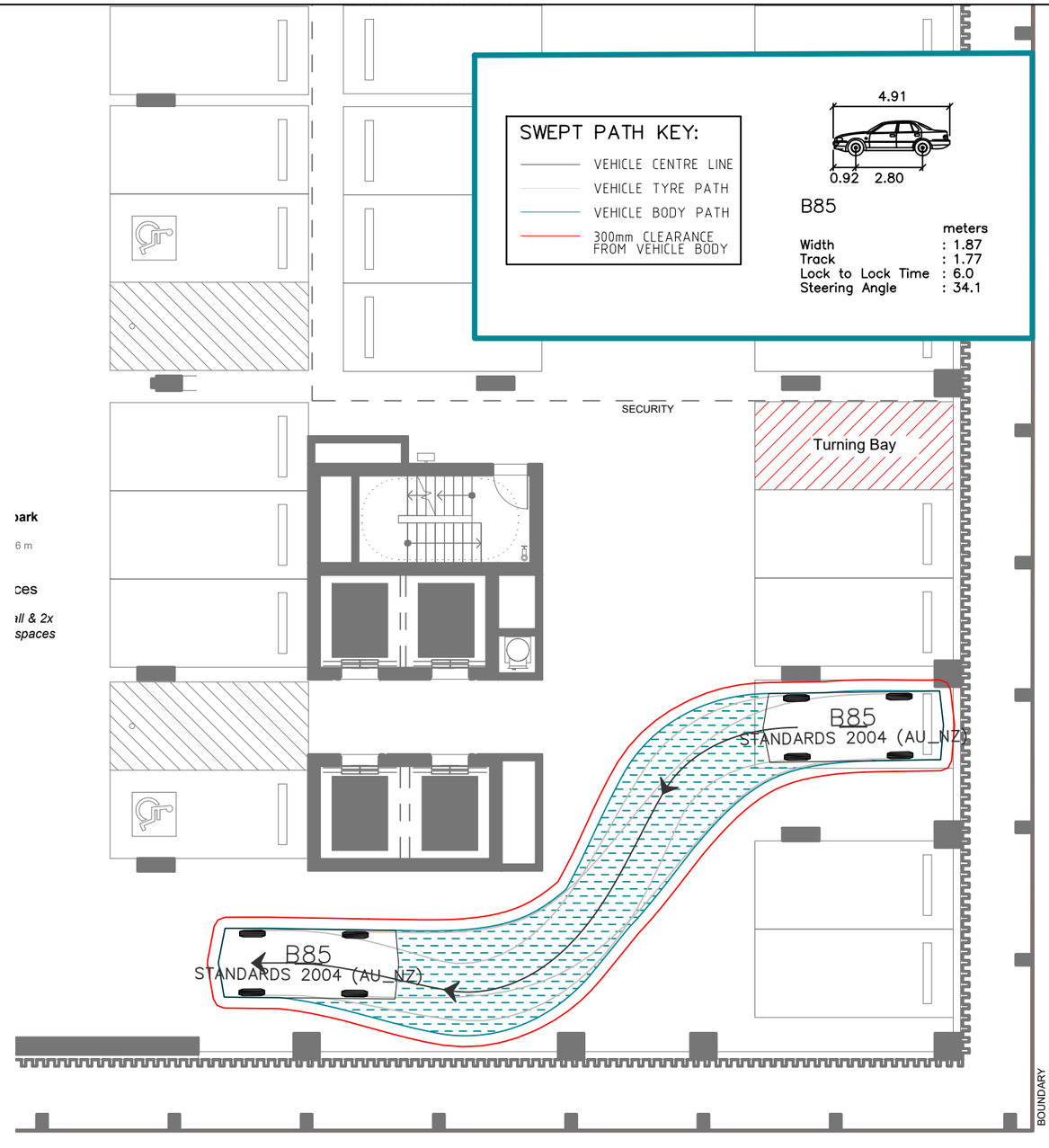
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TREET

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Plotted by Jasmine

19A-21 GORDON STREET, COFFS HARBOUR
INGRESS & EGRESS MOVEMENTS OF AN 85TH PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP SHEET NO. 13 OF 18 ISSUE DATE 24 October 2025

DESIGNED BY J.KARLSSON

SCALE A3 0 1.5 3.0 1:150

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SECURITY

Turning Bay

B85
STANDARDS 2004 (AU_NZ)

B85
STANDARDS 2004 (AU_NZ)

B85
STANDARDS 2004 (AU_NZ)

B85
STANDARDS 2004 (AU_NZ)

SECURITY

Turning Bay

B85
STANDARDS 2004 (AU_NZ)

B85
STANDARDS 2004 (AU_NZ)

B85
STANDARDS 2004 (AU_NZ)

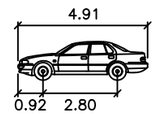
GORDON STREET

BOUNDARY

BOUNDARY

SWEPT PATH KEY:

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



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

rpark

3.66 m

aces

mall & 2x
e spaces

STREET

T:\WORK2A\24230 - 19A-21 GORDON STREET, COFFS HARBOUR\DRAWING\24230-V1.3-SP.dwg

Plotted by: Jasmine

19A-21 GORDON STREET, COFFS HARBOUR
INGRESS & EGRESS MOVEMENTS OF AN 85TH PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP SHEET NO. 14 OF 18 ISSUE DATE 24 October 2025

DESIGNED BY J.KARLSSON

SCALE A3 0 1.5 3.0 1:150

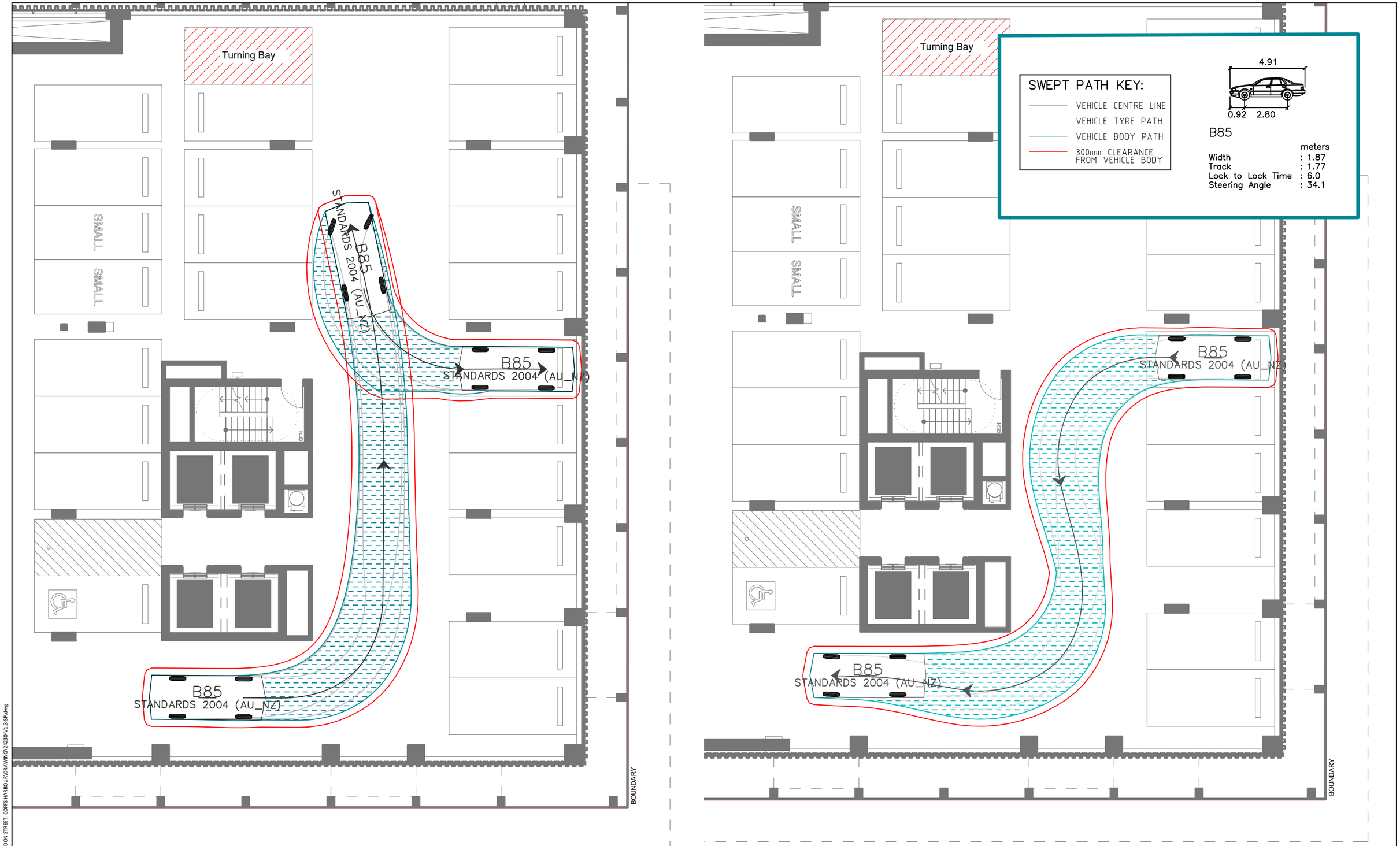
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Plotted by Jasmine

19A-21 GORDON STREET, COFFS HARBOUR
INGRESS & EGRESS MOVEMENTS OF AN 85TH PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP SHEET NO. 15 OF 18 ISSUE DATE 24 October 2025

DESIGNED BY J.KARLSSON

SCALE A3 0 1.5 3.0 1:150

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Turning Bay

Turning Bay

SMALL

SMALL

SMALL

SMALL

B85
STANDARDS 2004 (AU_NZ)

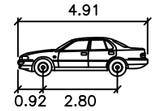
B85
STANDARDS 2004 (AU_NZ)

B85
STANDARDS 2004 (AU_NZ)

B85
STANDARDS 2004 (AU_NZ)

SWEPT PATH KEY:

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



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

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Plotted by Jasmine

19A-21 GORDON STREET, COFFS HARBOUR
INGRESS & EGRESS MOVEMENTS OF AN 85TH PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP SHEET NO. 16 OF 18 ISSUE DATE 24 October 2025

DESIGNED BY J.KARLSSON

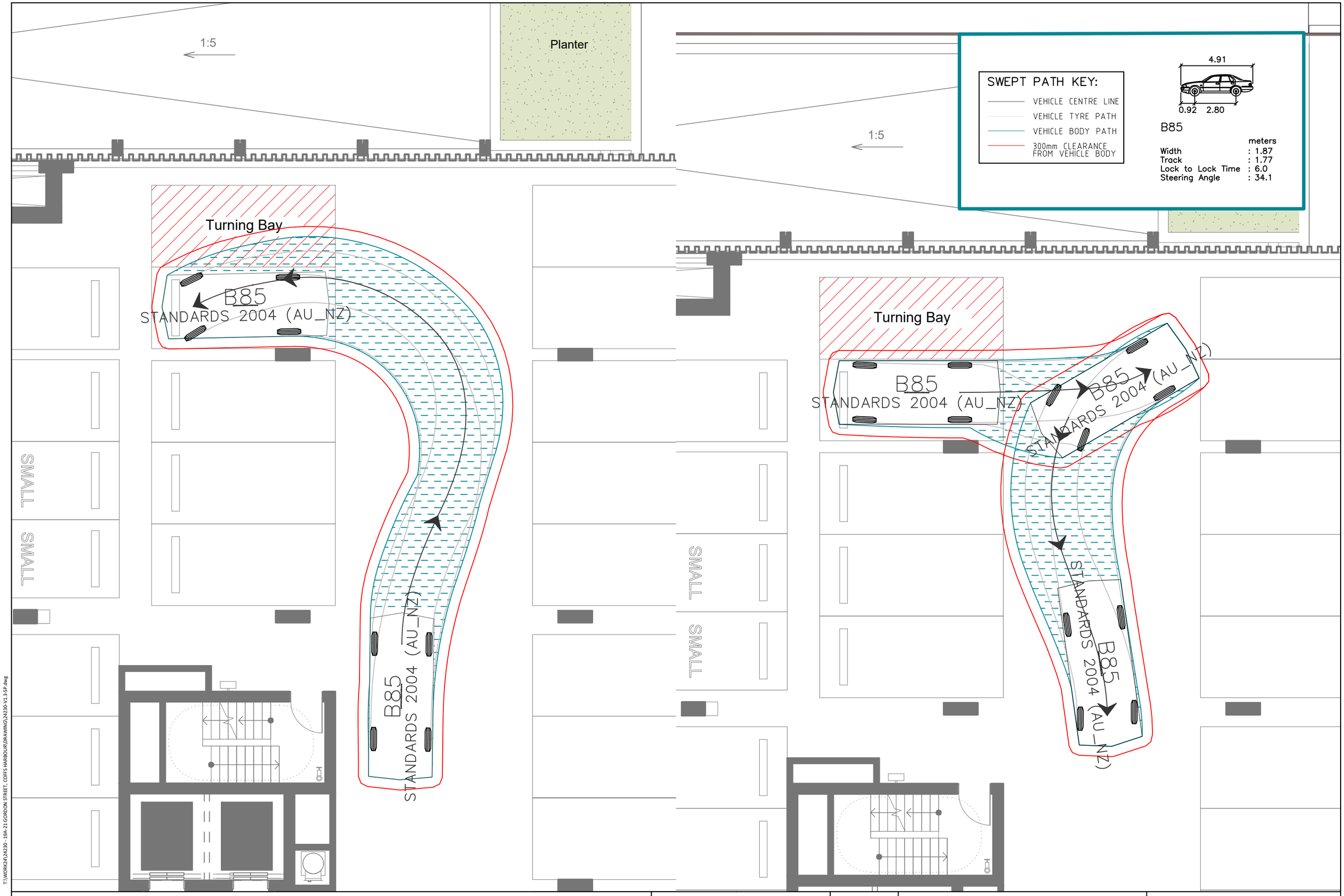
SCALE A3 0 1.0 2.0 1:100

N

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Plotted by Jasmine

19A-21 GORDON STREET, COFFS HARBOUR
INGRESS & EGRESS MOVEMENTS OF AN 85TH PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP SHEET NO. 17 OF 18 ISSUE DATE 24 October 2025

DESIGNED BY J.KARLSSON

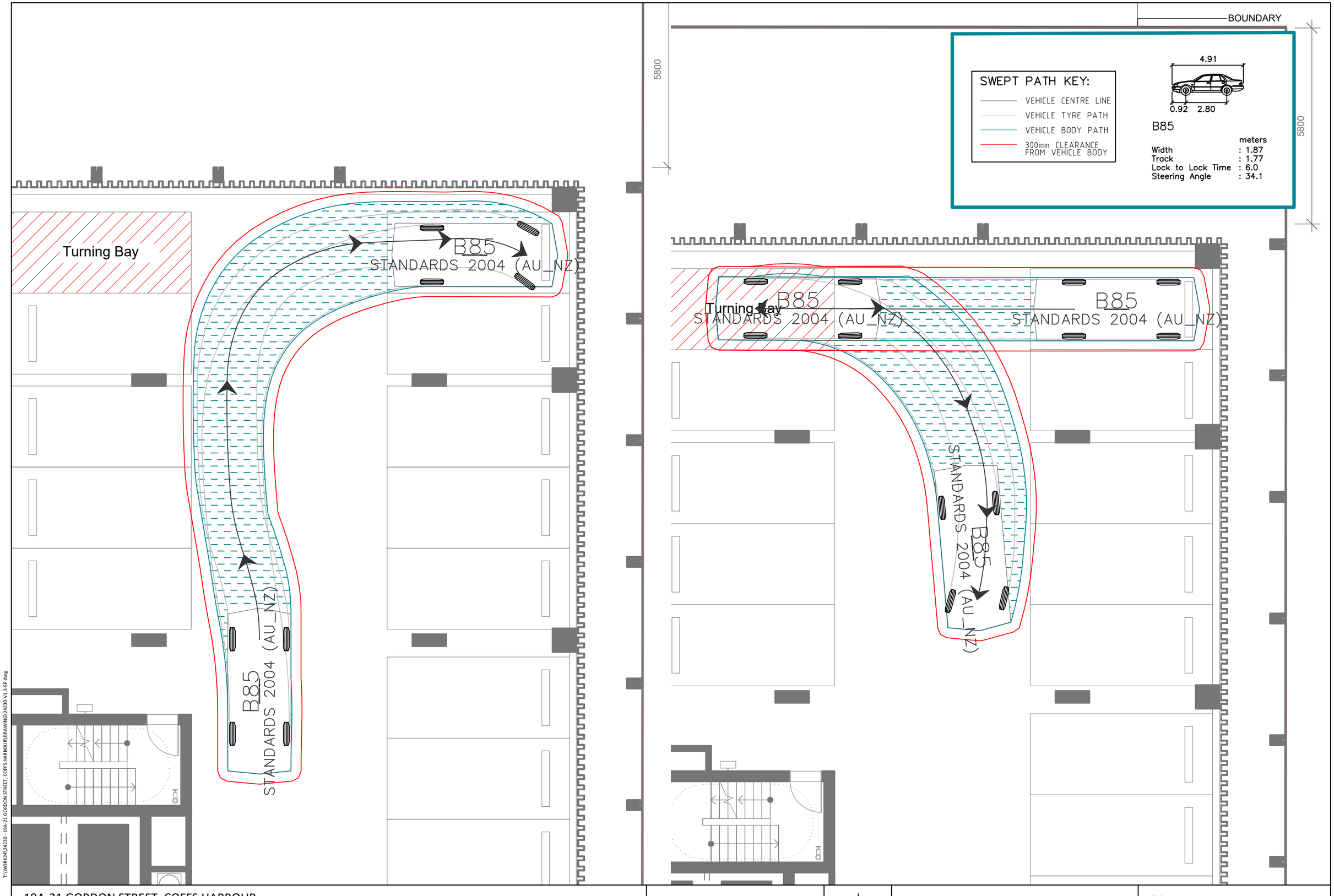
SCALE A3 0 1.0 2.0 1:100

N

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Plotted by Jasmine

19A-21 GORDON STREET, COFFS HARBOUR
INGRESS & EGRESS MOVEMENTS OF AN 85TH PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V1.3-SP SHEET NO. 18 OF 18 ISSUE DATE 24 October 2025

DESIGNED BY J.KARLSSON

SCALE A3 0 1.0 2.0 1:100

N

DISCLAIMER

This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V12.0 in conjunction with AutoCAD 2023. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994
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Appendix D
Traffic Surveys

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Moonee St and Pacific Hwy, Coffs Harbour

GPS *-30.297140, 153.113057*

Date:	Tue 19/06/18
Weather:	Overcast
Suburban:	Coffs Harbour
Customer:	N/A

North:	Pacific Hwy
East:	Moonee St
South:	Pacific Hwy
West:	Moonee St

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

All Vehicles

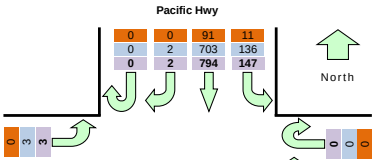
Time		North Approach Pacific Hwy				East Approach Moonee St				South Approach Pacific Hwy				West Approach Moonee St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
6:00	6:15	0	0	110	6	0	1	2	1	0	4	78	0	0	10	9	0	1035	
6:15	6:30	0	0	127	6	0	2	3	0	0	6	83	0	0	15	9	0	1130	
6:30	6:45	0	0	113	10	0	2	4	1	0	7	91	0	0	16	12	0	1253	
6:45	7:00	0	0	138	11	0	4	4	1	0	8	104	0	0	21	16	0	1452	
7:00	7:15	0	0	123	19	0	5	5	2	0	10	101	0	0	28	23	0	1652	
7:15	7:30	0	0	162	16	0	4	18	3	0	13	109	0	0	30	19	0	1833	
7:30	7:45	0	0	193	16	0	6	12	4	0	11	152	0	0	40	21	0	2077	
7:45	8:00	0	0	179	27	0	9	21	7	0	10	161	0	0	60	32	1	2301	
8:00	8:15	0	1	182	21	0	10	21	5	0	16	151	0	0	47	42	1	2428	
8:15	8:30	0	0	206	35	0	19	32	9	0	19	184	0	0	65	48	1	2464	Peak
8:30	8:45	0	0	216	39	0	21	34	5	0	28	198	0	0	73	65	0	2354	
8:45	9:00	0	0	203	41	0	26	41	6	0	28	198	0	0	42	47	2	2216	
9:00	9:15	0	2	169	32	0	18	32	10	0	27	166	0	0	32	45	0	2147	
9:15	9:30	0	1	168	31	0	15	33	9	0	27	164	0	0	32	28	0	2144	
9:30	9:45	0	1	161	36	0	25	31	9	0	24	181	0	0	34	38	1	2222	
9:45	10:00	0	2	194	30	0	16	33	16	0	27	180	0	0	28	38	1	2255	
10:00	10:15	0	1	169	49	0	18	31	13	0	11	173	0	0	35	28	2	2278	
10:15	10:30	0	7	181	33	0	16	23	13	0	36	212	0	0	40	23	2	2368	
10:30	10:45	0	1	193	38	0	11	25	15	0	24	207	0	0	28	31	1	2341	
10:45	11:00	0	3	176	40	0	22	39	17	0	28	199	0	0	29	35	0	2324	
11:00	11:15	0	1	217	34	0	20	34	13	0	26	215	0	0	31	27	2	2282	
11:15	11:30	0	3	196	40	0	28	25	12	0	27	182	0	0	23	22	1		
11:30	11:45	0	1	185	49	0	22	17	14	0	22	174	0	0	36	35	2		
11:45	12:00	0	3	190	33	0	32	39	16	0	35	147	0	0	34	17	0		
12:00	12:15	0	2	173	46	0	21	28	16	0	21	168	0	0	31	23	1	2232	
12:15	12:30	0	6	163	50	0	29	32	21	0	36	176	0	0	29	25	2	2304	
12:30	12:45	0	4	201	36	0	20	23	13	0	34	179	0	0	24	22	3	2304	
12:45	13:00	0	2	184	41	0	23	36	11	0	38	174	0	0	31	31	3	2269	
13:00	13:15	0	0	204	50	0	27	31	13	0	22	195	0	0	30	29	1	2241	
13:15	13:30	0	1	195	31	0	12	28	21	0	31	181	0	0	35	29	5	2241	
13:30	13:45	0	2	197	31	0	22	28	14	0	20	157	0	0	31	19	3	2280	
13:45	14:00	0	2	171	36	0	19	33	17	0	21	192	0	0	26	24	5	2368	
14:00	14:15	0	4	204	31	0	18	34	14	0	41	197	0	0	36	23	0	2410	
14:15	14:30	0	1	207	41	0	25	26	15	0	27	186	0	0	43	34	3	2457	
14:30	14:45	0	1	235	27	0	25	25	15	0	30	179	0	0	45	29	1	2501	
14:45	15:00	0	4	192	31	0	33	44	18	0	22	160	0	0	42	39	3	2609	
15:00	15:15	0	4	190	29	0	35	40	14	0	27	217	0	0	56	34	3	2668	Peak
15:15	15:30	0	1	210	32	0	29	45	10	0	29	202	0	0	48	45	1	2660	
15:30	15:45	0	3	242	50	0	35	38	13	0	29	227	0	0	44	38	1	2626	
15:45	16:00	0	2	203	41	0	31	52	10	0	26	205	0	0	43	32	2	2526	
16:00	16:15	0	2	201	41	0	29	40	12	0	31	202	0	0	35	47	1	2469	
16:15	16:30	0	2	162	37	0	29	38	28	0	40	209	0	0	35	36	2	2501	
16:30	16:45	0	1	180	35	0	29	49	14	0	33	201	0	0	45	31	2	2532	
16:45	17:00	0	2	163	30	0	31	53	15	0	38	189	0	0	38	31	0	2485	
17:00	17:15	0	4	188	31	0	30	54	16	0	31	206	0	0	66	45	2	2343	
17:15	17:30	0	3	179	33	0	32	51	22	0	40	213	0	0	45	30	1		
17:30	17:45	0	3	147	38	0	22	50	18	0	31	188	0	0	39	34	3		
17:45	18:00	0	2	123	14	0	24	39	11	0	24	156	0	0	33	21	1		

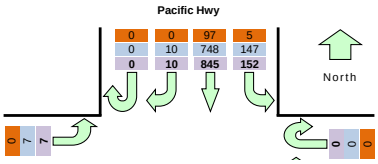
Peak Time		North Approach Pacific Hwy				East Approach Moonee St				South Approach Pacific Hwy				West Approach Moonee St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	2	794	147	0	84	139	30	0	102	746	0	0	212	205	3	2464
15:00	16:00	0	10	845	152	0	130	175	47	0	111	851	0	0	191	149	7	2668

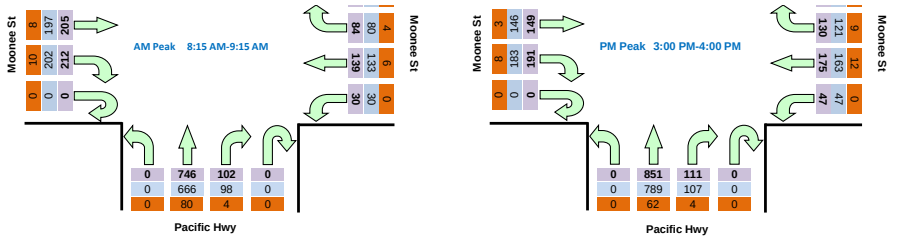
Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy







