

APPENDIX B

TRAFFIC SURVEYS

SURVEY INFORMATION



Site ID: 1

Location: Pacific Mwy & Tweed Coast Rd Interchange, Chinderah

Date: 31 / May / 2018

Time Period 1: 07:00 to 10:00

Time Period 2: 14:00 to 18:00

Primary Classes:

- 1 Light Vehicles ▼
- 2 Light Trucks (3-5) ▼
- 3 Heavy Trucks (6-12) ▼
- 4 Bicycles on Road ▼
- 5 None ▼

Secondary Classes:

- 1 Pedestrians ▼
- 2 None ▼

Weather Conditions 1: Fine ▼ **Weather Conditions 2:** Fine ▼

Intersection Legs:

North	☒ Ch	Chinderah Rd SB
East	☒ Ch	Pacific Mwy on/off-ramp WB
South	☒ Ch	Tweed Coast Rd NB
West	☒ Ch	Pacific Mwy on/off-ramp EB

Output time interval: 15 mins ▼

MAP





[illegible]

Turning Movement Count Summary

Site ID: 1

Location: Pacific Mwy & Tweed Coast Rd Interchange, Chinderah

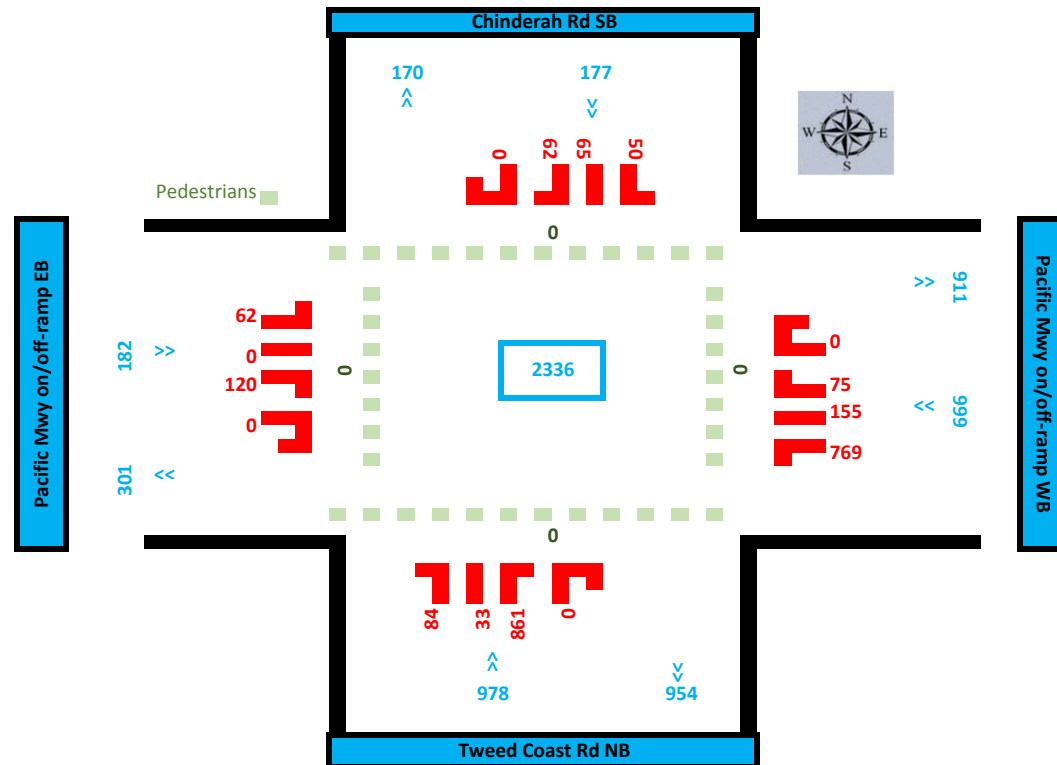
Date: 31-May-2018

Surveyed Time: 7:00 AM to 10:00 AM

Weather: Fine