Light Vehicles

Time		North Approach Pacific Hwy				East Approach Moonee St				South Approach Pacific Hwy				West Approach Moonee St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	97	5	0	1	2	1	0	4	66	0	0	10	8	0
6:15	6:30	0	0	112	6	0	2	3	0	0	6	69	0	0	15	9	0
6:30	6:45	0	0	101	8	0	2	4	1	0	7	71	0	0	16	10	0
6:45	7:00	0	0	120	10	0	4	4	1	0	8	83	0	0	21	15	0
7:00	7:15	0	0	108	15	0	4	5	1	0	10	79	0	0	28	21	0
7:15	7:30	0	0	145	15	0	4	18	3	0	13	85	0	0	30	17	0
7:30	7:45	0	0	171	16	0	6	11	4	0	11	124	0	0	37	21	0
7:45	8:00	0	0	168	25	0	6	21	7	0	9	133	0	0	58	30	1
8:00	8:15	0	1	167	19	0	10	20	5	0	16	128	0	0	46	36	1
8:15	8:30	0	0	182	33	0	18	30	9	0	19	162	0	0	61	44	1
8:30	8:45	0	0	196	33	0	20	33	5	0	27	175	0	0	73	64	0
8:45	9:00	0	0	176	39	0	26	38	6	0	28	180	0	0	39	45	2
9:00	9:15	0	2	149	31	0	16	32	10	0	24	149	0	0	29	44	0
9:15	9:30	0	1	147	30	0	13	31	9	0	25	143	0	0	32	27	0
9:30	9:45	0	0	141	31	0	23	31	8	0	23	163	0	0	33	37	1
9:45	10:00	0	2	175	27	0	16	31	16	0	27	158	0	0	28	37	1
10:00	10:15	0	1	149	46	0	17	31	12	0	11	149	0	0	31	27	2
10:15	10:30	0	6	162	31	0	15	23	12	0	35	189	0	0	39	22	2
10:30	10:45	0	1	181	37	0	10	24	14	0	24	185	0	0	27	30	1
10:45	11:00	0	3	163	38	0	22	38	17	0	28	179	0	0	27	33	0
11:00	11:15	0	1	198	32	0	18	33	13	0	26	188	0	0	30	27	2
11:15	11:30	0	2	177	38	0	26	25	12	0	27	164	0	0	23	22	1
11:30	11:45	0	1	167	46	0	20	17	14	0	22	156	0	0	36	35	2
11:45	12:00	0	3	168	30	0	30	38	16	0	35	134	0	0	33	16	0
12:00	12:15	0	2	152	45	0	18	28	15	0	20	154	0	0	30	23	1
12:15	12:30	0	5	154	49	0	28	32	21	0	33	162	0	0	26	24	2
12:30	12:45	0	4	180	35	0	19	22	13	0	33	163	0	0	23	22	3
12:45	13:00	0	2	163	38	0	22	34	9	0	37	158	0	0	30	30	3
13:00	13:15	0	0	181	50	0	22	31	13	0	22	178	0	0	30	28	1
13:15	13:30	0	1	176	29	0	12	28	21	0	31	158	0	0	34	28	5
13:30	13:45	0	2	172	30	0	20	28	14	0	20	148	0	0	29	19	3
13:45	14:00	0	2	152	35	0	18	32	16	0	20	173	0	0	25	24	4
14:00	14:15	0	4	175	31	0	16	34	14	0	40	184	0	0	33	22	0
14:15	14:30	0	1	181	40	0	23	25	15	0	27	168	0	0	39	34	3
14:30	14:45	0	1	211	26	0	23	24	15	0	30	167	0	0	45	29	1
14:45	15:00	0	4	157	30	0	31	42	18	0	22	146	0	0	40	38	3
15:00	15:15	0	4	171	28	0	32	36	14	0	27	206	0	0	54	34	3
15:15	15:30	0	1	186	31	0	27	45	10	0	28	186	0	0	46	43	1
15:30	15:45	0	3	212	50	0	33	34	13	0	28	208	0	0	44	38	1
15:45	16:00	0	2	179	38	0	29	48	10	0	24	189	0	0	39	31	2
16:00	16:15	0	2	166	40	0	28	40	11	0	30	189	0	0	35	45	1
16:15	16:30	0	2	135	35	0	28	38	28	0	39	196	0	0	33	36	2
16:30	16:45	0	1	156	35	0	28	48	14	0	32	182	0	0	43	30	2
16:45	17:00	0	2	140	29	0	30	52	15	0	37	169	0	0	38	31	0
17:00	17:15	0	4	168	30	0	28	54	16	0	31	191	0	0	64	44	2
17:15	17:30	0	3	145	31	0	32	49	22	0	39	198	0	0	44	30	1
17:30	17:45	0	3	119	38	0	22	50	18	0	31	169	0	0	39	34	3
17:45	18:00	0	2	99	14	0	24	39	11	0	23	144	0	0	31	21	1

Peak Time		North Approach Pacific Hwy				East Approach Moonee St				South Approach Pacific Hwy				West Approach Moonee St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	2	703	136	0	80	133	30	0	98	666	0	0	202	197	3	2250
15:00	16:00	0	10	748	147	0	121	163	47	0	107	789	0	0	183	146	7	2468

Heavy Vehicles

Time		North Approach Pacific Hwy				East Approach Moonee St				South Approach Pacific Hwy				West Approach Moonee St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	8	1	0	0	0	0	0	0	7	0	0	0	1	0
6:15	6:30	0	0	8	0	0	0	0	0	0	0	9	0	0	0	0	0
6:30	6:45	0	0	8	2	0	0	0	0	0	0	14	0	0	0	2	0
6:45	7:00	0	0	11	1	0	0	0	0	0	0	15	0	0	0	1	0

7:00	7:15	0	0	9	4	0	1	0	1	0	0	14	0	0	0	2	0
7:15	7:30	0	0	11	1	0	0	0	0	0	0	15	0	0	0	2	0
7:30	7:45	0	0	12	0	0	0	1	0	0	0	22	0	0	2	0	0
7:45	8:00	0	0	8	2	0	3	0	0	0	1	21	0	0	2	2	0
8:00	8:15	0	0	12	2	0	0	1	0	0	0	15	0	0	0	6	0
8:15	8:30	0	0	18	2	0	1	2	0	0	0	12	0	0	3	4	0
8:30	8:45	0	0	11	5	0	1	1	0	0	1	17	0	0	0	1	0
8:45	9:00	0	0	16	2	0	0	3	0	0	0	13	0	0	3	2	0
9:00	9:15	0	0	16	1	0	2	0	0	0	3	13	0	0	1	1	0
9:15	9:30	0	0	15	1	0	2	2	0	0	2	14	0	0	0	1	0
9:30	9:45	0	1	5	5	0	2	0	1	0	1	15	0	0	1	1	0
9:45	10:00	0	0	10	3	0	0	2	0	0	0	10	0	0	0	1	0
10:00	10:15	0	0	14	3	0	1	0	1	0	0	15	0	0	4	1	0
10:15	10:30	0	1	15	2	0	1	0	1	0	1	12	0	0	1	1	0
10:30	10:45	0	0	9	1	0	1	1	1	0	0	13	0	0	1	1	0
10:45	11:00	0	0	11	2	0	0	1	0	0	0	9	0	0	1	2	0
11:00	11:15	0	0	13	2	0	2	1	0	0	0	17	0	0	1	0	0
11:15	11:30	0	1	11	2	0	2	0	0	0	0	13	0	0	0	0	0
11:30	11:45	0	0	11	3	0	2	0	0	0	0	12	0	0	0	0	0
11:45	12:00	0	0	15	2	0	2	1	0	0	0	11	0	0	0	1	0
12:00	12:15	0	0	11	1	0	2	0	1	0	1	5	0	0	1	0	0
12:15	12:30	0	1	4	1	0	1	0	0	0	3	8	0	0	3	1	0
12:30	12:45	0	0	12	1	0	1	1	0	0	1	7	0	0	1	0	0
12:45	13:00	0	0	13	3	0	1	2	2	0	1	9	0	0	1	1	0
13:00	13:15	0	0	15	0	0	4	0	0	0	0	13	0	0	0	1	0
13:15	13:30	0	0	13	2	0	0	0	0	0	0	14	0	0	0	1	0
13:30	13:45	0	0	13	1	0	2	0	0	0	0	4	0	0	2	0	0
13:45	14:00	0	0	11	1	0	1	1	1	0	1	14	0	0	1	0	1
14:00	14:15	0	0	8	0	0	2	0	0	0	1	9	0	0	2	1	0
14:15	14:30	0	0	15	1	0	2	1	0	0	0	13	0	0	3	0	0
14:30	14:45	0	0	12	1	0	2	1	0	0	0	9	0	0	0	0	0
14:45	15:00	0	0	20	1	0	2	2	0	0	0	10	0	0	2	1	0
15:00	15:15	0	0	11	1	0	3	4	0	0	0	7	0	0	1	0	0
15:15	15:30	0	0	9	1	0	2	0	0	0	1	10	0	0	2	2	0
15:30	15:45	0	0	13	0	0	2	4	0	0	1	7	0	0	0	0	0
15:45	16:00	0	0	11	3	0	2	4	0	0	2	6	0	0	2	1	0
16:00	16:15	0	0	13	1	0	1	0	1	0	1	8	0	0	0	2	0
16:15	16:30	0	0	9	2	0	1	0	0	0	1	3	0	0	2	0	0
16:30	16:45	0	0	10	0	0	1	1	0	0	1	7	0	0	1	1	0
16:45	17:00	0	0	7	1	0	1	1	0	0	1	4	0	0	0	0	0
17:00	17:15	0	0	7	1	0	2	0	0	0	0	5	0	0	2	1	0
17:15	17:30	0	0	7	2	0	0	1	0	0	1	4	0	0	1	0	0
17:30	17:45	0	0	9	0	0	0	0	0	0	0	6	0	0	0	0	0
17:45	18:00	0	0	5	0	0	0	0	0	0	1	7	0	0	2	0	0

Peak Time		North Approach Pacific Hwy				East Approach Moonee St				South Approach Pacific Hwy				West Approach Moonee St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	0	91	11	0	4	6	0	0	4	80	0	0	10	8	0	214
15:00	16:00	0	0	97	5	0	9	12	0	0	4	62	0	0	8	3	0	200

Semi

Time		North Approach Pacific Hwy				East Approach Moonee St				South Approach Pacific Hwy				West Approach Moonee St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	5	0	0	0	0	0	0	0	5	0	0	0	0	0
6:15	6:30	0	0	7	0	0	0	0	0	0	0	5	0	0	0	0	0
6:30	6:45	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0	0
6:45	7:00	0	0	7	0	0	0	0	0	0	0	6	0	0	0	0	0
7:00	7:15	0	0	6	0	0	0	0	0	0	0	8	0	0	0	0	0
7:15	7:30	0	0	6	0	0	0	0	0	0	0	9	0	0	0	0	0
7:30	7:45	0	0	10	0	0	0	0	0	0	0	6	0	0	1	0	0
7:45	8:00	0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0
8:00	8:15	0	0	3	0	0	0	0	0	0	0	8	0	0	1	0	0
8:15	8:30	0	0	6	0	0	0	0	0	0	0	10	0	0	1	0	0
8:30	8:45	0	0	9	1	0	0	0	0	0	0	6	0	0	0	0	0
8:45	9:00	0	0	11	0	0	0	0	0	0	0	5	0	0	0	0	0
9:00	9:15	0	0	4	0	0	0	0	0	0	0	4	0	0	2	0	0
9:15	9:30	0	0	6	0	0	0	0	0	0	0	7	0	0	0	0	0
9:30	9:45	0	0	15	0	0	0	0	0	0	0	3	0	0	0	0	0
9:45	10:00	0	0	9	0	0	0	0	0	0	0	12	0	0	0	0	0
10:00	10:15	0	0	6	0	0	0	0	0	0	0	9	0	0	0	0	0
10:15	10:30	0	0	4	0	0	0	0	0	0	0	11	0	0	0	0	0

10:30	10:45	0	0	3	0	0	0	0	0	0	0	9	0	0	0	0	0
10:45	11:00	0	0	2	0	0	0	0	0	0	0	11	0	0	1	0	0
11:00	11:15	0	0	6	0	0	0	0	0	0	0	10	0	0	0	0	0
11:15	11:30	0	0	8	0	0	0	0	0	0	0	5	0	0	0	0	0
11:30	11:45	0	0	7	0	0	0	0	0	0	0	6	0	0	0	0	0
11:45	12:00	0	0	7	1	0	0	0	0	0	0	2	0	0	1	0	0
12:00	12:15	0	0	10	0	0	1	0	0	0	0	9	0	0	0	0	0
12:15	12:30	0	0	5	0	0	0	0	0	0	0	6	0	0	0	0	0
12:30	12:45	0	0	9	0	0	0	0	0	0	0	9	0	0	0	0	0
12:45	13:00	0	0	8	0	0	0	0	0	0	0	7	0	0	0	0	0
13:00	13:15	0	0	8	0	0	1	0	0	0	0	4	0	0	0	0	0
13:15	13:30	0	0	6	0	0	0	0	0	0	0	9	0	0	1	0	0
13:30	13:45	0	0	12	0	0	0	0	0	0	0	5	0	0	0	0	0
13:45	14:00	0	0	8	0	0	0	0	0	0	0	5	0	0	0	0	0
14:00	14:15	0	0	21	0	0	0	0	0	0	0	4	0	0	1	0	0
14:15	14:30	0	0	11	0	0	0	0	0	0	0	5	0	0	1	0	0
14:30	14:45	0	0	12	0	0	0	0	0	0	0	3	0	0	0	0	0
14:45	15:00	0	0	15	0	0	0	0	0	0	0	4	0	0	0	0	0
15:00	15:15	0	0	8	0	0	0	0	0	0	0	4	0	0	1	0	0
15:15	15:30	0	0	15	0	0	0	0	0	0	0	6	0	0	0	0	0
15:30	15:45	0	0	17	0	0	0	0	0	0	0	12	0	0	0	0	0
15:45	16:00	0	0	13	0	0	0	0	0	0	0	10	0	0	2	0	0
16:00	16:15	0	0	22	0	0	0	0	0	0	0	5	0	0	0	0	0
16:15	16:30	0	0	18	0	0	0	0	0	0	0	10	0	0	0	0	0
16:30	16:45	0	0	14	0	0	0	0	0	0	0	12	0	0	1	0	0
16:45	17:00	0	0	16	0	0	0	0	0	0	0	16	0	0	0	0	0
17:00	17:15	0	0	13	0	0	0	0	0	0	0	10	0	0	0	0	0
17:15	17:30	0	0	27	0	0	0	1	0	0	0	11	0	0	0	0	0
17:30	17:45	0	0	19	0	0	0	0	0	0	0	13	0	0	0	0	0
17:45	18:00	0	0	19	0	0	0	0	0	0	0	5	0	0	0	0	0

Peak Time		North Approach Pacific Hwy				East Approach Moonee St				South Approach Pacific Hwy				West Approach Moonee St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	0	30	1	0	0	0	0	0	0	25	0	0	3	0	0	59
15:00	16:00	0	0	53	0	0	0	0	0	0	0	32	0	0	3	0	0	88

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Harbour Dr and Pacific Hwy, Coffs Harbour

GPS *-30.296207, 153.113971*

Date:	Tue 19/06/18
Weather:	Overcast
Suburban:	Coffs Harbour
Customer:	N/A

North:	Pacific Hwy
East:	Harbour Dr
South:	Pacific Hwy
West:	W High St

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

All Vehicles

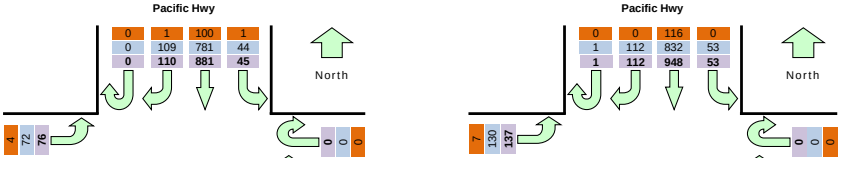
Time		North Approach Pacific Hwy				East Approach Harbour Dr				South Approach Pacific Hwy				West Approach W High St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
6:00	6:15	0	1	116	0	0	0	15	0	0	0	79	0	0	0	9	1	1022	
6:15	6:30	0	1	131	1	0	0	17	1	0	0	85	0	0	1	11	0	1108	
6:30	6:45	0	2	121	2	0	0	17	2	0	0	93	0	0	0	16	2	1234	
6:45	7:00	0	3	146	2	0	0	19	2	0	0	108	0	0	1	15	2	1435	
7:00	7:15	0	7	133	6	0	0	24	5	0	0	105	1	0	1	22	3	1628	
7:15	7:30	0	10	169	7	0	0	17	10	0	0	113	0	0	3	33	12	1820	
7:30	7:45	0	15	205	11	0	0	20	5	0	0	157	1	0	1	32	9	2053	
7:45	8:00	0	15	199	7	0	0	39	4	0	0	167	4	0	3	39	14	2246	
8:00	8:15	0	16	200	15	0	0	30	5	0	0	161	1	0	3	48	20	2388	
8:15	8:30	0	21	232	15	0	0	40	7	0	0	199	5	0	3	63	22	2426	Peak
8:30	8:45	0	33	245	11	0	0	44	7	0	0	210	9	0	4	69	17	2357	
8:45	9:00	0	33	218	10	0	0	52	19	0	0	221	5	0	5	54	16	2253	
9:00	9:15	0	23	186	9	0	0	36	10	0	0	180	4	0	7	61	21	2191	
9:15	9:30	0	28	183	15	0	0	42	16	0	0	177	2	0	4	44	27	2194	
9:30	9:45	0	18	177	13	0	0	37	13	0	0	200	7	0	6	48	26	2262	
9:45	10:00	0	23	212	17	0	0	44	11	0	0	190	7	0	4	41	22	2307	
10:00	10:15	0	13	194	12	0	0	41	11	0	0	190	3	0	10	42	24	2312	
10:15	10:30	0	24	199	15	0	0	53	12	0	0	227	3	0	8	35	30	2406	
10:30	10:45	0	24	204	19	0	0	34	19	0	0	215	4	0	5	41	25	2397	
10:45	11:00	0	13	200	18	0	0	41	14	0	0	215	6	0	5	39	25	2380	
11:00	11:15	0	17	222	17	0	0	41	21	0	0	230	7	0	10	34	35	2370	
11:15	11:30	0	19	212	16	0	1	41	19	0	0	209	2	0	6	37	35		
11:30	11:45	0	18	194	18	0	0	33	30	0	0	192	6	0	11	43	28		
11:45	12:00	0	31	202	22	0	0	33	17	0	0	176	3	0	11	35	36		
12:00	12:15	0	33	195	15	0	0	50	15	0	0	183	7	0	6	46	32	2341	
12:15	12:30	0	25	193	18	0	1	42	18	0	0	195	12	0	10	45	35	2391	
12:30	12:45	1	29	218	26	0	0	32	19	0	0	198	4	0	4	39	19	2380	
12:45	13:00	0	22	191	22	0	0	45	23	0	0	192	8	0	11	38	24	2348	
13:00	13:15	0	21	229	17	0	0	40	20	0	0	219	4	0	5	47	30	2340	
13:15	13:30	0	26	204	11	0	1	50	15	0	0	196	2	0	5	46	27	2302	
13:30	13:45	0	28	209	17	0	0	38	18	0	0	176	6	0	6	33	26	2326	
13:45	14:00	0	24	193	13	0	0	47	9	0	0	204	12	0	4	38	24	2389	
14:00	14:15	0	24	219	11	0	0	47	12	0	0	213	2	0	6	39	21	2391	
14:15	14:30	1	22	220	11	0	0	38	20	0	0	208	6	0	10	38	33	2436	
14:30	14:45	0	29	239	10	0	0	51	16	0	0	197	8	0	9	35	26	2498	
14:45	15:00	0	22	201	9	0	0	40	19	0	0	189	7	0	8	48	27	2602	
15:00	15:15	0	30	199	15	0	1	43	14	0	0	240	15	0	11	41	30	2738	
15:15	15:30	0	22	225	10	0	0	65	15	0	0	225	7	0	3	62	35	2753	Peak
15:30	15:45	0	29	271	9	0	0	50	14	0	0	254	9	0	8	47	33	2702	
15:45	16:00	0	29	228	21	0	0	70	12	0	0	224	14	0	8	62	38	2628	
16:00	16:15	1	32	224	13	0	0	52	15	0	0	222	10	0	5	49	31	2540	
16:15	16:30	0	30	188	16	0	0	68	10	0	0	226	14	0	3	39	24	2557	
16:30	16:45	0	31	191	16	0	1	74	20	0	0	223	9	0	7	53	25	2605	
16:45	17:00	0	38	180	11	0	0	66	11	0	0	207	13	0	4	59	29	2537	
17:00	17:15	1	28	203	14	0	0	87	9	0	0	226	12	0	8	54	29	2401	
17:15	17:30	0	27	201	13	0	0	87	7	0	0	230	16	0	6	45	34		
17:30	17:45	0	26	157	6	0	0	66	21	0	0	191	22	0	8	55	30		
17:45	18:00	1	26	131	7	0	0	70	2	0	0	174	7	0	8	43	13		

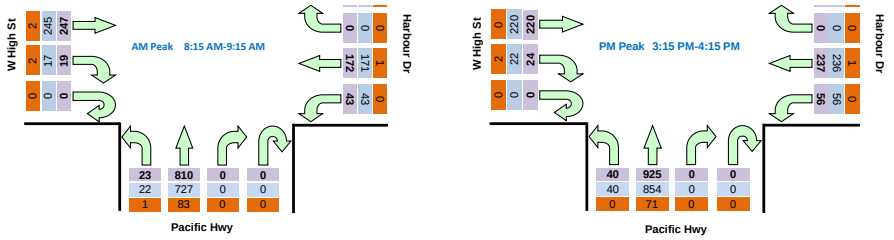
Peak Time		North Approach Pacific Hwy				East Approach Harbour Dr				South Approach Pacific Hwy				West Approach W High St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	110	881	45	0	0	172	43	0	0	810	23	0	19	247	76	2426
15:15	16:15	1	112	948	53	0	0	237	56	0	0	925	40	0	24	220	137	2753

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

Graphic

Total
Light
Heavy





Light Vehicles

Time		North Approach Pacific Hwy				East Approach Harbour Dr				South Approach Pacific Hwy				West Approach W High St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	1	102	0	0	0	15	0	0	0	67	0	0	0	9	1
6:15	6:30	0	0	116	1	0	0	17	1	0	0	71	0	0	1	11	0
6:30	6:45	0	2	107	2	0	0	17	2	0	0	73	0	0	0	15	2
6:45	7:00	0	3	127	2	0	0	19	2	0	0	87	0	0	1	15	2
7:00	7:15	0	5	115	6	0	0	24	4	0	0	83	0	0	1	20	3
7:15	7:30	0	10	151	7	0	0	17	10	0	0	89	0	0	3	33	10
7:30	7:45	0	13	183	10	0	0	20	5	0	0	129	1	0	1	31	8
7:45	8:00	0	15	186	7	0	0	38	4	0	0	136	4	0	3	39	13
8:00	8:15	0	14	185	15	0	0	30	5	0	0	138	1	0	1	48	18
8:15	8:30	0	21	206	15	0	0	40	7	0	0	176	5	0	3	63	20
8:30	8:45	0	32	219	11	0	0	44	7	0	0	186	9	0	4	68	16
8:45	9:00	0	33	190	10	0	0	51	19	0	0	203	5	0	4	54	16
9:00	9:15	0	23	166	8	0	0	36	10	0	0	162	3	0	6	60	20
9:15	9:30	0	28	161	15	0	0	42	16	0	0	156	0	0	4	44	26
9:30	9:45	0	18	152	13	0	0	36	13	0	0	180	7	0	5	48	24
9:45	10:00	0	22	190	17	0	0	44	11	0	0	168	7	0	4	40	22
10:00	10:15	0	12	173	12	0	0	40	11	0	0	165	3	0	8	42	24
10:15	10:30	0	23	177	15	0	0	53	12	0	0	203	3	0	8	34	30
10:30	10:45	0	23	191	18	0	0	33	19	0	0	192	4	0	5	41	25
10:45	11:00	0	13	186	18	0	0	41	14	0	0	195	6	0	4	39	25
11:00	11:15	0	16	201	17	0	0	39	21	0	0	201	7	0	10	34	35
11:15	11:30	0	19	190	16	0	1	41	19	0	0	189	2	0	6	37	32
11:30	11:45	0	15	174	17	0	0	32	30	0	0	172	6	0	10	43	27
11:45	12:00	0	30	178	22	0	0	33	17	0	0	161	3	0	10	35	36
12:00	12:15	0	33	175	15	0	0	50	14	0	0	166	7	0	5	46	32
12:15	12:30	0	25	182	18	0	1	42	18	0	0	180	12	0	10	45	35
12:30	12:45	1	28	196	26	0	0	31	19	0	0	181	4	0	4	39	18
12:45	13:00	0	21	168	22	0	0	45	23	0	0	175	8	0	10	38	23
13:00	13:15	0	21	206	17	0	0	39	20	0	0	197	4	0	5	47	30
13:15	13:30	0	25	184	11	0	1	50	15	0	0	173	2	0	4	46	27
13:30	13:45	0	28	184	17	0	0	37	18	0	0	165	6	0	5	33	24
13:45	14:00	0	24	173	12	0	0	46	9	0	0	184	11	0	4	37	23
14:00	14:15	0	24	192	11	0	0	47	12	0	0	198	2	0	4	39	21
14:15	14:30	1	22	193	11	0	0	38	20	0	0	188	6	0	10	38	31
14:30	14:45	0	29	214	10	0	0	50	16	0	0	183	8	0	9	35	25
14:45	15:00	0	21	166	9	0	0	40	19	0	0	173	7	0	7	47	25
15:00	15:15	0	30	179	15	0	1	43	14	0	0	226	15	0	11	41	29
15:15	15:30	0	22	200	10	0	0	65	15	0	0	207	7	0	3	62	33
15:30	15:45	0	29	243	9	0	0	50	14	0	0	233	9	0	6	47	31
15:45	16:00	0	29	201	21	0	0	70	12	0	0	206	14	0	8	62	36
16:00	16:15	1	32	188	13	0	0	51	15	0	0	208	10	0	5	49	30
16:15	16:30	0	30	159	16	0	0	68	10	0	0	212	14	0	3	38	22
16:30	16:45	0	31	168	16	0	1	74	19	0	0	203	9	0	7	52	23
16:45	17:00	0	38	156	11	0	0	66	11	0	0	187	12	0	4	59	29
17:00	17:15	1	27	182	13	0	0	87	9	0	0	209	12	0	8	54	29
17:15	17:30	0	25	165	13	0	0	87	7	0	0	215	16	0	6	45	34
17:30	17:45	0	26	129	6	0	0	66	21	0	0	172	22	0	8	55	30
17:45	18:00	1	26	107	7	0	0	70	2	0	0	162	7	0	8	43	13