Data for hour starting: 8:00 AM to 9:00 AM

Vehicle Class: ALL VEHICLES



Turning Movement Count Summary

Site ID: 1

Location: Pacific Mwy & Tweed Coast Rd Interchange, Chinderah

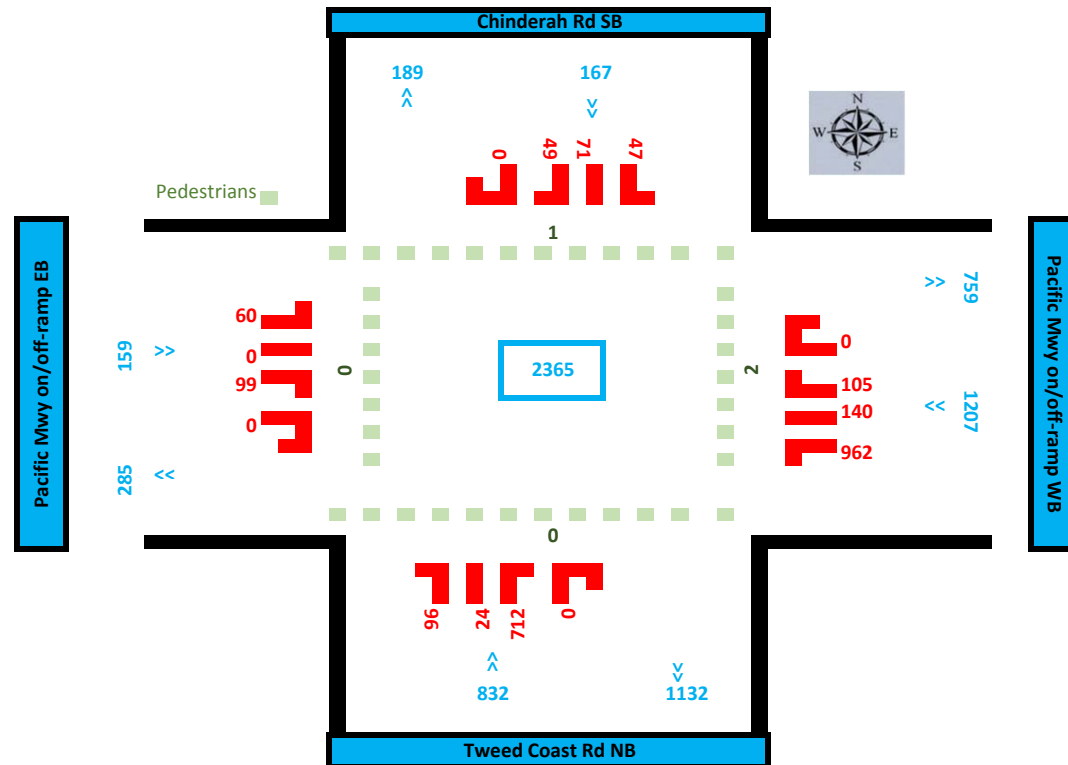
Date: 31-May-2018

Surveyed Time: 2:00 PM to 6:00 PM

Weather: Fine

Data for hour starting: 3:15 PM to 4:15 PM

Vehicle Class: ALL VEHICLES





SURVEY INFORMATION

Site ID: 2

Location: Tweed Coast Rd & Morton St, Chinderah

Date: 31 / May / 2018

Time Period 1: 07:00 to 10:00

Time Period 2: 14:00 to 18:00

Primary Classes:

- 1 Light Vehicles
- 2 Light Trucks (3-5)
- 3 Heavy Trucks (6-12)
- 4 Bicycles on Road
- 5 None

Secondary Classes:

- 1 Pedestrians
- 2 None

Weather Conditions 1: Fine Weather Conditions 2: Fine

Intersection Legs:

North	☒ Ch	Tweed Coast Rd SB
East	☒ Ch	Morton St WB
South	☒ Ch	Tweed Coast Rd NB
West	☐ Ch	

Output time interval: 15 mins

MAP



[illegible]