Peak Time		North Approach Pacific Hwy				East Approach Harbour Dr				South Approach Pacific Hwy				West Approach W High St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	109	781	44	0	0	171	43	0	0	727	22	0	17	245	72	2231
15:15	16:15	1	112	832	53	0	0	236	56	0	0	854	40	0	22	220	130	2556

Heavy Vehicles

Time		North Approach Pacific Hwy				East Approach Harbour Dr				South Approach Pacific Hwy				West Approach W High St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	9	0	0	0	0	0	0	0	7	0	0	0	0	0
6:15	6:30	0	1	8	0	0	0	0	0	0	0	9	0	0	0	0	0
6:30	6:45	0	0	10	0	0	0	0	0	0	0	14	0	0	0	1	0
6:45	7:00	0	0	12	0	0	0	0	0	0	0	15	0	0	0	0	0

7:00	7:15	0	2	12	0	0	0	0	1	0	0	14	1	0	0	2	0
7:15	7:30	0	0	12	0	0	0	0	0	0	0	15	0	0	0	0	2
7:30	7:45	0	1	12	1	0	0	0	0	0	0	22	0	0	0	1	0
7:45	8:00	0	0	10	0	0	0	1	0	0	0	24	0	0	0	0	1
8:00	8:15	0	2	13	0	0	0	0	0	0	0	15	0	0	1	0	2
8:15	8:30	0	0	20	0	0	0	0	0	0	0	13	0	0	0	0	2
8:30	8:45	0	1	16	0	0	0	0	0	0	0	18	0	0	0	1	0
8:45	9:00	0	0	17	0	0	0	1	0	0	0	13	0	0	1	0	0
9:00	9:15	0	0	16	1	0	0	0	0	0	0	14	1	0	1	1	1
9:15	9:30	0	0	16	0	0	0	0	0	0	0	14	2	0	0	0	1
9:30	9:45	0	0	10	0	0	0	1	0	0	0	17	0	0	1	0	2
9:45	10:00	0	1	13	0	0	0	0	0	0	0	10	0	0	0	1	0
10:00	10:15	0	1	15	0	0	0	1	0	0	0	16	0	0	2	0	0
10:15	10:30	0	1	18	0	0	0	0	0	0	0	13	0	0	0	1	0
10:30	10:45	0	1	10	1	0	0	1	0	0	0	14	0	0	0	0	0
10:45	11:00	0	0	12	0	0	0	0	0	0	0	9	0	0	1	0	0
11:00	11:15	0	1	15	0	0	0	2	0	0	0	19	0	0	0	0	0
11:15	11:30	0	0	14	0	0	0	0	0	0	0	15	0	0	0	0	3
11:30	11:45	0	3	13	1	0	0	1	0	0	0	14	0	0	1	0	1
11:45	12:00	0	1	16	0	0	0	0	0	0	0	13	0	0	1	0	0
12:00	12:15	0	0	11	0	0	0	0	1	0	0	7	0	0	0	0	0
12:15	12:30	0	0	6	0	0	0	0	0	0	0	9	0	0	0	0	0
12:30	12:45	0	1	13	0	0	0	1	0	0	0	8	0	0	0	0	1
12:45	13:00	0	1	15	0	0	0	0	0	0	0	10	0	0	1	0	1
13:00	13:15	0	0	15	0	0	0	1	0	0	0	17	0	0	0	0	0
13:15	13:30	0	1	14	0	0	0	0	0	0	0	14	0	0	1	0	0
13:30	13:45	0	0	13	0	0	0	1	0	0	0	6	0	0	1	0	2
13:45	14:00	0	0	12	1	0	0	1	0	0	0	15	1	0	0	1	1
14:00	14:15	0	0	7	0	0	0	0	0	0	0	11	0	0	1	0	0
14:15	14:30	0	0	16	0	0	0	0	0	0	0	15	0	0	0	0	2
14:30	14:45	0	0	13	0	0	0	1	0	0	0	11	0	0	0	0	1
14:45	15:00	0	1	20	0	0	0	0	0	0	0	12	0	0	1	1	2
15:00	15:15	0	0	12	0	0	0	0	0	0	0	10	0	0	0	0	1
15:15	15:30	0	0	10	0	0	0	0	0	0	0	12	0	0	0	0	2
15:30	15:45	0	0	11	0	0	0	0	0	0	0	9	0	0	2	0	2
15:45	16:00	0	0	14	0	0	0	0	0	0	0	8	0	0	0	0	2
16:00	16:15	0	0	14	0	0	0	1	0	0	0	9	0	0	0	0	1
16:15	16:30	0	0	11	0	0	0	0	0	0	0	4	0	0	0	1	1
16:30	16:45	0	0	9	0	0	0	0	1	0	0	8	0	0	0	1	2
16:45	17:00	0	0	8	0	0	0	0	0	0	0	4	1	0	0	0	0
17:00	17:15	0	1	8	1	0	0	0	0	0	0	7	0	0	0	0	0
17:15	17:30	0	2	9	0	0	0	0	0	0	0	4	0	0	0	0	0
17:30	17:45	0	0	9	0	0	0	0	0	0	0	6	0	0	0	0	0
17:45	18:00	0	0	5	0	0	0	0	0	0	0	7	0	0	0	0	0

Peak Time		North Approach Pacific Hwy				East Approach Harbour Dr				South Approach Pacific Hwy				West Approach W High St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	1	100	1	0	0	1	0	0	0	83	1	0	2	2	4	195
15:15	16:15	0	0	116	0	0	0	1	0	0	0	71	0	0	2	0	7	197

Semi

Time		North Approach Pacific Hwy				East Approach Harbour Dr				South Approach Pacific Hwy				West Approach W High St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	5	0	0	0	0	0	0	0	5	0	0	0	0	0
6:15	6:30	0	0	7	0	0	0	0	0	0	0	5	0	0	0	0	0
6:30	6:45	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0	0
6:45	7:00	0	0	7	0	0	0	0	0	0	0	6	0	0	0	0	0
7:00	7:15	0	0	6	0	0	0	0	0	0	0	8	0	0	0	0	0
7:15	7:30	0	0	6	0	0	0	0	0	0	0	9	0	0	0	0	0
7:30	7:45	0	1	10	0	0	0	0	0	0	0	6	0	0	0	0	1
7:45	8:00	0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0
8:00	8:15	0	0	2	0	0	0	0	0	0	0	8	0	0	1	0	0
8:15	8:30	0	0	6	0	0	0	0	0	0	0	10	0	0	0	0	0
8:30	8:45	0	0	10	0	0	0	0	0	0	0	6	0	0	0	0	1
8:45	9:00	0	0	11	0	0	0	0	0	0	0	5	0	0	0	0	0
9:00	9:15	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0
9:15	9:30	0	0	6	0	0	0	0	0	0	0	7	0	0	0	0	0
9:30	9:45	0	0	15	0	0	0	0	0	0	0	3	0	0	0	0	0
9:45	10:00	0	0	9	0	0	0	0	0	0	0	12	0	0	0	0	0
10:00	10:15	0	0	6	0	0	0	0	0	0	0	9	0	0	0	0	0
10:15	10:30	0	0	4	0	0	0	0	0	0	0	11	0	0	0	0	0

10:30	10:45	0	0	3	0	0	0	0	0	0	0	9	0	0	0	0	0
10:45	11:00	0	0	2	0	0	0	0	0	0	0	11	0	0	0	0	0
11:00	11:15	0	0	6	0	0	0	0	0	0	0	10	0	0	0	0	0
11:15	11:30	0	0	8	0	0	0	0	0	0	0	5	0	0	0	0	0
11:30	11:45	0	0	7	0	0	0	0	0	0	0	6	0	0	0	0	0
11:45	12:00	0	0	8	0	0	0	0	0	0	0	2	0	0	0	0	0
12:00	12:15	0	0	9	0	0	0	0	0	0	0	10	0	0	1	0	0
12:15	12:30	0	0	5	0	0	0	0	0	0	0	6	0	0	0	0	0
12:30	12:45	0	0	9	0	0	0	0	0	0	0	9	0	0	0	0	0
12:45	13:00	0	0	8	0	0	0	0	0	0	0	7	0	0	0	0	0
13:00	13:15	0	0	8	0	0	0	0	0	0	0	5	0	0	0	0	0
13:15	13:30	0	0	6	0	0	0	0	0	0	0	9	0	0	0	0	0
13:30	13:45	0	0	12	0	0	0	0	0	0	0	5	0	0	0	0	0
13:45	14:00	0	0	8	0	0	0	0	0	0	0	5	0	0	0	0	0
14:00	14:15	0	0	20	0	0	0	0	0	0	0	4	0	0	1	0	0
14:15	14:30	0	0	11	0	0	0	0	0	0	0	5	0	0	0	0	0
14:30	14:45	0	0	12	0	0	0	0	0	0	0	3	0	0	0	0	0
14:45	15:00	0	0	15	0	0	0	0	0	0	0	4	0	0	0	0	0
15:00	15:15	0	0	8	0	0	0	0	0	0	0	4	0	0	0	0	0
15:15	15:30	0	0	15	0	0	0	0	0	0	0	6	0	0	0	0	0
15:30	15:45	0	0	17	0	0	0	0	0	0	0	12	0	0	0	0	0
15:45	16:00	0	0	13	0	0	0	0	0	0	0	10	0	0	0	0	0
16:00	16:15	0	0	22	0	0	0	0	0	0	0	5	0	0	0	0	0
16:15	16:30	0	0	18	0	0	0	0	0	0	0	10	0	0	0	0	1
16:30	16:45	0	0	14	0	0	0	0	0	0	0	12	0	0	0	0	0
16:45	17:00	0	0	16	0	0	0	0	0	0	0	16	0	0	0	0	0
17:00	17:15	0	0	13	0	0	0	0	0	0	0	10	0	0	0	0	0
17:15	17:30	0	0	27	0	0	0	0	0	0	0	11	0	0	0	0	0
17:30	17:45	0	0	19	0	0	0	0	0	0	0	13	0	0	0	0	0
17:45	18:00	0	0	19	0	0	0	0	0	0	0	5	0	0	0	0	0

Peak Time		North Approach Pacific Hwy				East Approach Harbour Dr				South Approach Pacific Hwy				West Approach W High St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	0	31	0	0	0	0	0	0	0	25	0	0	0	0	1	57
15:15	16:15	0	0	67	0	0	0	0	0	0	0	33	0	0	0	0	0	100

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Harbour Dr and Gordon St, Coffs Harbour

GPS *-30.297938, 153.116426*

Date:	Tue 19/06/18
Weather:	Overcast
Suburban:	Coffs Harbour
Customer:	N/A

North:	Gordon St
East:	Harbour Dr
South:	Gordon St
West:	Harbour Dr

Survey Period	AM:	6:00 AM-12:00 PM
	PM:	12:00 PM-6:00 PM
Traffic Peak	AM:	8:15 AM-9:15 AM
	PM:	4:15 PM-5:15 PM

All Vehicles

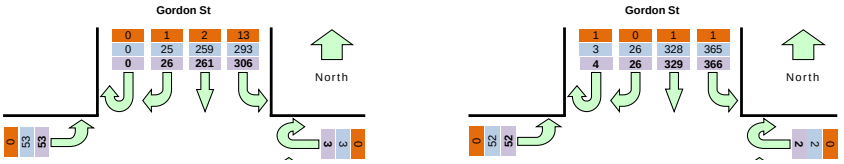
Time		North Approach Gordon St				East Approach Harbour Dr				South Approach Gordon St				West Approach Harbour Dr				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
6:00	6:15	0	1	11	10	0	15	16	0	0	2	5	2	0	1	7	1	385	
6:15	6:30	0	2	12	12	0	17	15	2	1	2	11	3	0	0	10	2	468	
6:30	6:45	0	1	14	16	0	20	19	1	1	4	15	1	0	2	12	3	568	
6:45	7:00	0	2	15	16	0	23	19	3	0	3	17	2	0	1	12	3	662	
7:00	7:15	0	2	19	20	0	29	24	5	1	6	17	3	3	5	14	6	832	
7:15	7:30	0	1	17	27	0	29	19	4	0	10	31	7	0	9	33	2	1014	
7:30	7:45	1	1	22	29	0	23	18	11	1	10	37	8	0	8	26	8	1318	
7:45	8:00	0	6	30	45	1	60	28	12	1	12	38	9	1	8	25	10	1651	
8:00	8:15	0	4	46	40	2	70	27	9	0	12	57	6	1	7	44	11	1875	
8:15	8:30	0	9	71	69	2	85	32	21	0	26	94	8	1	10	55	10	1991	Peak
8:30	8:45	0	4	73	88	1	107	37	24	1	22	87	12	1	8	56	15	1898	
8:45	9:00	0	9	62	86	0	87	52	27	0	27	83	11	3	13	38	12	1743	
9:00	9:15	0	4	55	63	0	88	32	24	5	17	83	12	2	10	41	16	1664	
9:15	9:30	0	8	59	53	0	73	35	18	5	8	69	14	0	12	34	12	1615	
9:30	9:45	1	3	44	54	0	65	39	19	2	15	69	8	3	12	31	16	1665	
9:45	10:00	1	4	44	72	0	86	39	29	2	21	62	13	1	14	28	15	1707	
10:00	10:15	0	5	52	62	0	85	35	25	1	14	56	12	3	9	33	11	1711	
10:15	10:30	1	7	57	68	0	83	44	36	3	19	71	13	3	11	24	10	1763	
10:30	10:45	1	9	54	69	1	78	31	32	0	18	55	15	2	8	45	5	1768	
10:45	11:00	1	2	49	69	0	82	38	29	1	17	76	14	5	8	28	16	1798	
11:00	11:15	2	8	70	71	0	79	40	29	2	25	65	14	3	9	24	14	1799	
11:15	11:30	0	6	61	84	0	92	42	20	1	22	59	13	4	10	30	11		
11:30	11:45	1	8	66	79	0	71	33	36	4	24	53	19	0	13	33	13		
11:45	12:00	3	8	50	63	0	87	28	21	3	25	79	12	5	6	29	17		
12:00	12:15	1	8	58	72	0	90	40	34	4	22	75	20	3	8	32	18	1872	
12:15	12:30	1	7	48	84	0	86	41	41	2	19	70	12	4	12	23	22	1875	
12:30	12:45	1	5	58	62	1	72	34	32	2	23	72	12	3	7	37	19	1867	
12:45	13:00	0	11	61	95	0	79	35	26	4	13	70	22	3	9	32	15	1839	
13:00	13:15	1	5	67	78	0	102	41	28	3	20	65	13	1	7	38	19	1811	
13:15	13:30	1	6	59	78	2	83	43	35	2	18	60	17	5	9	31	15	1698	
13:30	13:45	0	7	57	74	4	64	37	28	1	11	67	11	7	12	22	10	1689	
13:45	14:00	1	4	63	81	0	90	40	20	2	23	64	10	5	10	27	7	1691	
14:00	14:15	1	6	52	52	1	64	39	25	1	19	50	14	4	8	29	10	1697	
14:15	14:30	0	2	57	98	2	77	40	33	1	18	62	15	1	13	24	12	1809	
14:30	14:45	1	5	53	64	3	77	43	28	2	22	55	17	1	10	26	7	1886	
14:45	15:00	1	4	89	90	2	76	33	16	1	11	53	21	2	9	36	9	1994	
15:00	15:15	1	1	74	88	1	85	40	22	2	15	83	17	2	8	32	16	2088	
15:15	15:30	1	7	70	79	0	85	60	31	1	20	89	15	3	19	38	14	2122	
15:30	15:45	0	4	69	99	1	113	46	33	0	14	76	13	1	9	33	11	2110	
15:45	16:00	2	5	70	80	0	112	62	22	1	18	75	16	2	17	48	17	2117	
16:00	16:15	1	10	84	77	0	88	43	29	4	27	82	13	5	15	30	13	2106	
16:15	16:30	1	5	57	80	2	103	59	35	4	27	78	15	1	11	30	12	2161	Peak
16:30	16:45	0	11	82	97	0	70	62	32	7	19	62	19	6	15	33	14	2092	
16:45	17:00	2	5	87	75	0	87	51	39	3	16	75	19	3	18	39	17	1971	
17:00	17:15	1	5	103	114	0	60	74	33	1	18	76	21	1	21	39	9	1764	
17:15	17:30	0	8	62	62	0	65	66	22	5	26	56	19	0	13	36	11		
17:30	17:45	1	7	59	56	0	48	56	23	3	20	53	21	2	8	46	5		
17:45	18:00	0	4	40	39	1	43	52	13	8	24	35	18	0	10	36	6		

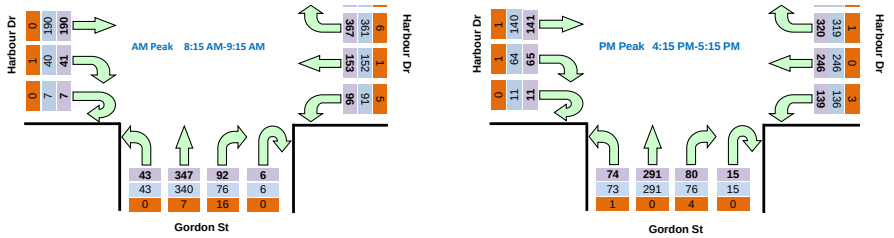
Peak Time		North Approach Gordon St				East Approach Harbour Dr				South Approach Gordon St				West Approach Harbour Dr				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	26	261	306	3	367	153	96	6	92	347	43	7	41	190	53	1991
16:15	17:15	4	26	329	366	2	320	246	139	15	80	291	74	11	65	141	52	2161

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

Graphic

Total
Light
Heavy





Light Vehicles

Time		North Approach Gordon St				East Approach Harbour Dr				South Approach Gordon St				West Approach Harbour Dr			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	1	10	10	0	15	16	0	0	1	5	2	0	1	7	1
6:15	6:30	0	2	12	11	0	16	15	1	1	2	10	3	0	0	10	2
6:30	6:45	0	1	13	15	0	19	19	1	1	3	15	1	0	2	12	3
6:45	7:00	0	2	14	16	0	22	19	2	0	3	16	2	0	1	12	3
7:00	7:15	0	2	16	19	0	28	24	4	1	6	17	3	2	4	14	5
7:15	7:30	0	1	16	24	0	25	19	3	0	9	28	7	0	9	33	2
7:30	7:45	1	1	20	27	0	22	18	10	1	9	33	8	0	8	24	8
7:45	8:00	0	6	29	45	1	56	28	11	1	9	35	8	1	8	25	10
8:00	8:15	0	4	43	39	2	68	27	8	0	8	55	6	1	7	44	11
8:15	8:30	0	8	70	65	2	82	32	19	0	17	93	8	1	10	55	10
8:30	8:45	0	4	72	84	1	105	37	24	1	20	86	12	1	8	56	15
8:45	9:00	0	9	62	82	0	86	51	24	0	24	79	11	3	12	38	12
9:00	9:15	0	4	55	62	0	88	32	24	5	15	82	12	2	10	41	16
9:15	9:30	0	8	57	53	0	70	35	16	5	8	67	13	0	11	34	12
9:30	9:45	1	2	43	51	0	65	39	18	2	13	67	8	3	12	31	16
9:45	10:00	1	4	44	70	0	81	39	26	2	21	58	13	1	14	28	15
10:00	10:15	0	5	50	59	0	82	34	25	1	11	54	12	3	9	32	11
10:15	10:30	1	7	54	68	0	79	44	34	3	17	67	13	3	11	24	10
10:30	10:45	0	9	51	67	1	76	31	32	0	17	53	15	2	8	44	5
10:45	11:00	1	2	49	69	0	82	38	29	1	16	76	14	5	8	28	16
11:00	11:15	2	7	69	70	0	79	40	26	2	23	62	13	3	9	24	14
11:15	11:30	0	6	59	84	0	91	42	19	1	21	59	13	4	9	30	11
11:30	11:45	1	8	64	78	0	69	32	36	4	20	52	19	0	13	32	13
11:45	12:00	3	8	47	62	0	83	28	21	3	24	76	12	5	5	29	17
12:00	12:15	1	8	58	71	0	90	39	32	4	19	73	19	3	8	32	18
12:15	12:30	1	7	47	84	0	85	41	40	2	18	69	12	4	12	23	22
12:30	12:45	1	5	57	61	1	71	33	32	2	21	72	12	3	7	37	19
12:45	13:00	0	11	61	94	0	75	34	26	4	12	67	22	3	9	32	15
13:00	13:15	1	4	65	77	0	101	41	27	3	17	63	13	1	7	38	19
13:15	13:30	1	6	57	78	2	82	43	33	2	18	59	17	5	9	31	15
13:30	13:45	0	7	57	73	4	63	37	25	1	10	64	11	7	12	21	10
13:45	14:00	1	4	62	81	0	89	40	19	2	22	61	10	4	9	27	7
14:00	14:15	1	6	52	51	1	64	39	25	1	17	50	14	4	8	28	10
14:15	14:30	0	2	55	97	2	77	40	29	1	18	61	15	1	13	24	12
14:30	14:45	1	5	52	63	3	76	43	27	2	20	54	17	1	10	26	7
14:45	15:00	1	4	88	88	2	74	33	14	1	10	52	21	2	9	35	9
15:00	15:15	1	1	74	84	1	83	40	22	2	14	80	17	2	8	32	16
15:15	15:30	1	7	70	75	0	84	60	29	1	18	85	15	3	19	38	14
15:30	15:45	0	4	69	97	0	106	46	31	0	14	74	13	1	9	33	11
15:45	16:00	2	5	70	79	0	110	62	22	1	17	75	16	2	17	48	17
16:00	16:15	1	10	82	77	0	86	42	27	4	26	81	13	5	15	30	13
16:15	16:30	0	5	57	79	2	102	59	33	4	26	78	15	1	11	29	12
16:30	16:45	0	11	82	97	0	70	62	31	7	18	62	18	6	15	33	14
16:45	17:00	2	5	86	75	0	87	51	39	3	15	75	19	3	17	39	17
17:00	17:15	1	5	103	114	0	60	74	33	1	17	76	21	1	21	39	9
17:15	17:30	0	8	61	62	0	65	66	22	5	25	56	19	0	13	35	11
17:30	17:45	1	7	59	56	0	48	56	22	3	20	52	21	2	8	46	5
17:45	18:00	0	4	40	39	1	43	52	13	8	23	35	18	0	10	36	6

Peak Time		North Approach Gordon St				East Approach Harbour Dr				South Approach Gordon St				West Approach Harbour Dr				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	25	259	293	3	361	152	91	6	76	340	43	7	40	190	53	1939
16:15	17:15	3	26	328	365	2	319	246	136	15	76	291	73	11	64	140	52	2147

Heavy Vehicles

Time		North Approach Gordon St				East Approach Harbour Dr				South Approach Gordon St				West Approach Harbour Dr			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
6:15	6:30	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0
6:30	6:45	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0
6:45	7:00	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0

7:00	7:15	0	0	2	1	0	1	0	1	0	0	0	0	1	1	0	1
7:15	7:30	0	0	1	2	0	4	0	1	0	1	3	0	0	0	0	0
7:30	7:45	0	0	2	2	0	1	0	1	0	1	4	0	0	0	2	0
7:45	8:00	0	0	1	0	0	4	0	1	0	3	3	1	0	0	0	0
8:00	8:15	0	0	3	1	0	1	0	1	0	4	2	0	0	0	0	0
8:15	8:30	0	1	1	4	0	3	0	2	0	9	1	0	0	0	0	0
8:30	8:45	0	0	1	4	0	2	0	0	0	2	1	0	0	0	0	0
8:45	9:00	0	0	0	4	0	1	1	3	0	3	4	0	0	1	0	0
9:00	9:15	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0
9:15	9:30	0	0	2	0	0	2	0	2	0	0	2	1	0	1	0	0
9:30	9:45	0	1	1	3	0	0	0	1	0	2	2	0	0	0	0	0
9:45	10:00	0	0	0	2	0	5	0	3	0	0	4	0	0	0	0	0
10:00	10:15	0	0	2	3	0	3	1	0	0	3	2	0	0	0	1	0
10:15	10:30	0	0	3	0	0	4	0	2	0	2	4	0	0	0	0	0
10:30	10:45	1	0	3	2	0	2	0	0	0	1	2	0	0	0	1	0
10:45	11:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:00	11:15	0	1	1	1	0	0	0	3	0	2	3	1	0	0	0	0
11:15	11:30	0	0	2	0	0	1	0	1	0	1	0	0	0	1	0	0
11:30	11:45	0	0	1	0	0	2	1	0	0	4	0	0	0	0	1	0
11:45	12:00	0	0	2	1	0	4	0	0	0	1	3	0	0	1	0	0
12:00	12:15	0	0	0	1	0	0	1	2	0	3	2	1	0	0	0	0
12:15	12:30	0	0	1	0	0	1	0	1	0	1	1	0	0	0	0	0
12:30	12:45	0	0	1	1	0	1	1	0	0	2	0	0	0	0	0	0
12:45	13:00	0	0	0	1	0	4	1	0	0	1	3	0	0	0	0	0
13:00	13:15	0	1	2	1	0	1	0	1	0	3	2	0	0	0	0	0
13:15	13:30	0	0	2	0	0	1	0	2	0	0	1	0	0	0	0	0
13:30	13:45	0	0	0	1	0	1	0	3	0	1	3	0	0	0	1	0
13:45	14:00	0	0	1	0	0	1	0	1	0	1	3	0	1	1	0	0
14:00	14:15	0	0	0	1	0	0	0	0	0	2	0	0	0	0	1	0
14:15	14:30	0	0	2	1	0	0	0	4	0	0	1	0	0	0	0	0
14:30	14:45	0	0	1	1	0	1	0	1	0	2	1	0	0	0	0	0
14:45	15:00	0	0	1	2	0	2	0	2	0	1	1	0	0	0	1	0
15:00	15:15	0	0	0	4	0	2	0	0	0	1	3	0	0	0	0	0
15:15	15:30	0	0	0	4	0	1	0	2	0	2	4	0	0	0	0	0
15:30	15:45	0	0	0	2	1	7	0	2	0	0	2	0	0	0	0	0
15:45	16:00	0	0	0	1	0	2	0	0	0	1	0	0	0	0	0	0
16:00	16:15	0	0	2	0	0	2	1	2	0	1	1	0	0	0	0	0
16:15	16:30	1	0	0	1	0	1	0	2	0	1	0	0	0	0	1	0
16:30	16:45	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0
16:45	17:00	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:15	17:30	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0
17:30	17:45	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Peak Time		North Approach Gordon St				East Approach Harbour Dr				South Approach Gordon St				West Approach Harbour Dr				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	1	2	13	0	6	1	5	0	16	7	0	0	1	0	0	52
16:15	17:15	1	0	1	1	0	1	0	3	0	4	0	1	0	1	1	0	14

Semi

Time		North Approach Gordon St				East Approach Harbour Dr				South Approach Gordon St				West Approach Harbour Dr			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

10:30	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	11:45	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0
11:45	12:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Gordon St				East Approach Harbour Dr				South Approach Gordon St				West Approach Harbour Dr				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix E
SIDRA Analysis

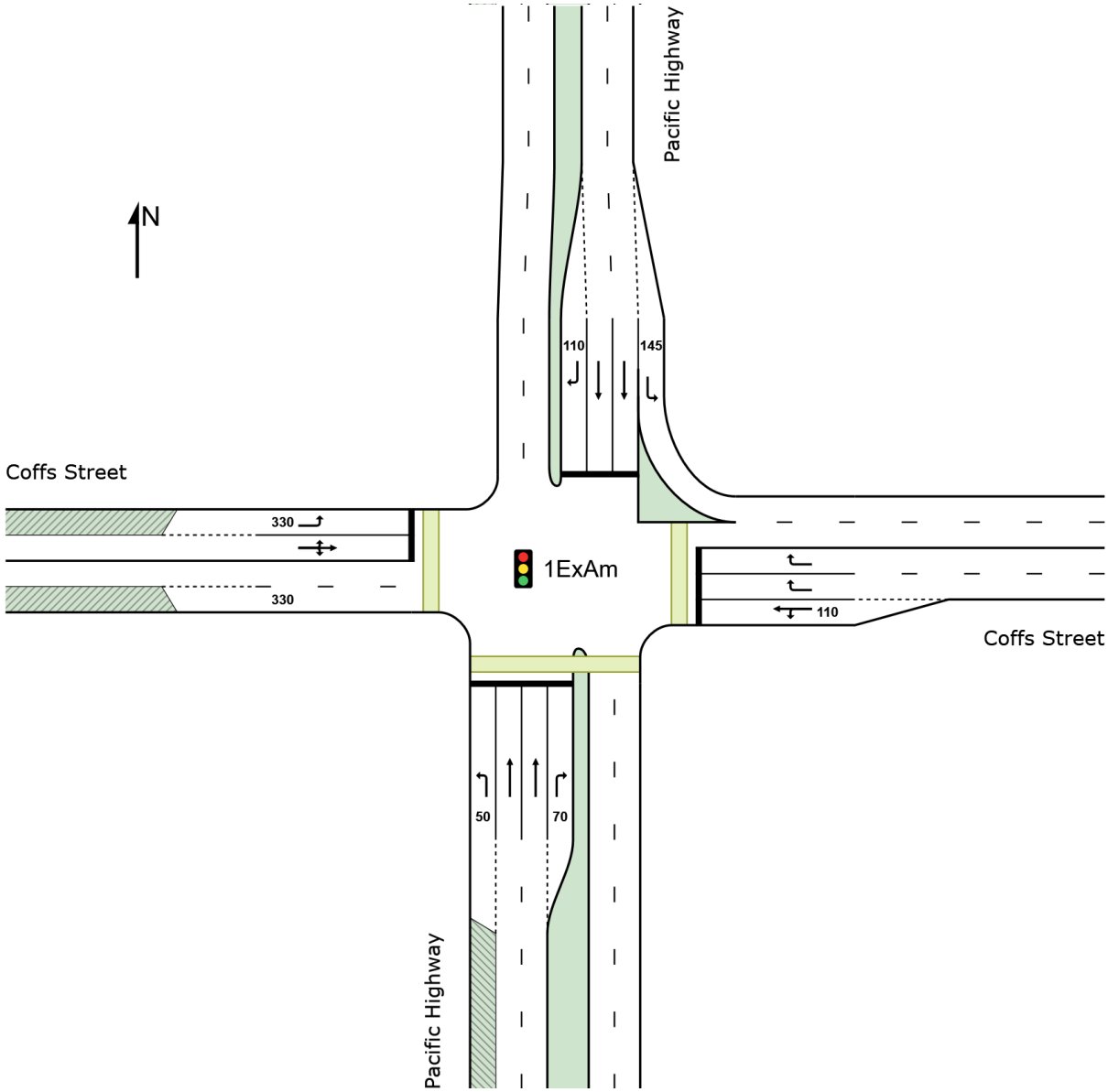
ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

SITE LAYOUT

Site: [1ExAm] Pacific Hwy & Coffs St (Existing AM)

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated
Site Scenario: 1 | Local Volumes

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



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Organisation: TRANSPORT AND TRAFFIC PLANNING ASSOCIATES | Licence: NETWORK / 1PC | Created: Tuesday, 4 November 2025 12:47:52 PM
Project: T:\WORK24\24230 - 19A-21 GORDON STREET, COFFS HARBOUR\MODEL\15 - 31 HARBOUR DRIVE, COFFS HARBOUR MODEL 04NOV25.sipx

MOVEMENT SUMMARY

Site: [1ExAm] Pacific Hwy & Coffs St (Existing AM)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100.0 seconds (Site Optimum Cycle Time - Minimum Delay)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pacific Highway															
1	L2	All MCs	27	0.0	27	0.0	0.043	32.9	LOS C	0.7	5.1	0.57	0.67	0.57	32.1
2	T1	All MCs	873	9.7	873	9.7	0.699	29.2	LOS C	17.1	129.8	0.85	0.74	0.85	31.8
3	R2	All MCs	81	5.2	81	5.2	0.308	46.4	LOS D	3.5	25.5	0.90	0.75	0.90	19.5
Approach			981	9.0	981	9.0	0.699	30.7	LOS C	17.1	129.8	0.85	0.74	0.85	28.3
East: Coffs Street															
4	L2	All MCs	15	0.0	15	0.0	0.289	41.7	LOS C	4.4	31.1	0.90	0.72	0.90	20.8
5	T1	All MCs	89	0.0	89	0.0	0.289	38.7	LOS C	4.4	31.1	0.90	0.72	0.90	23.9
6	R2	All MCs	519	2.0	519	2.0	*0.761	48.3	LOS D	12.9	91.6	1.00	0.91	1.11	15.5
Approach			623	1.7	623	1.7	0.761	46.8	LOS D	12.9	91.6	0.98	0.88	1.07	17.1
North: Pacific Highway															
7	L2	All MCs	383	0.8	383	0.8	0.208	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	43.2
8	T1	All MCs	1154	9.5	1154	9.5	*0.910	29.7	LOS C	28.7	217.1	0.96	0.97	1.10	29.1
9	R2	All MCs	247	0.4	247	0.4	*0.910	54.0	LOS D	13.3	93.5	1.00	0.96	1.25	22.4
Approach			1784	6.4	1784	6.4	0.910	27.9	LOS B	28.7	217.1	0.76	0.87	0.89	28.7
West: Coffs Street															
10	L2	All MCs	191	1.7	191	1.7	0.360	34.0	LOS C	7.4	52.7	0.84	0.77	0.84	26.6
11	T1	All MCs	139	0.8	139	0.8	*0.910	62.3	LOS E	8.3	58.6	1.00	1.12	1.50	19.2
12	R2	All MCs	5	0.0	5	0.0	0.910	65.5	LOS E	8.3	58.6	1.00	1.12	1.50	22.2
Approach			335	1.3	335	1.3	0.910	46.3	LOS D	8.3	58.6	0.91	0.92	1.12	23.0
All Vehicles			3723	5.8	3723	5.8	0.910	33.5	LOS C	28.7	217.1	0.83	0.84	0.93	25.5

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec

South: Pacific Highway											
P1 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
East: Coffs Street											
P2 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: Coffs Street											
P4 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians	150	158	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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.

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MOVEMENT SUMMARY

Site: [1ExPm] Pacific Hwy & Coffs St (Existing PM)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100.0 seconds (Site Optimum Cycle Time - Minimum Delay)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pacific Highway															
1	L2	All MCs	32	3.3	32	3.3	0.053	43.1	LOS D	0.9	6.3	0.60	0.68	0.60	31.6
2	T1	All MCs	1068	7.2	1068	7.2	* 0.905	52.7	LOS D	28.5	211.7	0.99	1.03	1.19	24.7
3	R2	All MCs	53	2.0	53	2.0	0.196	53.7	LOS D	2.2	15.7	0.87	0.73	0.87	19.8
Approach			1153	6.8	1153	6.8	0.905	52.5	LOS D	28.5	211.7	0.98	1.01	1.16	20.8
East: Coffs Street															
4	L2	All MCs	58	0.0	58	0.0	0.339	39.6	LOS C	5.9	41.0	0.89	0.74	0.89	21.1
5	T1	All MCs	82	0.0	82	0.0	0.339	36.6	LOS C	5.9	41.0	0.89	0.74	0.89	24.2
6	R2	All MCs	714	2.5	714	2.5	* 0.905	58.4	LOS E	20.5	146.8	1.00	1.09	1.32	13.6
Approach			854	2.1	854	2.1	0.905	55.0	LOS D	20.5	146.8	0.98	1.04	1.25	15.2
North: Pacific Highway															
7	L2	All MCs	304	2.1	304	2.1	0.166	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	43.1
8	T1	All MCs	985	12.7	985	12.7	0.837	25.3	LOS B	21.5	167.0	0.90	0.84	0.97	31.4
9	R2	All MCs	246	0.0	246	0.0	* 0.905	53.4	LOS D	13.2	92.1	1.00	0.95	1.23	22.5
Approach			1536	8.6	1536	8.6	0.905	25.9	LOS B	21.5	167.0	0.74	0.80	0.82	29.8
West: Coffs Street															
10	L2	All MCs	225	1.4	225	1.4	0.442	35.8	LOS C	9.1	64.7	0.87	0.79	0.87	26.2
11	T1	All MCs	103	0.0	103	0.0	* 0.905	62.2	LOS E	7.1	49.4	1.00	1.10	1.51	19.1
12	R2	All MCs	20	0.0	20	0.0	0.905	65.4	LOS E	7.1	49.4	1.00	1.10	1.51	22.2
Approach			348	0.9	348	0.9	0.905	45.3	LOS D	9.1	64.7	0.92	0.90	1.10	23.5
All Vehicles			3891	6.0	3891	6.0	0.905	41.9	LOS C	28.5	211.7	0.88	0.92	1.04	22.5

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec

South: Pacific Highway											
P1 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
East: Coffs Street											
P2 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: Coffs Street											
P4 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians	150	158	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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.

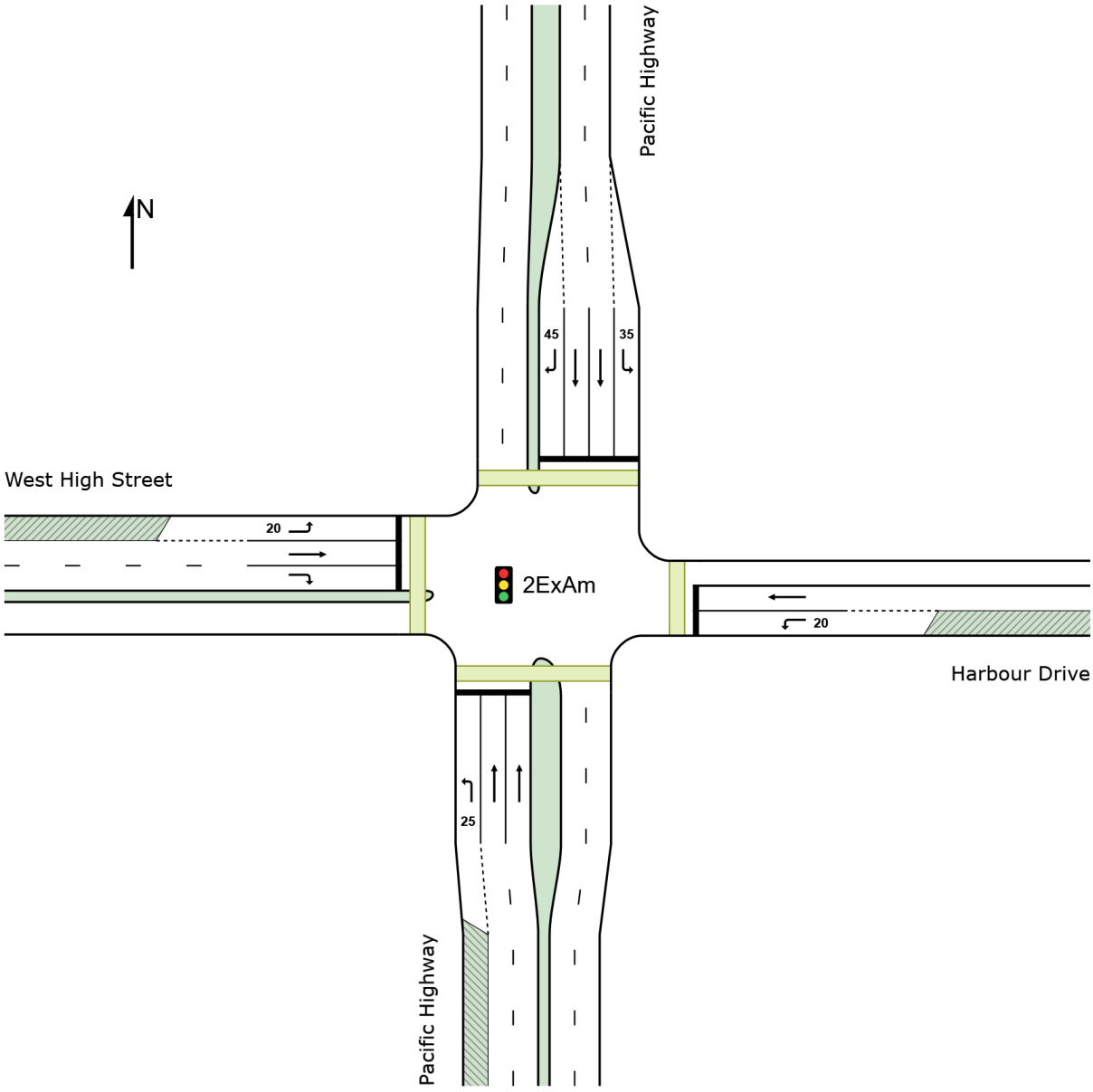
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SITE LAYOUT

Site: [2ExAm] Pacific Hwy & Harbour Drive (Existing AM)

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Isolated
Site Scenario: 1 | Local Volumes

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



MOVEMENT SUMMARY

Site: [2ExAm] Pacific Hwy & Harbour Drive (Existing AM)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100.0 seconds (Site Optimum Cycle Time - Minimum Delay)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pacific Highway															
1	L2	All MCs	24	4.3	24	4.3	0.030	34.7	LOS C	0.7	4.8	0.59	0.67	0.59	18.5
2	T1	All MCs	853	10.2	853	10.2	* 0.537	28.1	LOS B	15.4	117.6	0.78	0.69	0.78	30.7
Approach			877	10.1	877	10.1	0.537	28.2	LOS B	15.4	117.6	0.78	0.69	0.78	26.7
East: Harbour Drive															
4	L2	All MCs	181	0.6	181	0.6	* 0.537	56.2	LOS D	8.1	57.2	0.95	0.80	0.95	17.9
5	T1	All MCs	45	0.0	45	0.0	0.117	48.8	LOS D	1.8	12.8	0.86	0.64	0.86	19.3
Approach			226	0.5	226	0.5	0.537	54.7	LOS D	8.1	57.2	0.93	0.77	0.93	15.5
North: Pacific Highway															
7	L2	All MCs	47	2.2	47	2.2	0.059	28.1	LOS B	1.3	9.3	0.60	0.69	0.60	30.6
8	T1	All MCs	927	11.4	927	11.4	0.489	18.3	LOS B	14.0	107.5	0.65	0.58	0.65	37.2
9	R2	All MCs	116	0.9	116	0.9	* 0.351	32.5	LOS C	4.1	29.2	0.82	1.10	0.82	18.4
Approach			1091	9.8	1091	9.8	0.489	20.2	LOS B	14.0	107.5	0.67	0.64	0.67	30.5
West: West High Street															
10	L2	All MCs	80	5.3	80	5.3	0.102	34.8	LOS C	2.3	16.6	0.62	0.66	0.62	26.4
11	T1	All MCs	260	0.8	260	0.8	0.493	43.8	LOS D	10.4	73.0	0.86	0.73	0.86	21.0
12	R2	All MCs	20	10.5	20	10.5	* 0.078	37.0	LOS C	0.8	6.0	0.88	0.96	0.88	11.2
Approach			360	2.3	360	2.3	0.493	41.4	LOS C	10.4	73.0	0.81	0.73	0.81	17.6
All Vehicles			2554	8.0	2554	8.0	0.537	29.0	LOS C	15.4	117.6	0.75	0.68	0.75	24.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pacific Highway												
P1	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

East: Harbour Drive												
P2	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
North: Pacific Highway												
P3	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: West High Street												
P4	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians		200	211	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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.

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MOVEMENT SUMMARY

Site: [2ExPm] Pacific Hwy & Harbour Drive (Existing PM)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100.0 seconds (Site Optimum Cycle Time - Minimum Delay)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pacific Highway															
1	L2	All MCs	42	0.0	42	0.0	0.055	39.8	LOS C	1.2	8.5	0.62	0.69	0.62	17.7
2	T1	All MCs	974	7.7	974	7.7	* 0.649	32.8	LOS C	19.6	145.9	0.86	0.76	0.86	28.7
Approach			1016	7.4	1016	7.4	0.649	33.1	LOS C	19.6	145.9	0.85	0.76	0.85	24.2
East: Harbour Drive															
4	L2	All MCs	59	0.0	59	0.0	0.141	56.0	LOS D	2.3	16.2	0.84	0.72	0.84	19.4
5	T1	All MCs	249	0.4	249	0.4	* 0.649	57.8	LOS E	11.3	79.6	0.96	0.81	0.97	18.5
Approach			308	0.3	308	0.3	0.649	57.5	LOS E	11.3	79.6	0.94	0.79	0.94	14.8
North: Pacific Highway															
7	L2	All MCs	56	0.0	56	0.0	0.072	32.4	LOS C	1.6	11.3	0.63	0.70	0.63	29.8
8	T1	All MCs	998	12.2	998	12.2	0.571	23.1	LOS B	17.0	131.6	0.72	0.64	0.72	34.8
9	R2	All MCs	118	0.0	118	0.0	* 0.424	40.5	LOS C	4.7	33.1	0.90	1.05	0.90	16.9
Approach			1172	10.4	1172	10.4	0.571	25.3	LOS B	17.0	131.6	0.73	0.69	0.73	27.5
West: West High Street															
10	L2	All MCs	144	5.1	144	5.1	0.173	30.3	LOS C	4.1	29.6	0.62	0.68	0.62	26.9
11	T1	All MCs	232	0.0	232	0.0	0.445	37.8	LOS C	8.8	61.9	0.82	0.69	0.82	21.9
12	R2	All MCs	25	8.3	25	8.3	* 0.103	38.2	LOS C	1.0	7.6	0.89	0.97	0.89	11.0
Approach			401	2.4	401	2.4	0.445	35.1	LOS C	8.8	61.9	0.75	0.71	0.75	19.3
All Vehicles			2897	7.2	2897	7.2	0.649	32.8	LOS C	19.6	145.9	0.80	0.72	0.80	23.1

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pacific Highway												
P1	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

East: Harbour Drive											
P2 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
North: Pacific Highway											
P3 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: West High Street											
P4 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians	200	211	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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.

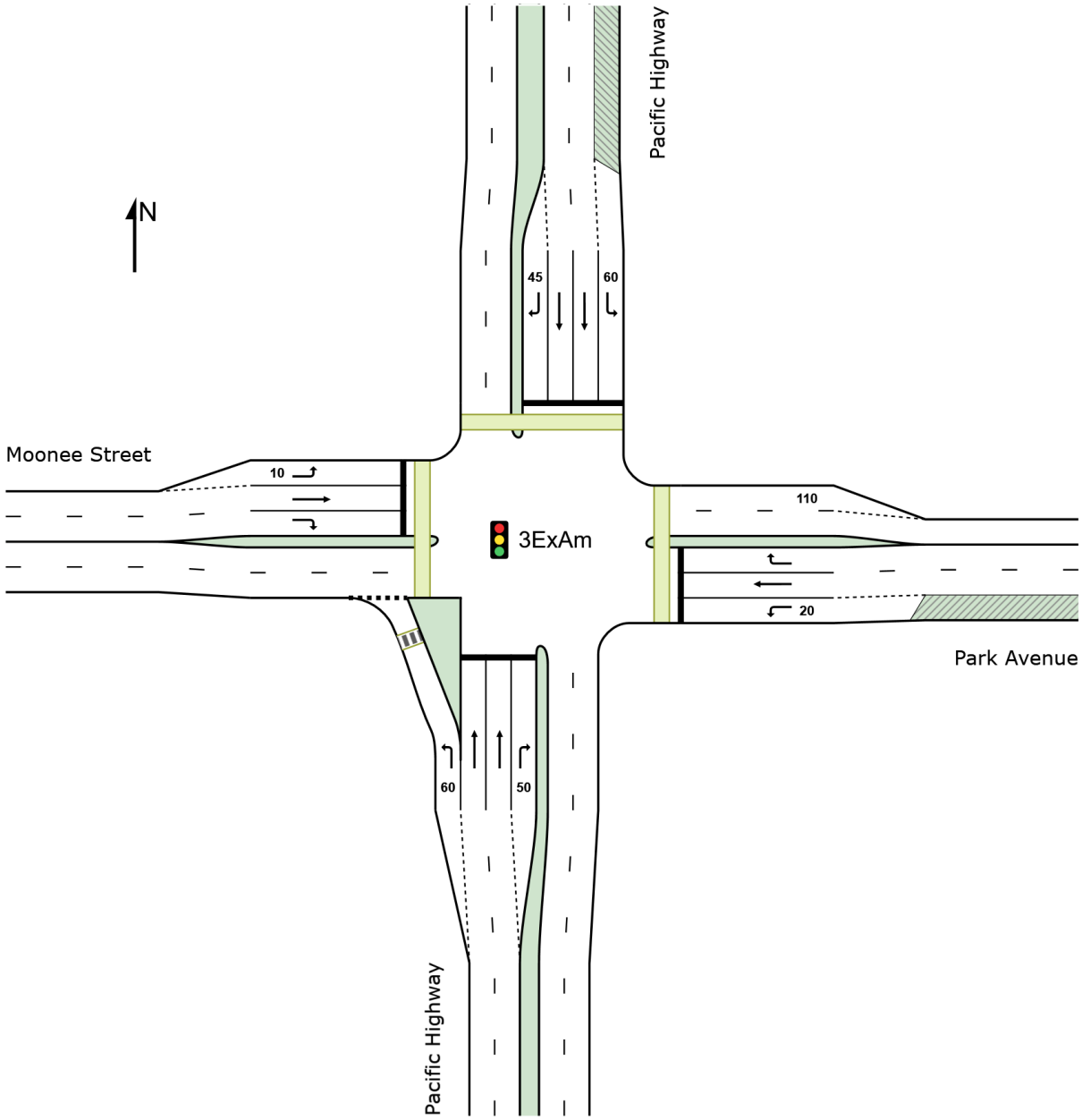
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SITE LAYOUT

Site: [3ExAm] Pacific Hwy & Park Ave (Existing AM)

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Isolated
Site Scenario: 1 | Local Volumes

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



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Project: T:\WORK24\24230 - 19A-21 GORDON STREET, COFFS HARBOUR\MODEL\15 - 31 HARBOUR DRIVE, COFFS HARBOUR MODEL 04NOV25.sipx

MOVEMENT SUMMARY

Site: [3ExAm] Pacific Hwy & Park Ave (Existing AM)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100.0 seconds (Site Optimum Cycle Time - Minimum Delay)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pacific Highway															
1	L2	All MCs	1	0.0	1	0.0	0.001	10.0	LOS A	0.0	0.0	0.08	0.78	0.08	35.8
2	T1	All MCs	785	10.7	785	10.7	0.618	33.6	LOS C	16.3	124.7	0.88	0.77	0.88	32.7
3	R2	All MCs	107	3.9	107	3.9	* 0.663	63.0	LOS E	5.5	39.5	1.00	0.83	1.09	24.2
Approach			894	9.9	894	9.9	0.663	37.1	LOS C	16.3	124.7	0.89	0.77	0.91	28.9
East: Park Avenue															
4	L2	All MCs	32	0.0	32	0.0	0.137	58.5	LOS E	1.4	9.9	0.92	0.71	0.92	26.0
5	T1	All MCs	146	4.3	146	4.3	* 0.663	59.8	LOS E	7.2	52.4	1.00	0.85	1.06	18.1
6	R2	All MCs	88	4.8	88	4.8	0.398	48.4	LOS D	4.1	30.1	0.96	0.77	0.96	17.0
Approach			266	4.0	266	4.0	0.663	55.8	LOS D	7.2	52.4	0.98	0.80	1.01	17.3
North: Pacific Highway															
7	L2	All MCs	155	7.5	155	7.5	0.244	34.2	LOS C	5.3	39.4	0.74	0.76	0.74	22.4
8	T1	All MCs	836	11.5	836	11.5	* 0.663	37.1	LOS C	17.8	136.7	0.90	0.79	0.90	32.4
9	R2	All MCs	2	0.0	2	0.0	0.013	62.3	LOS E	0.1	0.7	0.93	0.61	0.93	13.3
Approach			993	10.8	993	10.8	0.663	36.7	LOS C	17.8	136.7	0.88	0.78	0.88	27.6
West: Moonee Street															
10	L2	All MCs	3	0.0	3	0.0	0.009	66.6	LOS E	0.1	0.9	0.83	0.61	0.83	15.2
11	T1	All MCs	216	3.9	216	3.9	0.612	69.3	LOS E	9.9	71.7	0.97	0.80	0.97	19.6
12	R2	All MCs	223	4.7	223	4.7	* 0.663	45.3	LOS D	10.5	76.3	0.98	0.84	1.01	24.8
Approach			442	4.3	442	4.3	0.663	57.2	LOS E	10.5	76.3	0.97	0.82	0.99	19.2
All Vehicles			2595	8.7	2595	8.7	0.663	42.3	LOS C	17.8	136.7	0.91	0.79	0.92	25.0

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec

East: Park Avenue											
P2 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
North: Pacific Highway											
P3 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: Moonee Street											
P4 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians	150	158	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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.

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MOVEMENT SUMMARY

Site: [3ExPm] Pacific Hwy & Park Ave (Existing PM)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100.0 seconds (Site Optimum Cycle Time - Minimum Delay)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pacific Highway															
1	L2	All MCs	1	0.0	1	0.0	0.001	14.7	LOS B	0.0	0.0	0.11	0.83	0.11	33.9
2	T1	All MCs	896	7.3	896	7.3	0.732	40.9	LOS C	20.3	151.3	0.94	0.84	0.96	31.1
3	R2	All MCs	117	3.6	117	3.6	* 0.751	68.6	LOS E	6.1	44.1	1.00	0.89	1.19	23.7
Approach			1014	6.9	1014	6.9	0.751	44.1	LOS D	20.3	151.3	0.95	0.84	0.98	26.4
East: Park Avenue															
4	L2	All MCs	49	0.0	49	0.0	0.181	62.6	LOS E	2.2	15.1	0.91	0.73	0.91	26.5
5	T1	All MCs	184	6.9	184	6.9	* 0.751	66.4	LOS E	9.3	69.2	1.00	0.93	1.14	18.0
6	R2	All MCs	137	6.9	137	6.9	0.524	47.1	LOS D	6.4	47.4	0.97	0.79	0.97	17.3
Approach			371	6.0	371	6.0	0.751	58.8	LOS E	9.3	69.2	0.98	0.85	1.05	16.9
North: Pacific Highway															
7	L2	All MCs	160	3.3	160	3.3	0.257	38.0	LOS C	5.6	40.4	0.76	0.76	0.76	21.9
8	T1	All MCs	889	11.5	889	11.5	* 0.751	43.5	LOS D	20.6	158.6	0.95	0.86	0.98	30.6
9	R2	All MCs	11	0.0	11	0.0	0.066	66.4	LOS E	0.5	3.4	0.95	0.67	0.95	13.0
Approach			1060	10.1	1060	10.1	0.751	42.9	LOS D	20.6	158.6	0.92	0.84	0.95	25.4
West: Moonee Street															
10	L2	All MCs	7	0.0	7	0.0	0.022	62.6	LOS E	0.3	2.1	0.84	0.64	0.84	15.0
11	T1	All MCs	157	2.0	157	2.0	0.459	63.6	LOS E	7.0	49.7	0.94	0.76	0.94	19.9
12	R2	All MCs	201	4.2	201	4.2	* 0.608	44.7	LOS D	9.3	67.2	0.97	0.81	0.97	24.9
Approach			365	3.2	365	3.2	0.608	53.2	LOS D	9.3	67.2	0.95	0.79	0.95	20.2
All Vehicles			2809	7.5	2809	7.5	0.751	46.7	LOS D	20.6	158.6	0.94	0.84	0.98	23.6

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec

East: Park Avenue											
P2 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
North: Pacific Highway											
P3 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: Moonee Street											
P4 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians	150	158	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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.

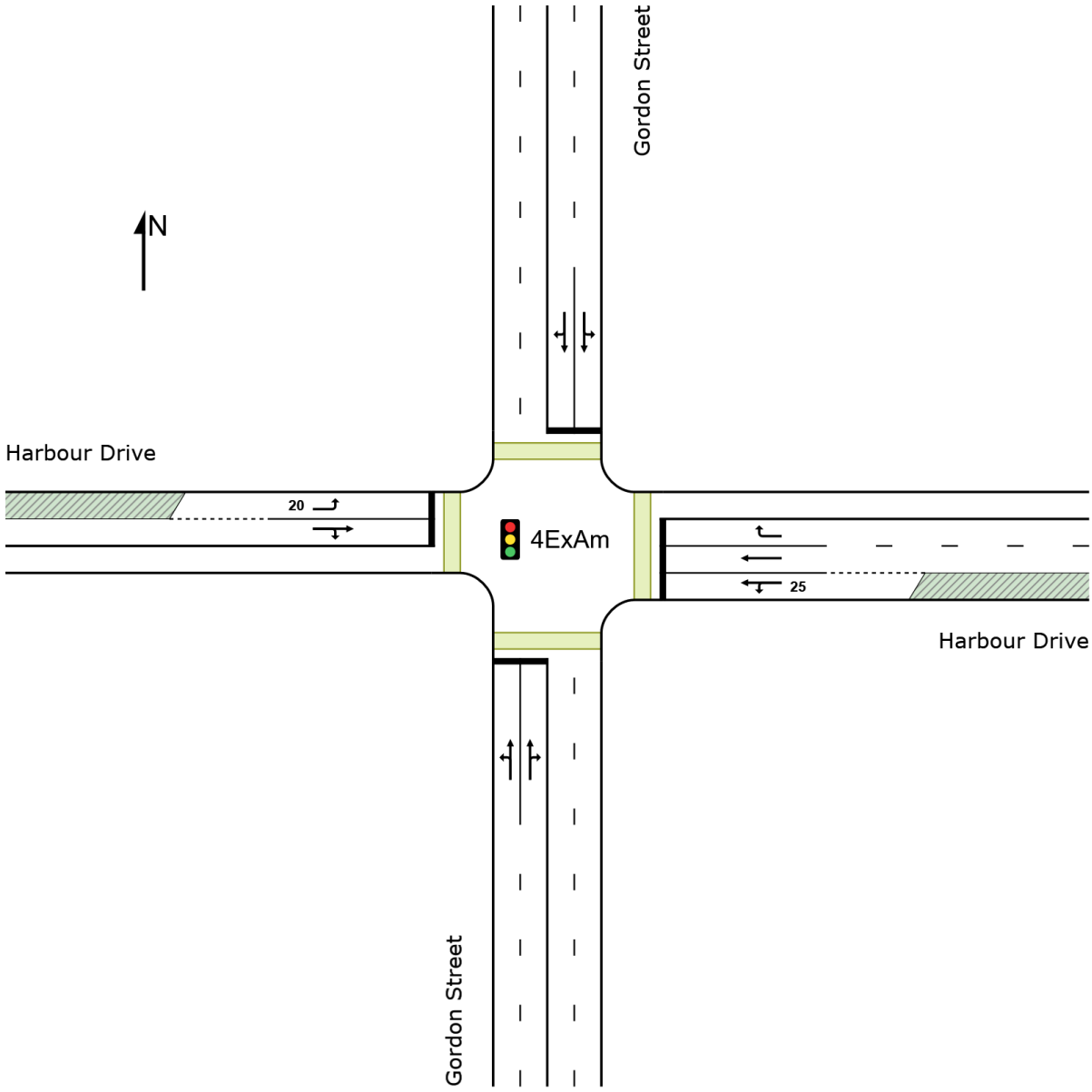
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SITE LAYOUT

Site: [4ExAm] Harbour Dr & Gordon St (Existing AM)

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated
Site Scenario: 1 | Local Volumes

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



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Project: T:\WORK24\24230 - 19A-21 GORDON STREET, COFFS HARBOUR\MODEL\15 - 31 HARBOUR DRIVE, COFFS HARBOUR MODEL 04NOV25.sipx

MOVEMENT SUMMARY

Site: [4ExAm] Harbour Dr & Gordon St (Existing AM)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100.0 seconds (Site Optimum Cycle Time - Minimum Delay)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Gordon Street															
1	L2	All MCs	45	0.0	45	0.0	0.609	33.0	LOS C	16.2	115.3	0.89	0.78	0.89	21.1
2	T1	All MCs	365	2.0	365	2.0	0.609	29.6	LOS C	16.2	115.3	0.89	0.78	0.89	13.7
3	R2	All MCs	97	17.4	97	17.4	* 0.609	49.0	LOS D	5.3	41.8	0.97	0.83	1.02	14.7
Approach			507	4.8	507	4.8	0.609	33.6	LOS C	16.2	115.3	0.91	0.79	0.92	14.8
East: Harbour Drive															
4	L2	All MCs	101	5.2	101	5.2	0.105	15.4	LOS B	2.4	17.3	0.52	0.64	0.52	25.0
5	T1	All MCs	161	0.7	161	0.7	0.154	12.3	LOS A	3.9	27.3	0.53	0.44	0.53	31.1
6	R2	All MCs	386	1.6	386	1.6	* 0.610	19.8	LOS B	11.1	78.6	0.85	1.07	0.85	15.1
Approach			648	1.9	648	1.9	0.610	17.3	LOS B	11.1	78.6	0.72	0.85	0.72	20.0
North: Gordon Street															
7	L2	All MCs	322	4.2	322	4.2	0.492	19.7	LOS B	13.6	98.2	0.77	0.76	0.77	19.2
8	T1	All MCs	275	0.8	275	0.8	0.492	36.1	LOS C	13.6	98.2	0.87	0.76	0.87	13.3
9	R2	All MCs	27	3.8	27	3.8	0.492	53.9	LOS D	9.9	69.8	0.90	0.76	0.90	18.8
Approach			624	2.7	624	2.7	0.492	28.4	LOS B	13.6	98.2	0.82	0.76	0.82	16.7
West: Harbour Drive															
10	L2	All MCs	56	0.0	56	0.0	0.118	46.3	LOS D	1.9	13.1	0.72	0.68	0.72	19.8
11	T1	All MCs	200	0.0	200	0.0	* 0.615	47.5	LOS D	10.1	70.6	0.88	0.75	0.88	22.8
12	R2	All MCs	43	2.4	43	2.4	0.615	50.9	LOS D	10.1	70.6	0.88	0.75	0.88	20.3
Approach			299	0.4	299	0.4	0.615	47.7	LOS D	10.1	70.6	0.85	0.74	0.85	18.0
All Vehicles			2079	2.6	2079	2.6	0.615	29.0	LOS C	16.2	115.3	0.81	0.79	0.82	17.6

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec

South: Gordon Street												
P1	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
East: Harbour Drive												
P2	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
North: Gordon Street												
P3	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: Harbour Drive												
P4	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians		200	211	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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.

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MOVEMENT SUMMARY

Site: [4ExPm] Harbour Dr & Gordon St (Existing PM)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100.0 seconds (Site Optimum Cycle Time - Minimum Delay)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Gordon Street															
1	L2	All MCs	78	1.4	78	1.4	0.534	30.4	LOS C	14.5	101.6	0.84	0.74	0.84	21.9
2	T1	All MCs	306	0.0	306	0.0	0.534	26.9	LOS B	14.5	101.6	0.85	0.75	0.85	14.4
3	R2	All MCs	84	5.0	84	5.0	0.534	47.4	LOS D	4.3	31.6	0.95	0.79	0.95	14.9
Approach			468	1.1	468	1.1	0.534	31.2	LOS C	14.5	101.6	0.86	0.75	0.86	16.1
East: Harbour Drive															
4	L2	All MCs	146	2.2	146	2.2	0.155	18.6	LOS B	3.7	26.5	0.56	0.66	0.56	24.1
5	T1	All MCs	259	0.0	259	0.0	0.277	16.2	LOS B	7.1	49.5	0.60	0.51	0.60	29.8
6	R2	All MCs	337	0.3	337	0.3	* 0.547	20.2	LOS B	9.8	68.9	0.81	1.09	0.81	15.6
Approach			742	0.6	742	0.6	0.547	18.5	LOS B	9.8	68.9	0.69	0.80	0.69	21.7
North: Gordon Street															
7	L2	All MCs	385	0.3	385	0.3	0.550	20.6	LOS B	16.4	115.2	0.78	0.77	0.78	19.4
8	T1	All MCs	346	0.3	346	0.3	0.550	33.3	LOS C	16.4	115.2	0.87	0.77	0.87	13.6
9	R2	All MCs	27	0.0	27	0.0	* 0.550	55.0	LOS D	12.3	86.4	0.90	0.77	0.90	19.2
Approach			759	0.3	759	0.3	0.550	27.6	LOS B	16.4	115.2	0.83	0.77	0.83	16.8
West: Harbour Drive															
10	L2	All MCs	55	0.0	55	0.0	0.104	39.4	LOS C	1.7	12.1	0.68	0.67	0.68	20.7
11	T1	All MCs	148	0.7	148	0.7	* 0.556	40.3	LOS C	8.5	59.8	0.83	0.73	0.83	23.5
12	R2	All MCs	68	1.5	68	1.5	0.556	43.7	LOS D	8.5	59.8	0.83	0.73	0.83	21.1
Approach			272	0.8	272	0.8	0.556	41.0	LOS C	8.5	59.8	0.80	0.71	0.80	19.2
All Vehicles			2241	0.6	2241	0.6	0.556	27.0	LOS B	16.4	115.2	0.79	0.77	0.79	18.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec

South: Gordon Street												
P1	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
East: Harbour Drive												
P2	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
North: Gordon Street												
P3	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: Harbour Drive												
P4	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians		200	211	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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.

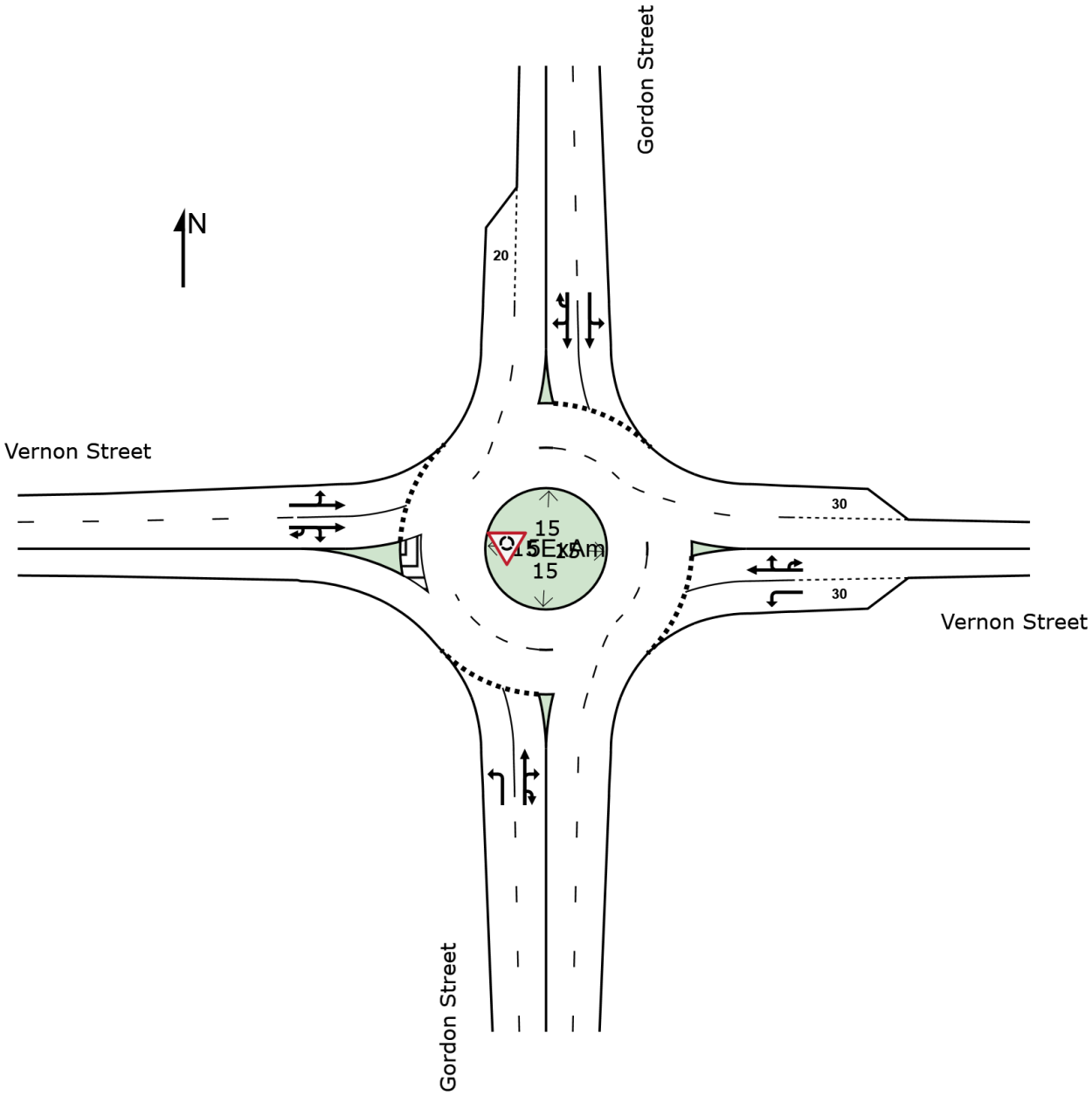
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SITE LAYOUT

Site: [5ExAm] Vernon St & Gordon St (Existing AM)

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Roundabout
Site Scenario: 1 | Local Volumes

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



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Project: T:\WORK24\24230 - 19A-21 GORDON STREET, COFFS HARBOUR\MODEL\15 - 31 HARBOUR DRIVE, COFFS HARBOUR MODEL 04NOV25.sipx

MOVEMENT SUMMARY

Site: [5ExAm] Vernon St & Gordon St (Existing AM)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Gordon Street															
1	L2	All MCs	255	0.0	255	0.0	0.217	2.7	LOS A	1.0	7.2	0.21	0.37	0.21	30.2
2	T1	All MCs	349	1.5	349	1.5	0.347	2.0	LOS A	2.0	13.9	0.22	0.37	0.22	36.2
3	R2	All MCs	146	1.4	146	1.4	0.347	5.8	LOS A	2.0	13.9	0.22	0.37	0.22	33.6
3u	U	All MCs	9	0.0	9	0.0	0.347	9.6	LOS A	2.0	13.9	0.22	0.37	0.22	30.4
Approach			760	1.0	760	1.0	0.347	3.0	LOS A	2.0	13.9	0.22	0.37	0.22	34.7
East: Vernon Street															
4	L2	All MCs	18	11.8	18	11.8	0.018	3.7	LOS A	0.1	0.5	0.41	0.47	0.41	32.9
5	T1	All MCs	6	0.0	6	0.0	0.017	2.9	LOS A	0.1	0.5	0.42	0.53	0.42	32.7
6	R2	All MCs	9	11.1	9	11.1	0.017	7.0	LOS A	0.1	0.5	0.42	0.53	0.42	35.4
6u	U	All MCs	1	0.0	1	0.0	0.017	11.8	LOS A	0.1	0.5	0.42	0.53	0.42	37.6
Approach			35	9.1	35	9.1	0.018	4.7	LOS A	0.1	0.5	0.42	0.50	0.42	34.1
North: Gordon Street															
7	L2	All MCs	283	5.6	283	5.6	0.272	3.6	LOS A	1.4	9.9	0.36	0.42	0.36	36.6
8	T1	All MCs	311	4.4	311	4.4	0.272	2.6	LOS A	1.4	9.9	0.37	0.40	0.37	36.0
9	R2	All MCs	41	5.1	41	5.1	0.272	6.5	LOS A	1.3	9.8	0.37	0.40	0.37	26.5
9u	U	All MCs	7	0.0	7	0.0	0.272	11.4	LOS A	1.3	9.8	0.37	0.40	0.37	42.4
Approach			642	4.9	642	4.9	0.272	3.4	LOS A	1.4	9.9	0.36	0.41	0.36	35.7
West: Vernon Street															
10	L2	All MCs	12	0.0	12	0.0	0.016	5.6	LOS A	0.1	0.5	0.58	0.54	0.58	34.3
11	T1	All MCs	23	0.0	23	0.0	0.043	3.7	LOS A	0.2	1.7	0.55	0.56	0.55	32.1
12	R2	All MCs	23	0.0	23	0.0	0.043	7.5	LOS A	0.2	1.7	0.55	0.56	0.55	26.9
12u	U	All MCs	3	0.0	3	0.0	0.043	11.3	LOS A	0.2	1.7	0.55	0.56	0.55	15.8
Approach			61	0.0	61	0.0	0.043	5.9	LOS A	0.2	1.7	0.56	0.56	0.56	30.3
All Vehicles			1498	2.8	1498	2.8	0.347	3.4	LOS A	2.0	13.9	0.30	0.40	0.30	35.0

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (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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MOVEMENT SUMMARY

Site: [5ExPm] Vernon St & Gordon St (Existing PM)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Gordon Street															
1	L2	All MCs	209	0.5	209	0.5	0.203	2.9	LOS A	0.9	6.5	0.24	0.38	0.24	30.0
2	T1	All MCs	492	0.6	492	0.6	0.392	2.1	LOS A	2.3	16.1	0.25	0.32	0.25	36.5
3	R2	All MCs	64	0.0	64	0.0	0.392	5.9	LOS A	2.3	16.1	0.25	0.32	0.25	34.1
3u	U	All MCs	8	0.0	8	0.0	0.392	9.7	LOS A	2.3	16.1	0.25	0.32	0.25	30.9
Approach			774	0.5	774	0.5	0.392	2.7	LOS A	2.3	16.1	0.25	0.34	0.25	35.5
East: Vernon Street															
4	L2	All MCs	17	6.2	17	6.2	0.020	4.0	LOS A	0.1	0.6	0.42	0.48	0.42	33.1
5	T1	All MCs	18	0.0	18	0.0	0.033	2.8	LOS A	0.1	1.0	0.40	0.51	0.40	33.1
6	R2	All MCs	17	6.2	17	6.2	0.033	6.7	LOS A	0.1	1.0	0.40	0.51	0.40	35.7
6u	U	All MCs	1	0.0	1	0.0	0.033	11.6	LOS A	0.1	1.0	0.40	0.51	0.40	38.0
Approach			53	4.0	53	4.0	0.033	4.6	LOS A	0.1	1.0	0.40	0.50	0.40	34.4
North: Gordon Street															
7	L2	All MCs	194	0.5	194	0.5	0.203	3.4	LOS A	1.0	7.2	0.37	0.42	0.37	36.6
8	T1	All MCs	233	0.9	233	0.9	0.203	2.6	LOS A	1.0	7.2	0.38	0.42	0.38	36.2
9	R2	All MCs	28	0.0	28	0.0	0.203	6.4	LOS A	1.0	7.1	0.38	0.42	0.38	26.7
9u	U	All MCs	20	0.0	20	0.0	0.203	11.4	LOS A	1.0	7.1	0.38	0.42	0.38	42.6
Approach			475	0.7	475	0.7	0.203	3.5	LOS A	1.0	7.2	0.38	0.42	0.38	36.0
West: Vernon Street															
10	L2	All MCs	108	1.0	108	1.0	0.127	5.8	LOS A	0.7	5.1	0.64	0.60	0.64	34.2
11	T1	All MCs	56	0.0	56	0.0	0.136	4.3	LOS A	0.8	5.9	0.63	0.62	0.63	31.3
12	R2	All MCs	88	1.2	88	1.2	0.136	8.2	LOS A	0.8	5.9	0.63	0.62	0.63	26.0
12u	U	All MCs	2	0.0	2	0.0	0.136	12.0	LOS A	0.8	5.9	0.63	0.62	0.63	15.5
Approach			255	0.8	255	0.8	0.136	6.3	LOS A	0.8	5.9	0.63	0.61	0.63	31.5
All Vehicles			1556	0.7	1556	0.7	0.392	3.6	LOS A	2.3	16.1	0.36	0.41	0.36	35.1

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

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MOVEMENT SUMMARY

Site: [1FtAm] Pacific Hwy & Coffs St (Future AM)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100.0 seconds (Site Optimum Cycle Time - Minimum Delay)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pacific Highway															
1	L2	All MCs	27	0.0	27	0.0	0.043	32.9	LOS C	0.7	5.1	0.57	0.67	0.57	32.1
2	T1	All MCs	873	9.7	873	9.7	0.699	29.2	LOS C	17.1	129.8	0.85	0.74	0.85	31.8
3	R2	All MCs	81	5.2	81	5.2	0.309	46.5	LOS D	3.5	25.5	0.90	0.75	0.90	19.5
Approach			981	9.0	981	9.0	0.699	30.8	LOS C	17.1	129.8	0.85	0.74	0.85	28.3
East: Coffs Street															
4	L2	All MCs	37	0.0	37	0.0	0.367	42.4	LOS C	5.7	40.0	0.92	0.75	0.92	20.5
5	T1	All MCs	95	0.0	95	0.0	0.367	39.4	LOS C	5.7	40.0	0.92	0.75	0.92	23.6
6	R2	All MCs	541	1.9	541	1.9	* 0.792	49.7	LOS D	13.7	97.6	1.00	0.94	1.15	15.2
Approach			673	1.6	673	1.6	0.792	47.9	LOS D	13.7	97.6	0.98	0.90	1.10	16.9
North: Pacific Highway															
7	L2	All MCs	387	0.8	387	0.8	0.210	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	43.2
8	T1	All MCs	1155	9.5	1155	9.5	* 0.912	29.9	LOS C	28.8	218.1	0.96	0.97	1.11	29.0
9	R2	All MCs	247	0.4	247	0.4	* 0.912	54.2	LOS D	13.3	93.7	1.00	0.96	1.25	22.4
Approach			1789	6.4	1789	6.4	0.912	28.0	LOS B	28.8	218.1	0.76	0.87	0.89	28.7
West: Coffs Street															
10	L2	All MCs	191	1.7	191	1.7	0.359	34.0	LOS C	7.4	52.7	0.84	0.77	0.84	26.6
11	T1	All MCs	140	0.8	140	0.8	* 0.912	62.5	LOS E	8.4	59.1	1.00	1.13	1.50	19.2
12	R2	All MCs	5	0.0	5	0.0	0.912	65.7	LOS E	8.4	59.1	1.00	1.13	1.50	22.2
Approach			336	1.3	336	1.3	0.912	46.4	LOS D	8.4	59.1	0.91	0.92	1.13	23.0
All Vehicles			3779	5.7	3779	5.7	0.912	33.9	LOS C	28.8	218.1	0.83	0.85	0.94	25.3

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec

South: Pacific Highway												
P1	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
East: Coffs Street												
P2	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: Coffs Street												
P4	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians		150	158	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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.

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MOVEMENT SUMMARY

Site: [2FtAm] Pacific Hwy & Harbour Drive (Future AM)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100.0 seconds (Site Optimum Cycle Time - Minimum Delay)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pacific Highway															
1	L2	All MCs	24	4.3	24	4.3	0.030	34.7	LOS C	0.7	4.8	0.59	0.67	0.59	18.5
2	T1	All MCs	853	10.2	853	10.2	* 0.537	28.1	LOS B	15.4	117.6	0.78	0.69	0.78	30.7
Approach			877	10.1	877	10.1	0.537	28.2	LOS B	15.4	117.6	0.78	0.69	0.78	26.7
East: Harbour Drive															
4	L2	All MCs	181	0.6	181	0.6	* 0.537	56.2	LOS D	8.1	57.2	0.95	0.80	0.95	17.9
5	T1	All MCs	45	0.0	45	0.0	0.117	48.8	LOS D	1.8	12.8	0.86	0.64	0.86	19.3
Approach			226	0.5	226	0.5	0.537	54.7	LOS D	8.1	57.2	0.93	0.77	0.93	15.5
North: Pacific Highway															
7	L2	All MCs	48	2.2	48	2.2	0.060	28.4	LOS B	1.3	9.5	0.60	0.69	0.60	30.6
8	T1	All MCs	947	11.1	947	11.1	0.502	18.7	LOS B	14.5	111.1	0.66	0.58	0.66	37.0
9	R2	All MCs	118	0.9	118	0.9	* 0.357	32.8	LOS C	4.2	29.8	0.82	1.10	0.82	18.4
Approach			1114	9.6	1114	9.6	0.502	20.6	LOS B	14.5	111.1	0.67	0.64	0.67	30.2
West: West High Street															
10	L2	All MCs	80	5.3	80	5.3	0.102	35.2	LOS C	2.3	16.6	0.62	0.66	0.62	26.4
11	T1	All MCs	266	0.8	266	0.8	0.505	44.4	LOS D	10.7	75.1	0.86	0.73	0.86	21.0
12	R2	All MCs	20	10.5	20	10.5	* 0.078	37.0	LOS C	0.8	6.0	0.88	0.96	0.88	11.2
Approach			366	2.3	366	2.3	0.505	42.0	LOS C	10.7	75.1	0.81	0.73	0.81	17.5
All Vehicles			2583	7.9	2583	7.9	0.537	29.2	LOS C	15.4	117.6	0.75	0.68	0.75	24.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pacific Highway												
P1	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

East: Harbour Drive												
P2	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
North: Pacific Highway												
P3	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: West High Street												
P4	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians		200	211	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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.

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MOVEMENT SUMMARY

Site: [3FtAm] Pacific Hwy & Park Ave (Future AM)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100.0 seconds (Site Optimum Cycle Time - Minimum Delay)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pacific Highway															
1	L2	All MCs	1	0.0	1	0.0	0.001	9.9	LOS A	0.0	0.0	0.08	0.78	0.08	35.7
2	T1	All MCs	785	10.7	785	10.7	0.613	33.3	LOS C	16.2	124.2	0.88	0.76	0.88	32.9
3	R2	All MCs	112	3.8	112	3.8	* 0.673	62.8	LOS E	5.7	41.0	1.00	0.84	1.10	24.2
Approach			898	9.8	898	9.8	0.673	36.9	LOS C	16.2	124.2	0.89	0.77	0.90	29.0
East: Park Avenue															
4	L2	All MCs	32	0.0	32	0.0	0.139	58.9	LOS E	1.4	9.9	0.93	0.71	0.93	25.9
5	T1	All MCs	146	4.3	146	4.3	* 0.673	60.3	LOS E	7.3	52.7	1.00	0.86	1.07	18.0
6	R2	All MCs	88	4.8	88	4.8	0.404	48.6	LOS D	4.1	30.2	0.97	0.77	0.97	17.0
Approach			266	4.0	266	4.0	0.673	56.2	LOS D	7.3	52.7	0.98	0.81	1.02	17.2
North: Pacific Highway															
7	L2	All MCs	157	7.4	157	7.4	0.246	34.5	LOS C	5.4	39.8	0.74	0.76	0.74	22.4
8	T1	All MCs	854	11.2	854	11.2	* 0.673	37.4	LOS C	18.3	140.2	0.90	0.79	0.90	32.4
9	R2	All MCs	2	0.0	2	0.0	0.012	62.4	LOS E	0.1	0.7	0.93	0.61	0.93	13.3
Approach			1013	10.6	1013	10.6	0.673	37.0	LOS C	18.3	140.2	0.88	0.78	0.88	27.5
West: Moonee Street															
10	L2	All MCs	3	0.0	3	0.0	0.009	67.1	LOS E	0.1	0.9	0.84	0.61	0.84	15.1
11	T1	All MCs	216	3.9	216	3.9	0.622	69.8	LOS E	9.9	72.0	0.97	0.80	0.97	19.5
12	R2	All MCs	223	4.7	223	4.7	* 0.673	45.8	LOS D	10.5	76.8	0.98	0.85	1.02	24.6
Approach			442	4.3	442	4.3	0.673	57.7	LOS E	10.5	76.8	0.98	0.82	1.00	19.1
All Vehicles			2619	8.6	2619	8.6	0.673	42.4	LOS C	18.3	140.2	0.91	0.79	0.92	24.9

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec

East: Park Avenue											
P2 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
North: Pacific Highway											
P3 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: Moonee Street											
P4 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians	150	158	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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.

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MOVEMENT SUMMARY

Site: [4FtAm] Harbour Dr & Gordon St (Future AM)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100.0 seconds (Site Optimum Cycle Time - Minimum Delay)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Gordon Street															
1	L2	All MCs	45	0.0	45	0.0	0.616	33.1	LOS C	16.4	116.8	0.89	0.78	0.89	21.1
2	T1	All MCs	369	2.0	369	2.0	0.616	29.7	LOS C	16.4	116.8	0.89	0.78	0.90	13.6
3	R2	All MCs	97	17.4	97	17.4	* 0.616	49.4	LOS D	5.3	42.2	0.97	0.83	1.02	14.6
Approach			512	4.7	512	4.7	0.616	33.7	LOS C	16.4	116.8	0.91	0.79	0.92	14.7
East: Harbour Drive															
4	L2	All MCs	101	5.2	101	5.2	0.105	15.3	LOS B	2.4	17.3	0.51	0.64	0.51	25.1
5	T1	All MCs	161	0.7	161	0.7	0.154	12.2	LOS A	3.9	27.3	0.53	0.44	0.53	31.1
6	R2	All MCs	394	1.6	394	1.6	* 0.622	19.9	LOS B	11.3	80.4	0.86	1.07	0.86	15.0
Approach			656	1.9	656	1.9	0.622	17.3	LOS B	11.3	80.4	0.73	0.85	0.73	19.9
North: Gordon Street															
7	L2	All MCs	322	4.2	322	4.2	0.495	19.7	LOS B	13.7	98.8	0.77	0.76	0.77	19.2
8	T1	All MCs	275	0.8	275	0.8	0.495	36.3	LOS C	13.7	98.8	0.87	0.76	0.87	13.2
9	R2	All MCs	27	3.8	27	3.8	0.495	54.4	LOS D	9.9	69.7	0.90	0.76	0.90	18.7
Approach			624	2.7	624	2.7	0.495	28.5	LOS C	13.7	98.8	0.82	0.76	0.82	16.6
West: Harbour Drive															
10	L2	All MCs	63	0.0	63	0.0	0.134	46.5	LOS D	2.1	15.0	0.72	0.69	0.72	19.7
11	T1	All MCs	200	0.0	200	0.0	* 0.624	47.7	LOS D	10.1	70.9	0.88	0.75	0.88	22.7
12	R2	All MCs	43	2.4	43	2.4	0.624	51.2	LOS D	10.1	70.9	0.88	0.75	0.88	20.3
Approach			306	0.3	306	0.3	0.624	47.9	LOS D	10.1	70.9	0.85	0.74	0.85	17.9
All Vehicles			2098	2.6	2098	2.6	0.624	29.1	LOS C	16.4	116.8	0.82	0.79	0.82	17.5

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec

South: Gordon Street												
P1	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
East: Harbour Drive												
P2	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
North: Gordon Street												
P3	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: Harbour Drive												
P4	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians		200	211	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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.

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MOVEMENT SUMMARY

Site: [5FtAm] Vernon St & Gordon St (Future AM)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Gordon Street															
1	L2	All MCs	255	0.0	255	0.0	0.237	2.8	LOS A	1.2	8.2	0.24	0.37	0.24	30.0
2	T1	All MCs	368	1.4	368	1.4	0.452	2.1	LOS A	3.0	21.3	0.27	0.41	0.27	35.7
3	R2	All MCs	283	0.7	283	0.7	0.452	5.8	LOS A	3.0	21.3	0.27	0.41	0.27	33.0
3u	U	All MCs	9	0.0	9	0.0	0.452	9.7	LOS A	3.0	21.3	0.27	0.41	0.27	29.4
Approach			916	0.8	916	0.8	0.452	3.5	LOS A	3.0	21.3	0.26	0.40	0.26	34.0
East: Vernon Street															
4	L2	All MCs	18	11.8	18	11.8	0.018	3.7	LOS A	0.1	0.6	0.43	0.47	0.43	32.9
5	T1	All MCs	6	0.0	6	0.0	0.017	2.9	LOS A	0.1	0.5	0.43	0.54	0.43	32.7
6	R2	All MCs	9	11.1	9	11.1	0.017	7.0	LOS A	0.1	0.5	0.43	0.54	0.43	35.4
6u	U	All MCs	1	0.0	1	0.0	0.017	11.8	LOS A	0.1	0.5	0.43	0.54	0.43	37.6
Approach			35	9.1	35	9.1	0.018	4.7	LOS A	0.1	0.6	0.43	0.50	0.43	34.0
North: Gordon Street															
7	L2	All MCs	283	5.6	283	5.6	0.307	4.7	LOS A	1.6	11.9	0.49	0.50	0.49	36.3
8	T1	All MCs	311	4.4	311	4.4	0.307	3.4	LOS A	1.6	11.9	0.49	0.49	0.49	35.5
9	R2	All MCs	41	5.1	41	5.1	0.307	7.3	LOS A	1.6	11.6	0.49	0.49	0.49	26.2
9u	U	All MCs	13	0.0	13	0.0	0.307	12.2	LOS A	1.6	11.6	0.49	0.49	0.49	42.0
Approach			647	4.9	647	4.9	0.307	4.4	LOS A	1.6	11.9	0.49	0.49	0.49	35.3
West: Vernon Street															
10	L2	All MCs	12	0.0	12	0.0	0.018	6.8	LOS A	0.1	0.6	0.66	0.59	0.66	33.4
11	T1	All MCs	23	0.0	23	0.0	0.049	4.6	LOS A	0.3	2.1	0.65	0.62	0.65	31.3
12	R2	All MCs	23	0.0	23	0.0	0.049	8.5	LOS A	0.3	2.1	0.65	0.62	0.65	26.0
12u	U	All MCs	3	0.0	3	0.0	0.049	12.3	LOS A	0.3	2.1	0.65	0.62	0.65	15.5
Approach			61	0.0	61	0.0	0.049	6.9	LOS A	0.3	2.1	0.66	0.61	0.66	29.5
All Vehicles			1659	2.5	1659	2.5	0.452	4.0	LOS A	3.0	21.3	0.37	0.45	0.37	34.5

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

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MOVEMENT SUMMARY

Site: [1FtPm] Pacific Hwy & Coffs St (Future PM)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100.0 seconds (Site Optimum Cycle Time - Minimum Delay)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pacific Highway															
1	L2	All MCs	32	3.3	32	3.3	0.054	43.5	LOS D	0.9	6.4	0.60	0.68	0.60	31.5
2	T1	All MCs	1068	7.2	1068	7.2	* 0.911	54.2	LOS D	28.9	214.9	1.00	1.05	1.21	24.2
3	R2	All MCs	53	2.0	53	2.0	0.197	54.0	LOS D	2.2	15.7	0.87	0.73	0.87	19.7
Approach			1153	6.8	1153	6.8	0.911	53.9	LOS D	28.9	214.9	0.98	1.02	1.18	20.5
East: Coffs Street															
4	L2	All MCs	72	0.0	72	0.0	0.376	39.7	LOS C	6.6	46.2	0.90	0.75	0.90	21.0
5	T1	All MCs	85	0.0	85	0.0	0.376	36.7	LOS C	6.6	46.2	0.90	0.75	0.90	24.1
6	R2	All MCs	727	2.5	727	2.5	* 0.911	59.4	LOS E	21.2	151.3	1.00	1.11	1.34	13.4
Approach			884	2.0	884	2.0	0.911	55.6	LOS D	21.2	151.3	0.98	1.04	1.26	15.1
North: Pacific Highway															
7	L2	All MCs	314	2.0	314	2.0	0.171	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	43.1
8	T1	All MCs	989	12.7	989	12.7	0.846	26.1	LOS B	22.0	170.6	0.91	0.86	0.98	31.0
9	R2	All MCs	246	0.0	246	0.0	* 0.911	54.2	LOS D	13.3	92.8	1.00	0.96	1.25	22.4
Approach			1549	8.5	1549	8.5	0.911	26.4	LOS B	22.0	170.6	0.74	0.81	0.83	29.5
West: Coffs Street															
10	L2	All MCs	225	1.4	225	1.4	0.443	35.8	LOS C	9.1	64.8	0.87	0.79	0.87	26.1
11	T1	All MCs	105	0.0	105	0.0	* 0.911	62.9	LOS E	7.2	50.6	1.00	1.11	1.52	19.0
12	R2	All MCs	20	0.0	20	0.0	0.911	66.1	LOS E	7.2	50.6	1.00	1.11	1.52	22.1
Approach			351	0.9	351	0.9	0.911	45.7	LOS D	9.1	64.8	0.92	0.90	1.11	23.4
All Vehicles			3937	5.9	3937	5.9	0.911	42.7	LOS D	28.9	214.9	0.88	0.93	1.05	22.2

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec

South: Pacific Highway											
P1 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
East: Coffs Street											
P2 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: Coffs Street											
P4 Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians	150	158	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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.

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MOVEMENT SUMMARY

Site: [2FtPm] Pacific Hwy & Harbour Drive (Future PM)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100.0 seconds (Site Optimum Cycle Time - Minimum Delay)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pacific Highway															
1	L2	All MCs	42	0.0	42	0.0	0.055	39.8	LOS C	1.2	8.5	0.62	0.69	0.62	17.7
2	T1	All MCs	974	7.7	974	7.7	* 0.649	32.8	LOS C	19.6	145.9	0.86	0.76	0.86	28.7
Approach			1016	7.4	1016	7.4	0.649	33.1	LOS C	19.6	145.9	0.85	0.76	0.85	24.2
East: Harbour Drive															
4	L2	All MCs	59	0.0	59	0.0	0.141	56.0	LOS D	2.3	16.2	0.84	0.72	0.84	19.4
5	T1	All MCs	249	0.4	249	0.4	* 0.649	57.8	LOS E	11.3	79.6	0.96	0.81	0.97	18.5
Approach			308	0.3	308	0.3	0.649	57.5	LOS E	11.3	79.6	0.94	0.79	0.94	14.8
North: Pacific Highway															
7	L2	All MCs	60	0.0	60	0.0	0.078	32.6	LOS C	1.7	12.2	0.63	0.70	0.63	29.8
8	T1	All MCs	1011	12.1	1011	12.1	0.581	23.5	LOS B	17.4	134.2	0.73	0.65	0.73	34.7
9	R2	All MCs	119	0.0	119	0.0	* 0.428	40.8	LOS C	4.8	33.4	0.91	1.05	0.91	16.9
Approach			1189	10.3	1189	10.3	0.581	25.6	LOS B	17.4	134.2	0.74	0.69	0.74	27.3
West: West High Street															
10	L2	All MCs	144	5.1	144	5.1	0.173	31.4	LOS C	4.1	29.6	0.62	0.68	0.62	26.9
11	T1	All MCs	246	0.0	246	0.0	0.476	39.4	LOS C	9.5	66.7	0.83	0.70	0.83	21.7
12	R2	All MCs	25	8.3	25	8.3	* 0.103	38.2	LOS C	1.0	7.6	0.89	0.97	0.89	11.0
Approach			416	2.3	416	2.3	0.476	36.6	LOS C	9.5	66.7	0.76	0.71	0.76	18.9
All Vehicles			2929	7.1	2929	7.1	0.649	33.1	LOS C	19.6	145.9	0.80	0.73	0.80	22.9

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pacific Highway												
P1	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

East: Harbour Drive												
P2	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
North: Pacific Highway												
P3	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: West High Street												
P4	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians		200	211	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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.

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MOVEMENT SUMMARY

Site: [3FtPm] Pacific Hwy & Park Ave (Future PM)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pacific Highway															
1	L2	All MCs	1	0.0	1	0.0	0.001	16.5	LOS B	0.0	0.0	0.11	0.79	0.11	35.3
2	T1	All MCs	896	7.3	896	7.3	0.626	41.3	LOS C	21.9	162.8	0.86	0.75	0.86	31.8
3	R2	All MCs	126	3.3	126	3.3	* 0.537	40.3	LOS C	4.1	29.4	0.90	1.06	0.90	24.1
Approach			1023	6.8	1023	6.8	0.626	41.1	LOS C	21.9	162.8	0.86	0.79	0.86	26.2
East: Park Avenue															
4	L2	All MCs	49	0.0	49	0.0	0.154	73.2	LOS F	2.5	17.4	0.89	0.72	0.89	25.4
5	T1	All MCs	184	6.9	184	6.9	* 0.651	75.4	LOS F	10.4	76.8	0.98	0.82	1.00	17.4
6	R2	All MCs	137	6.9	137	6.9	0.446	51.9	LOS D	7.3	54.3	0.94	0.79	0.94	16.3
Approach			371	6.0	371	6.0	0.651	66.5	LOS E	10.4	76.8	0.96	0.80	0.96	15.6
North: Pacific Highway															
7	L2	All MCs	161	3.3	161	3.3	0.219	39.1	LOS C	6.1	43.7	0.69	0.75	0.69	22.2
8	T1	All MCs	901	11.3	901	11.3	* 0.651	43.1	LOS D	22.3	171.2	0.87	0.77	0.87	31.5
9	R2	All MCs	11	0.0	11	0.0	0.042	41.5	LOS C	0.3	2.2	0.78	1.12	0.78	16.9
Approach			1073	10.0	1073	10.0	0.651	42.5	LOS D	22.3	171.2	0.84	0.77	0.84	25.5
West: Moonee Street															
10	L2	All MCs	7	0.0	7	0.0	0.023	79.3	LOS F	0.4	2.5	0.86	0.65	0.86	13.3
11	T1	All MCs	157	2.0	157	2.0	0.492	81.2	LOS F	8.5	60.2	0.95	0.77	0.95	17.8
12	R2	All MCs	201	4.2	201	4.2	* 0.651	54.3	LOS D	11.3	81.6	0.99	0.83	0.99	22.5
Approach			365	3.2	365	3.2	0.651	66.4	LOS E	11.3	81.6	0.97	0.80	0.97	17.8
All Vehicles			2832	7.4	2832	7.4	0.651	48.2	LOS D	22.3	171.2	0.88	0.78	0.88	22.9

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec

East: Park Avenue											
P2 Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
North: Pacific Highway											
P3 Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
West: Moonee Street											
P4 Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
All Pedestrians	150	158	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96

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.

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MOVEMENT SUMMARY

Site: [4FtPm] Harbour Dr & Gordon St (Future PM)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100.0 seconds (Site Optimum Cycle Time - Minimum Delay)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Gordon Street															
1	L2	All MCs	78	1.4	78	1.4	0.558	31.2	LOS C	15.1	105.8	0.86	0.76	0.86	21.6
2	T1	All MCs	316	0.0	316	0.0	0.558	27.8	LOS B	15.1	105.8	0.86	0.76	0.86	14.2
3	R2	All MCs	84	5.0	84	5.0	0.558	49.0	LOS D	4.5	32.4	0.96	0.80	0.98	14.7
Approach			478	1.1	478	1.1	0.558	32.1	LOS C	15.1	105.8	0.88	0.76	0.88	15.8
East: Harbour Drive															
4	L2	All MCs	146	2.2	146	2.2	0.153	17.9	LOS B	3.7	26.0	0.55	0.66	0.55	24.4
5	T1	All MCs	259	0.0	259	0.0	0.271	15.5	LOS B	6.9	48.6	0.59	0.51	0.59	30.1
6	R2	All MCs	356	0.3	356	0.3	* 0.570	20.0	LOS B	10.3	72.5	0.82	1.09	0.82	15.6
Approach			761	0.6	761	0.6	0.570	18.0	LOS B	10.3	72.5	0.69	0.81	0.69	21.7
North: Gordon Street															
7	L2	All MCs	385	0.3	385	0.3	0.564	21.0	LOS B	16.8	118.1	0.80	0.78	0.80	19.1
8	T1	All MCs	346	0.3	346	0.3	0.564	34.4	LOS C	16.8	118.1	0.88	0.78	0.88	13.3
9	R2	All MCs	27	0.0	27	0.0	* 0.564	56.1	LOS D	12.3	86.6	0.91	0.78	0.91	18.9
Approach			759	0.3	759	0.3	0.564	28.4	LOS B	16.8	118.1	0.84	0.78	0.84	16.6
West: Harbour Drive															
10	L2	All MCs	74	0.0	74	0.0	0.140	39.7	LOS C	2.4	16.5	0.69	0.68	0.69	20.6
11	T1	All MCs	148	0.7	148	0.7	* 0.571	40.5	LOS C	8.5	60.2	0.84	0.73	0.84	23.5
12	R2	All MCs	68	1.5	68	1.5	0.571	43.9	LOS D	8.5	60.2	0.84	0.73	0.84	21.0
Approach			291	0.7	291	0.7	0.571	41.1	LOS C	8.5	60.2	0.80	0.72	0.80	19.1
All Vehicles			2288	0.6	2288	0.6	0.571	27.3	LOS B	16.8	118.1	0.79	0.78	0.79	18.6

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec

South: Gordon Street												
P1	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
East: Harbour Drive												
P2	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
North: Gordon Street												
P3	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: Harbour Drive												
P4	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians		200	211	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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.

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MOVEMENT SUMMARY

Site: [5FtPm] Vernon St & Gordon St (Future PM)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

15-31 Harbour Drive, Coffs Harbour
Site Category: Existing Volumes
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Gordon Street															
1	L2	All MCs	209	0.5	209	0.5	0.213	3.0	LOS A	1.0	6.9	0.27	0.39	0.27	29.8
2	T1	All MCs	538	0.6	538	0.6	0.429	2.2	LOS A	2.6	18.6	0.29	0.33	0.29	36.4
3	R2	All MCs	64	0.0	64	0.0	0.429	5.9	LOS A	2.6	18.6	0.29	0.33	0.29	33.9
3u	U	All MCs	8	0.0	8	0.0	0.429	9.8	LOS A	2.6	18.6	0.29	0.33	0.29	30.7
Approach			820	0.5	820	0.5	0.429	2.8	LOS A	2.6	18.6	0.28	0.34	0.28	35.4
East: Vernon Street															
4	L2	All MCs	17	6.2	17	6.2	0.020	4.1	LOS A	0.1	0.6	0.43	0.49	0.43	33.0
5	T1	All MCs	18	0.0	18	0.0	0.033	2.8	LOS A	0.1	1.0	0.40	0.51	0.40	33.1
6	R2	All MCs	17	6.2	17	6.2	0.033	6.7	LOS A	0.1	1.0	0.40	0.51	0.40	35.6
6u	U	All MCs	1	0.0	1	0.0	0.033	11.6	LOS A	0.1	1.0	0.40	0.51	0.40	37.9
Approach			53	4.0	53	4.0	0.033	4.6	LOS A	0.1	1.0	0.41	0.50	0.41	34.4
North: Gordon Street															
7	L2	All MCs	194	0.5	194	0.5	0.209	3.4	LOS A	1.1	7.4	0.38	0.42	0.38	36.6
8	T1	All MCs	233	0.9	233	0.9	0.209	2.6	LOS A	1.1	7.4	0.38	0.43	0.38	36.4
9	R2	All MCs	28	0.0	28	0.0	0.209	6.4	LOS A	1.0	7.4	0.38	0.43	0.38	26.8
9u	U	All MCs	32	0.0	32	0.0	0.209	11.4	LOS A	1.0	7.4	0.38	0.43	0.38	42.7
Approach			486	0.6	486	0.6	0.209	3.7	LOS A	1.1	7.4	0.38	0.43	0.38	36.3
West: Vernon Street															
10	L2	All MCs	108	1.0	108	1.0	0.134	6.3	LOS A	0.8	5.5	0.68	0.63	0.68	33.8
11	T1	All MCs	56	0.0	56	0.0	0.143	4.7	LOS A	0.9	6.4	0.67	0.63	0.67	31.0
12	R2	All MCs	88	1.2	88	1.2	0.143	8.6	LOS A	0.9	6.4	0.67	0.63	0.67	25.6
12u	U	All MCs	2	0.0	2	0.0	0.143	12.3	LOS A	0.9	6.4	0.67	0.63	0.67	15.3
Approach			255	0.8	255	0.8	0.143	6.8	LOS A	0.9	6.4	0.67	0.63	0.67	31.1
All Vehicles			1614	0.7	1614	0.7	0.429	3.8	LOS A	2.6	18.6	0.38	0.42	0.38	35.1

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

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Appendix F
Masterplan Extract

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994



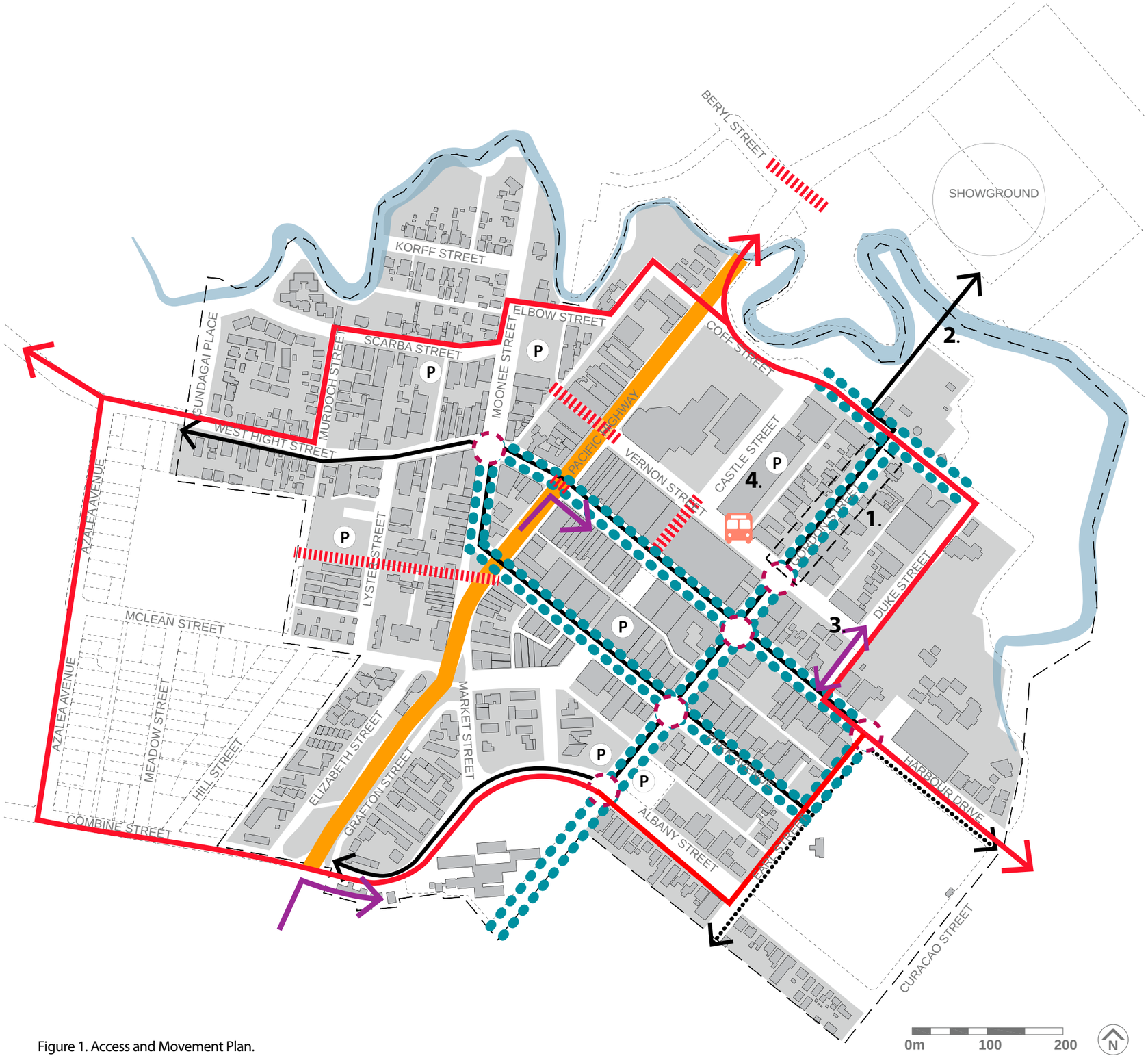
COFFS HARBOUR CITY CENTRE

MASTERPLAN 2031

Access and Movement

One of the key objectives of this Masterplan is to achieve a connected City Centre. The Strategies and Projects outlined within the Masterplan will result in an environment where there is a balance between the pedestrian, cyclist, public transport and private vehicle. Equitable access will be key to the evolution of the City Centre towards 2031.

The plan opposite illustrates the multi- modal intent of the Masterplan and compatibility of the transport systems. The *Details* below are discussed as components of the Strategies and Projects within the balance of this document.



ACCESS AND MOVEMENT

- City Centre Study Area Boundary
- Existing Block
- Existing Building Footprint
- Development Outside Study Area
- Pacific Highway
- Pedestrian Connection
- Street Reconfiguration
- Roundabout Retrofit
- Cycleway- Separated
- Cycleway - Park Trail
- Bus Hub
- Access Improvement
- Inner Ring Road
- (P) Carpark Investigation Site

Details

1. Gordon Street- Trial 'Display Street Reconfiguration'
2. Coffs Bridge Upgrade
3. Duke Street Extension
4. Castle Street Carpark- New Rooftop Sail and Lift

Figure 1. Access and Movement Plan.



1. Police Station redevelopment is to retain the public connection between Lyster St. Carpark and Pacific Hwy. and Improve Pacific Hwy pedestrian crossing.
2. Future redevelopment is to retain public connection between Moonee St. Carpark and Vernon St.
3. Coffs Central to provide for extended mall access.
4. Pedestrian crossing from Moonee St. to Harbour Dr.
5. Pedestrian crossing to be included at Beryl St. (Justice Precinct) signals. Note: Funded by State Government.
6. Improve Coffs Creek Bridge to increase cycle and pedestrian use.
7. Formalise the proposed Duke St. connection.
8. Complete and connect rear laneways for rear vehicle access encouraging new development to address open space and key streets.
9. Extend the right turn lane at the intersection of Pacific Hwy and Albany St.
10. Establish a City Centre ring road with the Pacific Hwy and Coff St. and Albany St. as key connection points.
11. Facilitate outer ring road (diagram overleaf).

Figure 2. Key Connections Plan.

Strategy: Key Connections (S- KC)

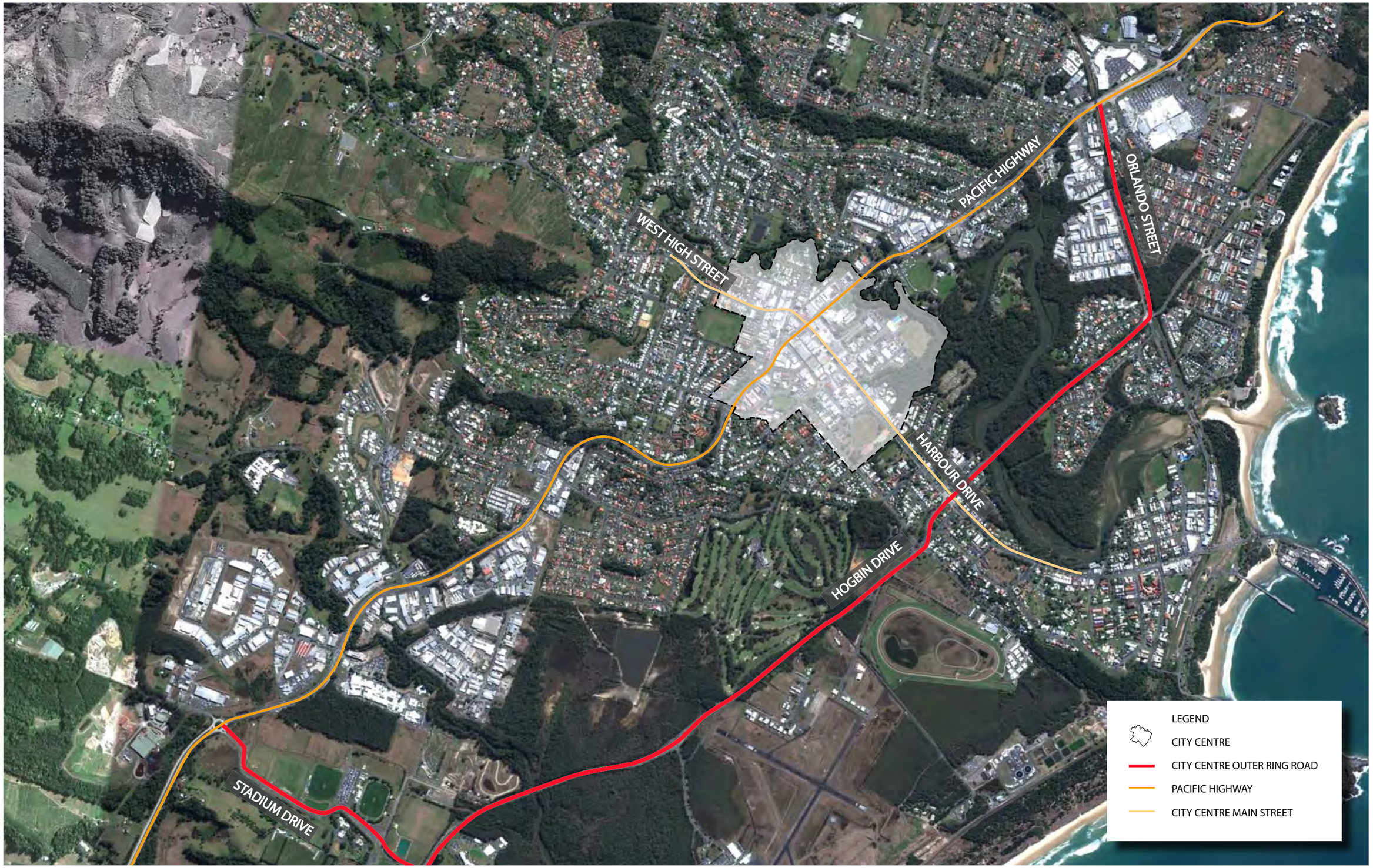
Principle: A City Centre movement network should allow safe and equitable access for cars, pedestrians and cyclists. By providing a number of routes and a hierarchy of thoroughfares traffic can self-regulate and the function of the City Centre will improve.

Finding: The city benefits from a robust street network however, there are a number of missing links. Completing these missing links will improve the legibility and permeability of the City over time.

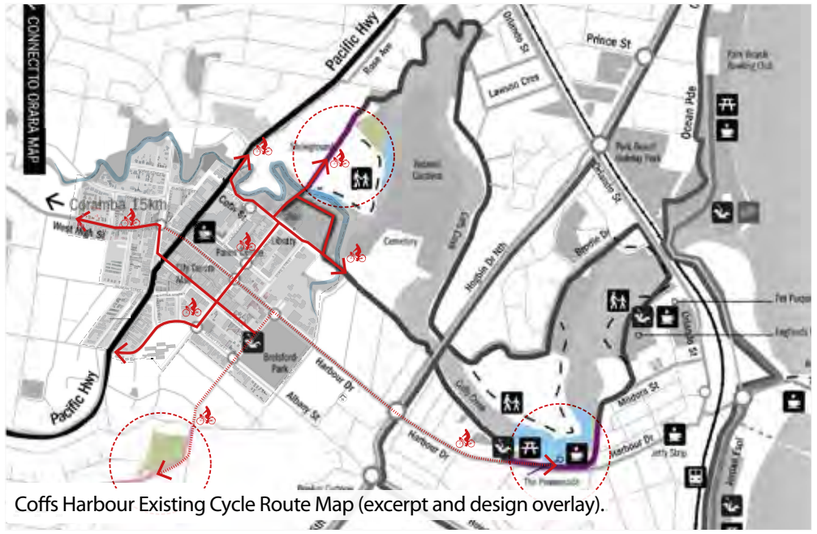
Benefits:

- To alleviate current capacity issues encouraging drivers to visit the City Centre;
- To bypass Harbour Drive and the City Centre;
- To accept driving slower in order to be a part of the retail, civic and cultural experience of Harbour Drive;
- To improve pedestrian connections across the Pacific Highway;
- To improve legibility, access and safety by encouraging mid- block pedestrian connections as part of private development; and
- To provide a recreational loop for pedestrians and cyclists connecting the City Centre to parks and natural assets.

Projects:	Cost:
Facilitate the function of an outer ring road.	N/A
Establish a City Centre inner ring road.	N/A
Provide and formalise the Duke St extension as a permanent component of the inner ring road.	$300,000
Incorporate pedestrian crossings with City Sail Projects including Pacific Hwy/ Harbour Dr intersection.	TBD
Upgrade the Coffs Creek Bridge.	$36,900
Extend the right turn lane onto Albany St to alleviate current capacity issues and ensure satisfactory operation into the future.	$200,000
Incentivise private developers to realise the mid- block pedestrian connections and rear laneways.	N/A
Coffs Central to provide extended mall access.	N/A



11. Strategy: Key Connections (S- KC) - THE OUTER RING ROAD



Coffs Harbour Existing Cycle Route Map (excerpt and design overlay).





Figure 3. Bike Plan.

Strategy: Bike Plan (S-BP)

Principle: The greatest revolution of sustainable transport underway in progressive cities is welcoming bikes into the City Centre as a viable alternative transport choice. By shifting even a portion of people going to work onto a bike cities significantly benefit socially, economically and environmentally.

Finding: The opportunity exists to extend the existing cycle network into the City Centre and provide the framework for a balanced, sustainable transport network to evolve over time.

Benefits:

- To appeal to an emerging demographic;
- To provide opportunities to leverage off of associated retail uses such as bike rental and repair shops;
- To increase retail sales along bike routes consistent with research findings into retail spending patterns;
- To facilitate a shift in modal choice resulting in additional parking capacity;
- To use the Gordon Street trial to observe increased cycle activity and monitor the areas where bicycles are parked informally and provide formal parking and end of trip facilities in these locations; and
- To most efficiently utilise City Centre land when 10 parked bikes occupy the same area as one parked car.

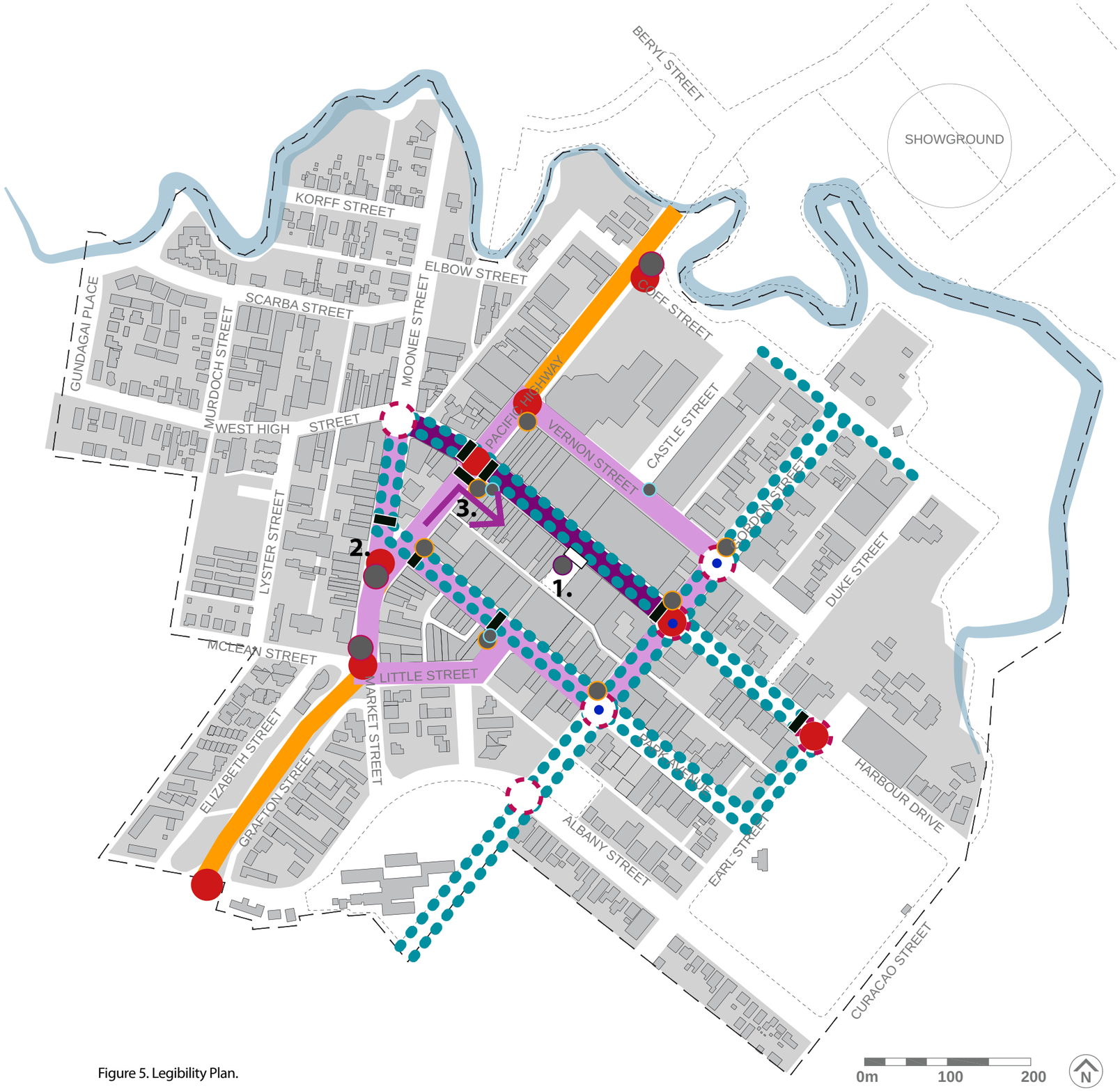
Projects:	Cost:
Use Gordon St between Coff St and Harbour Dr as the trial for a separated cycleway and intersection performance.	$275,650
Implement the City Centre Street Reconfiguration Project for all streets.	Refer to (P- SR) p.42
Adopt the City Centre Bike Plan.	N/A
Strengthen and promote Ride-To-Work Day and family cycling events and education days.	Refer to (P- EP) p.57
Provide +100 bike racks and end of trip facilities at locations identified through observation of ad- hoc parking locations.	TBD
Incorporate end of trip facilities into the Bus Hub and into new developments in the City Centre core as required over time.	TBD

Legibility

One of the key objectives of this Masterplan is to ensure that visitors to the City Centre are easily able to experience the City's natural and urban assets and to encourage them to stay longer.

As the City Centre transforms into a 21st Century City, the Strategies and Projects outlined within this report will provide a framework for the City to be known by visitors as a unique, memorable and accessible destination.

The plan opposite illustrates the numerous Strategies and Projects that will reinforce the Vision for the City Centre. The *Details* below are discussed as components of the Strategies and Projects within the balance of this document.



LEGIBILITY

- City Centre Study Area Boundary
- Existing Block
- Existing Building Footprint
- Development Outside Study Area
- Pacific Highway
- Street Reconfiguration
- City Centre Main Street
- City Centre Supporting Street
- Roundabout Retrofit
- City Centre Gateway
- City Sails
- City Sail To Be Relocated

Signage-

- City Centre Entry Post
- Key Streets Entry Post
- Relocatable Median Banner
- City Centre Information Post 1
- City Centre Information Post 2
- Direct Main Street Access

Details

1. City Square Public Domain Improvements
2. Moonee Street Entry Statement
3. Harbour Drive Right Turn From South

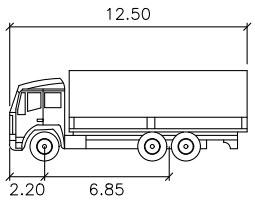
Figure 5. Legibility Plan.

Appendix G
Construction Swept Path Assessment

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SWEPT PATH KEY:

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



HRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

GORDON STREET

HRV STANDARDS 2018 (AU)

UNITING CHURCH COFFS HARBOUR
ACCESS & DEPARTURE MOVEMENTS FOR A 12.5m RIGID VEHICLE SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V2.1-SP SHEET NO. 01 OF 04 ISSUE DATE 5 November 2025

DESIGNED BY L.ELLSON

SCALE A3 0 4.0 8.0 1:400

DISCLAIMER

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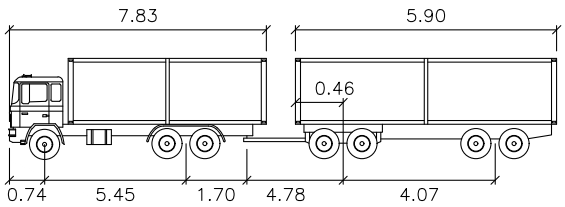
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Plotted by Lachlan

SWEPT PATH KEY:

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



TRUCK n DOG 18.1

	meters		
First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 36.9
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

GORDON STREET

ON STREET

UNITING CHURCH COFFS HARBOUR
ACCESS & DEPARTURE MOVEMENTS FOR AN 18.1m TRUCK & DOG
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V2.1-SP SHEET NO. 02 OF 04 ISSUE DATE 5 November 2025

DESIGNED BY L.ELLSON

SCALE A3 0 4.0 8.0 1:400

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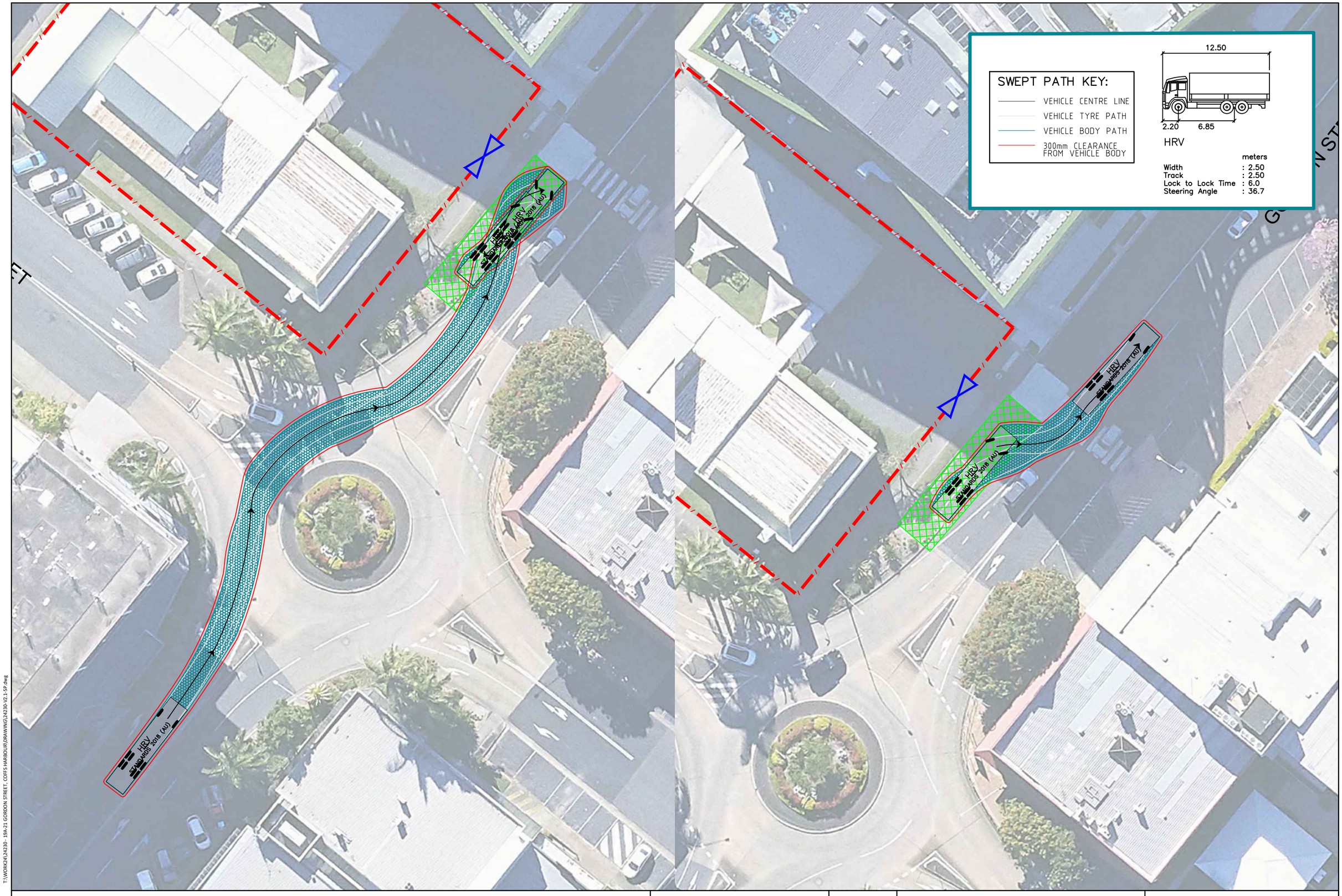
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Plotted by Lachlan



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Plotted by Lachlan

UNITING CHURCH COFFS HARBOUR
ACCESS & DEPARTURE MOVEMENTS FOR A 12.5m RIGID VEHICLE INTO THE WORKS ZONE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V2.1-SP SHEET NO. 03 OF 04 ISSUE DATE 5 November 2025

DESIGNED BY L.ELLSON

SCALE A3 0 4.0 8.0 1:400

DISCLAIMER

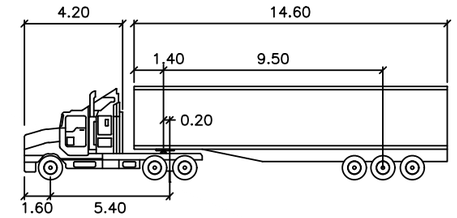
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VERNON STREET

SWEPT PATH KEY:

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



AV

meters

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		

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Plotted by Lachlan

UNITING CHURCH COFFS HARBOUR
ACCESS & DEPARTURE MOVEMENTS FOR A 20m SEMI-TRAILER INTO THE WORKS ZONE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24230-V2.1-SP SHEET NO. 04 OF 04 ISSUE DATE 5 November 2025

DESIGNED BY L.ELLSON

SCALE A3 0 5.0 10.0 1:500

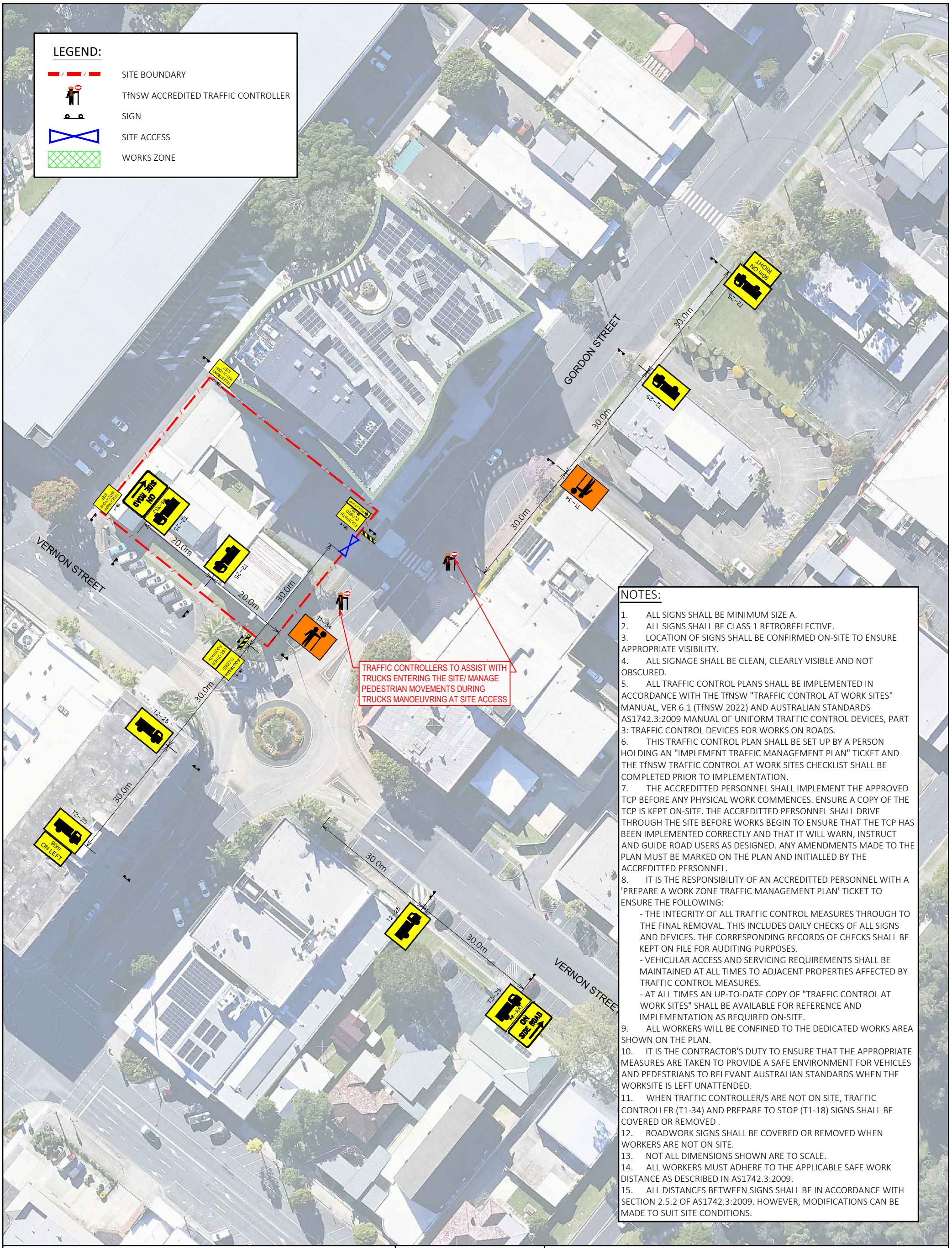
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Appendix H
Traffic Guidance Scheme

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994



NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
5. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TfNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
6. THIS TRAFFIC CONTROL PLAN SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITTED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITTED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITTED PERSONNEL.
8. IT IS THE RESPONSIBILITY OF AN ACCREDITTED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
   - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
   - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
   - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
10. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED .
12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

UNITING CHURCH COFFS HARBOUR
GENERAL DEMOLITION & EARTHWORKS STAGES
TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. 24230-V1.1-TGS | SHEET NO. 01 OF 02 | ISSUE DATE 5 November 2025

SCALE A3

0 8.0 16.0 1:800

CERTIFICATION

THE DESIGNER AND THE REVIEWER ARE CURRENT CARDHOLDER OF TRAFFIC CONTROL WORK: PREPARE WORKS ZONE

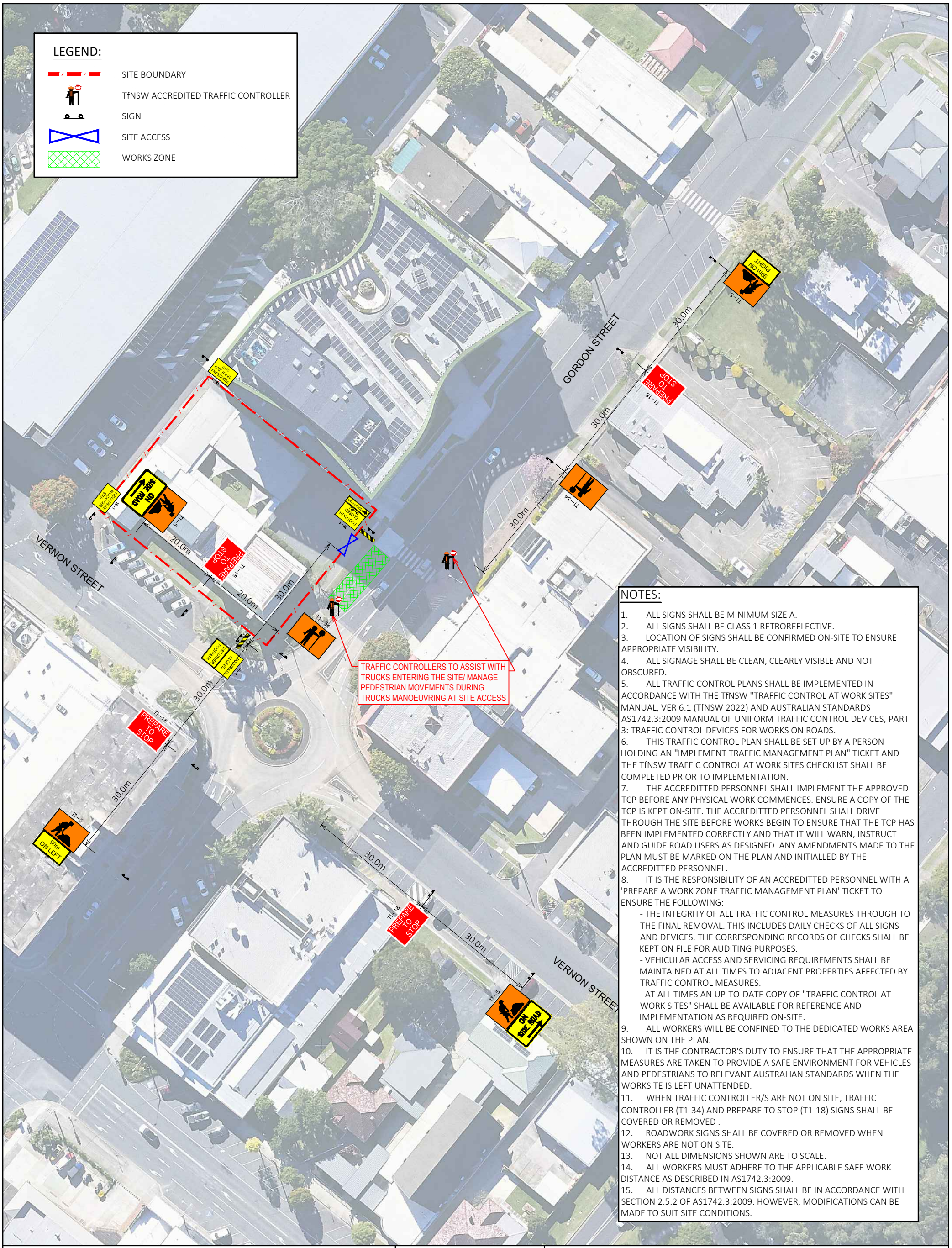
	DESIGNER:	REVIEWER:
NAME:	AIDAN GARDNER	LACHLAN ELLSON
CARD NO.:	TCT1053356	TCT0041903
CLASS:	PREPARE WORK ZONE	PREPARE WORK ZONE

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Plotted by Lachlan



NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
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7. THE ACCREDITTED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITTED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITTED PERSONNEL.
8. IT IS THE RESPONSIBILITY OF AN ACCREDITTED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
   - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
   - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
   - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
10. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED .
12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

UNITING CHURCH COFFS HARBOUR
GENERAL STRUCTURE & FITOUT STAGES
TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. 24230-V1.1-TGS SHEET NO. 02 OF 02 ISSUE DATE 5 November 2025

SCALE A3

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CERTIFICATION

THE DESIGNER AND THE REVIEWER ARE CURRENT CARDHOLDER OF TRAFFIC CONTROL WORK: PREPARE WORKS ZONE

DESIGNER:		
NAME:	AIDAN GARDNER	
CARD NO.:	TCT1053356	
CLASS:	PREPARE WORK ZONE	
REVIEWER:		
NAME:	LACHLAN ELLSON	
CARD NO.	TCT0041903	
CLASS:	PREPARE WORK ZONE	

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994
Address: Level 6, Suite 604, 10 Help Street, Chatswood NSW 2067
P: (02) 9411 5660 E: info@ttpa.com.au W: www.ttpa.com.au

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Plotted by Lachlan

Appendix I
Transport Access Guide

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994



Uniting Church, Coffs Harbour

Travel Access Guide

Your Travel Choices

This Travel Access Guide outlines the many travel choices available for you to travel to and from home/work.

Plan ahead

Planning ahead is key. The Trip Planner on Transport info and public transport apps like Opal Travel, TripView or Citymapper provide real-time service updates, detailed service information, walking and cycling distances and accessibility details.

Find a real-time public transport apps that suits you.

Use the Trip Planner to plan your public transport journey.

Prioritise public transport

Bus stops are located within a short walk and connect to the Rail network. Not only does it offer a comfortable alternative to driving, but it also allows you to focus on other activities.

Regularly catching public transport can contribute to your daily physical activity, helping you lead a healthier lifestyle.

Walk or ride your bike for all or some of your journey

Walking or riding your bike as part of your daily commute is a great way to improve and maintain your physical health and mental well-being. It keeps you active without needing a gym membership and gives you some me-time in your busy day.

Handy information about local bike routes and free resources including cycling maps are available on the Cycleway Finder website

Consider working flexibly

Flexible working arrangements can improve work-life balance, health, and productivity. It includes any work arrangement that changes the traditional 9 to 5 schedule, such as working from home or working non-peak hours.

These arrangements are subject to business requirements and manager approval. Check our flexible working policies and procedures for more information.

Use flexible working to travel outside the peak

Travelling outside peak times can help you save time and reduce stress by avoiding rush hour traffic. It can also give you the opportunity to complete other tasks before or after work.

Save money on transportation by travelling before or after peak hours. It's also more comfortable and efficient.

Paying for your public transport fare is easier than ever

Use an Opal Card, contactless card or linked device to access Opal benefits. Remember to use the same card or linked device for all your trips to access benefits.

Visit the Opal website to find out more about fares for Opal and contactless payments.

Getting to the Uniting Church

Located at 19A-21 Gordon Street, Coffs Harbour. Convenient shared paths are provided within the Coffs Harbour area, which link to the wider Coffs Harbour and Jetty Beach pedestrian and cycle network.

Bus

Bus services in the vicinity are provided by the Busways Routes 365, 366, 367 & 368, which run from Park Beach Plaza. Route 360M also operates around Coffs Harbour with links to the surrounding towns of Uranga, Nambucca Heads and Macksville.

Service routes and timetables for the available services are available on the Trip Planner at transportnsw.info/.

Walking and cycling paths to these bus routes are shown in the figure overleaf. Additional information about current cycling routes is available on the Trip Planner at transportnsw.info/.

Get in touch with the Travel Plan Coordinator for more information regarding company buses to take you to and from train stations.

Cycling and Active Transport

Uniting Church Coffs Harbour provides easily accessible shared paths for pedestrians and cyclists and links to the current shared path along Grafton Street.

If you cycle, run or walk, Uniting Church Coffs Harbour is equipped with extensive End of Trip (EOT) facilities. A workplace toolkit is also provided including puncture repair equipment, a bike pump, a spare lock and lights. There are secure bike racks and change rooms including showers and lockers.

For detailed information on travelling to and from Uniting Church Coffs Harbour use **Trip Planner**.

Find a travel planning app that works for you

Opal Travel

Top up your Opal card and see your weekly travel reward information wherever you are. You can also plan a trip to and from anywhere in NSW with Opal fare estimates.

Citymapper

This app shows your best travel options by comparing driving, walking and cycling with real-time public transport information.

Transport Info

Visit Transport Info to plan your journey and find your nearest public transport connection.

Carpooling

By sharing rides with others, you not only reduce your personal commuting costs but also contribute to easing traffic congestion and lowering carbon emissions.

To arrange for carpooling, get in touch with the Travel Plan coordinator on Page 4 for contact information.

Numerous Carpooling parking spaces are located conveniently near the main entry. Get in contact with others to take advantage of these parking spots.

Building Facilities and Information

Bicycle facilities

If you cycle to Uniting Church Coffs Harbour, you can access the shared 18 Secure bike parking spots.

6 bike racks are located on levels 3, 4 and 5, which make up the 18 total bicycle spaces. These bike racks are located next to the up ramp from the lower level.

Travel Plan Coordinator (TPC)

Name: **TBC**
Locations: **TBC**
Office hours: **TBC**
Contact: ☎ - **TBC**
✉ - **TBC**
- **TBC**

Cycling Map and information on local cycling routes.

Planning your bike trip

Transport's Trip Planner has new options to allow you to plan your bike riding route based on your skill level and preferences in three easy steps.

1. Enter your starting point.

2. Enter your destination.

3. Choose your preferred type of trip based on your skill level or preference.

Easier: Ideal for new cyclists, young riders or those who would prefer an easier route by avoiding hills and busy roads where possible.

Moderate: Best suited to intermediate cyclists who don't mind the occasional hill and are comfortable riding on some roads.

More direct: For experienced cyclists who want to minimise travel time, can handle steeper hills and navigate busy roads.

Planning a mixed-mode trip

You can also use the trip planner to plan a mixed trip, using both your bike and public transport in combination. For example, if you want to cycle for the first part of your journey from your home to a train station, then take by train to the office.

Visit Trip Planner now or read our guide for more information.

For more information, visit:

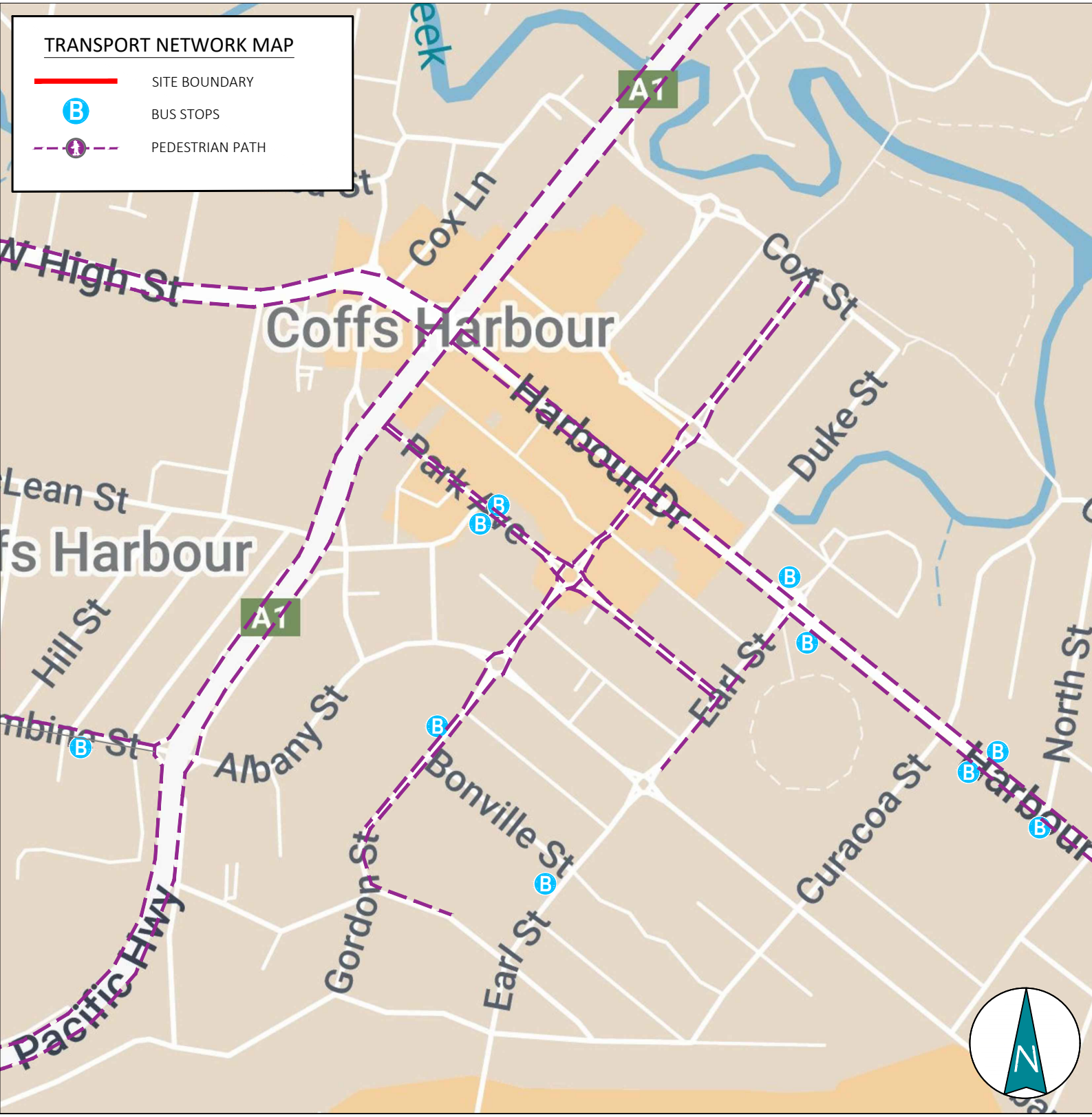
Transport for NSW travel planning website
Transportnsw info or call 131500

Coffs Harbour Council Website

Coffs Harbour Council

Safe Cycling Network

Bike map
Cycleway Finder
Bicycle NSW


TRANSPORT NETWORK MAP
SITE BOUNDARY
BUS STOPS
PEDESTRIAN PATH
A1
Coffs Harbour
W High St
Cox Ln
Coff St
Duke St
Harbour Dr
Park Ave
Lean St
fs Harbour
Hill St
nbing St
Albany St
Bonville St
Earl St
Gordon St
Pacific Hwy
Curacoa St
North St
N

Appendix J
Example Travel Survey

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

1. What is your age in years?
    a. 16 – 17
    b. 18 – 24
    c. 25 – 34
    d. 35 – 44
    e. 45 – 54
    f. 55 – 64
    g. Over 65
2. In an average week, on how many days do you commute to work?
    a. One
    b. Two
    c. Three
    d. Four
    e. Five
    f. More than five
    g. I predominately work from home or remotely
3. What time do you typically arrive at work?
    a. 00:00 – 00:59
    b. 01:00 – 01:59
    c. 02:00 – 02:59
    d. 03:00 – 03:59
    e. 04:00 – 04:59
    f. 05:00 – 05:59
    g. 06:00 – 06:59
    h. 07:00 – 07:59
    i. 08:00 – 08:59
    j. 09:00 – 09:59
    k. 10:00 – 10:59
    l. 11:00 – 11:59
    m. 12:00 – 12:59
    n. 13:00 – 13:59
    o. 14:00 – 14:59
    p. 15:00 – 15:59
    q. 16:00 – 16:59
    r. 17:00 – 17:59
    s. 18:00 – 18:59
    t. 19:00 – 19:59
    u. 20:00 – 20:59
    v. 21:00 – 21:59
    w. 22:00 – 22:59
    x. 23:00 – 23:59
4. What time do you usually travel home?
    a. 00:00 – 00:59
    b. 01:00 – 01:59
    c. 02:00 – 02:59
    d. 03:00 – 03:59
    e. 04:00 – 04:59
    f. 05:00 – 05:59
    g. 06:00 – 06:59
    h. 07:00 – 07:59
    i. 08:00 – 08:59
    j. 09:00 – 09:59
    k. 10:00 – 10:59
    l. 11:00 – 11:59

m. 12:00 – 12:59
n. 13:00 – 13:59
o. 14:00 – 14:59
p. 15:00 – 15:59
q. 16:00 – 16:59
r. 17:00 – 17:59
s. 18:00 – 18:59
t. 19:00 – 19:59
u. 20:00 – 20:59
v. 21:00 – 21:59
w. 22:00 – 22:59
x. 23:00 – 23:59

5. How long does it take you on average to get to work

a. Less than 15 minutes
b. 15-30 minutes
c. 30-45 minutes
d. 45 minutes – 1 hour
e. 1-1.5 hours
f. Over 1.5 hours

6. What is your main mode of transport when travelling to and from work? Please choose the mode that you use for the greatest distance.

a) Walk or run
b) Bicycle
c) Bus
d) Train
e) Light rail
f) Ferry
g) Car (as driver/sole occupancy)
h) Car (as driver with passengers)
i) Car (as passenger)
j) Carpool
k) Motorbike or Moped
l) Taxi or rideshare (e.g., Uber)

7. Do you ever work from home?

a. Yes
b. No

8. On average, how many times do you work from home in one month? _____
9. Do you have a disability or impairment that has an impact on how you travel?

a. Yes
b. No

10. Do you have childcare commitments that have an impact on how you travel?

a. Yes
b. No

11. Are you entitled to a free parking space at your place of work?

a. Yes
b. No

How is likely is it that you will do the following to make your journey more comfortable and reliable?

12. Choose another mode to travel to work, e.g., switching from driving to public transport or from public transport to walking or cycling.
    a. Very likely
    b. Likely
    c. Neutral
    d. Unlikely
    e. Very unlikely
    f. Not possible
13. Change the timing of the journeys you make to avoid the busiest periods, if possible, given your work conditions.
    a. Very likely
    b. Likely
    c. Neutral
    d. Unlikely
    e. Very unlikely
    f. Not possible
14. Reroute the way you take to and from work to avoid the busiest areas.
    a. Very likely
    b. Likely
    c. Neutral
    d. Unlikely
    e. Very unlikely
    f. Not possible
15. Reduce the number of times you travel to work e.g., working from home, if possible, given your work conditions.
    a. Very likely
    b. Likely
    c. Neutral
    d. Unlikely
    e. Very unlikely
    f. Not possible

16. Do you own a bicycle
    a. Yes
    b. No
    c. Planning on it
17. How likely are you to join a 'bike buddy' scheme and/or Bicycle Users Group
    a. Very likely
    b. Likely
    c. Neutral
    d. Unlikely
    e. Very unlikely
    f. Not possible
18. Have you ever participated in state wide events such as Ride to Work Day, World Environment Day, National Walk to Work Day etc.
    a. Yes
    b. No
19. Would you consider participating in state wide events such as those mentioned above in the future
    a. Yes
    b. No
    c. Maybe
20. Would you ever consider a cash incentive to give up your allocated car parking spot
    a. Yes
    b. No
    c. Maybe
21. Do you have any general comments on how you currently travel or how you would like to travel?

_____

_____

_____

22. Would you like to receive updates from the Travel Plan team bringing you relevant travel advice (e.g. information on new services)?

    a. Yes
    b. No

23. If yes, please enter your email address to receive the updates you requested.

Email:_____

24. Would you like to receive updates from the Travel Plan team bringing you information regarding coming events (e.g., Walk to Work days and Ride to Work days)?

    a. Yes
    b. No

25. If yes, please enter your email address to receive the requested updates.

Email:_____

26. To facilitate walk/cycle groups and/or carpooling may we share your contact details with a colleague that live/work/study near you?

    a) Yes – walking group (Email:_____)
    b) Yes – cycling group (Email:_____)
    c) Yes – carpool driver (Email:_____)
    d) Yes – carpool passenger (Email:_____)