Turning Movement Count Summary

Site ID: 2

Location: Tweed Coast Rd & Morton St, Chinderah

Date: 31-May-2018

Surveyed Time: 7:00 AM to 10:00 AM

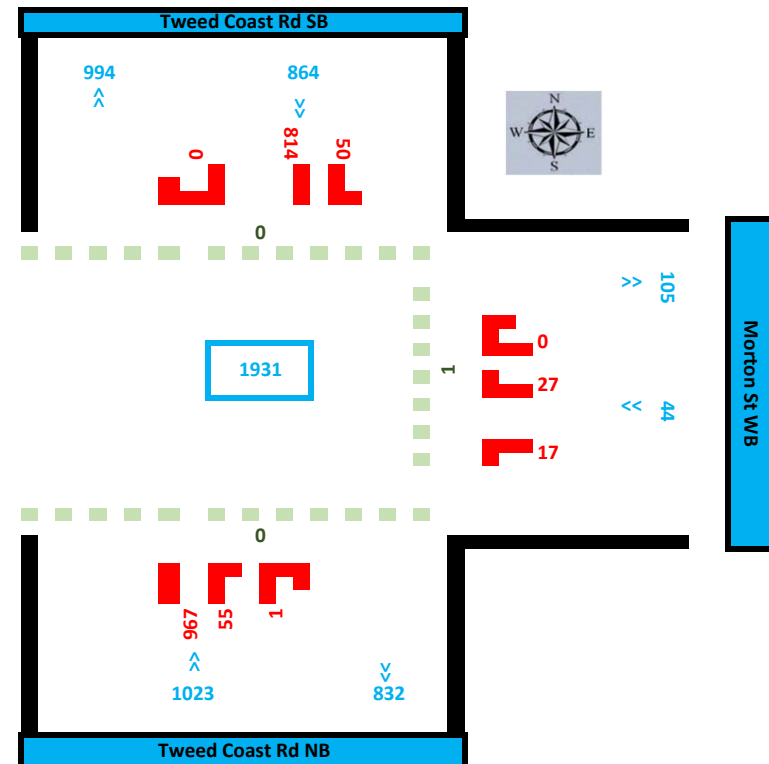
Weather: Fine

Data for hour starting: 8:00 AM to 9:00 AM

Vehicle Class: ALL VEHICLES



Pedestrians



Turning Movement Count Summary

Site ID: 2

Location: Tweed Coast Rd & Morton St, Chinderah

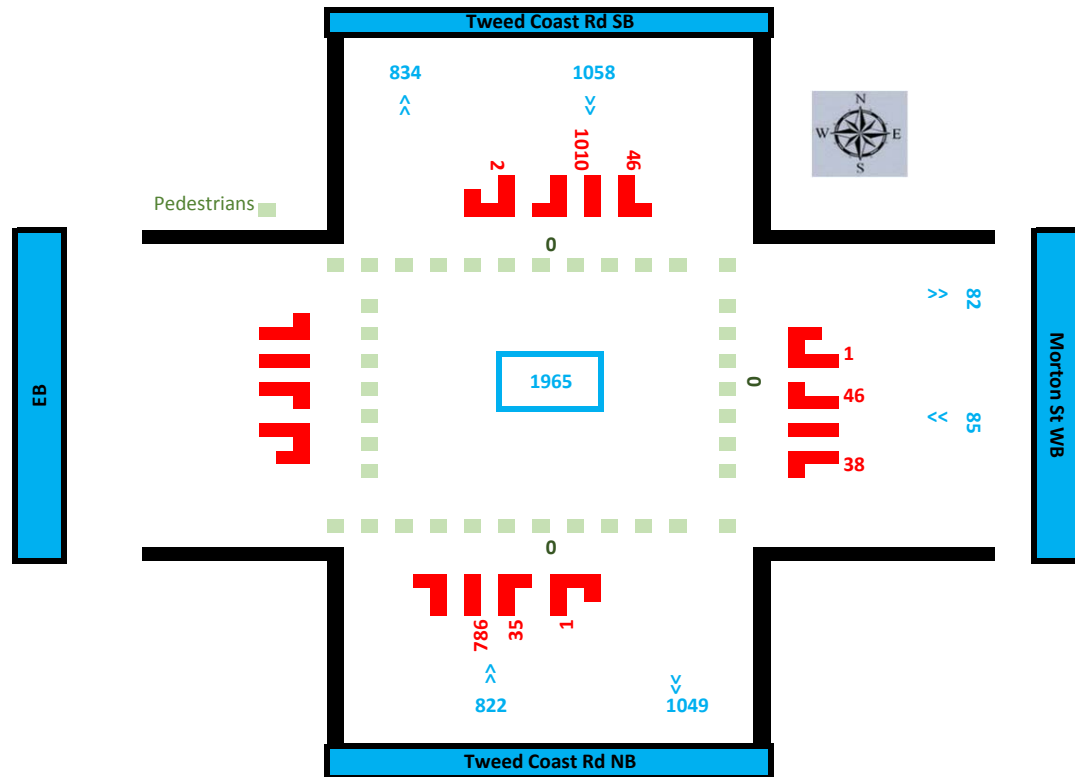
Date: 31-May-2018

Surveyed Time: 2:00 PM to 6:00 PM

Weather: Fine

Data for hour starting: 3:15 PM to 4:15 PM

Vehicle Class: ALL VEHICLES



SURVEY INFORMATION

Site ID: 3

Location: Tweed Coast Rd & Cudgen St, Cudgen

Date: 31 / May / 2018

Time Period 1: 07:00 to 10:00

Time Period 2: 14:00 to 18:00

Primary Classes:

- 1 Light Vehicles ▼
- 2 Light Trucks (3-5) ▼
- 3 Heavy Trucks (6-12) ▼
- 4 Bicycles on Road ▼
- 5 None ▼

Secondary Classes:

- 1 Pedestrians ▼
- 2 None ▼

Weather Conditions 1: Fine ▼ Weather Conditions 2: Fine ▼

Intersection Legs:

North	☒ Ch	Tweed Coast Rd SB
East	☒ Ch	Cudgen Rd WB
South	☒ Ch	Tweed Coast Rd NB
West	☒ Ch	Cudgen Rd EB

Output time interval: 15 mins ▼



MAP



T1174.01 Tweed Coast Rd & Cudgen Rd Intersection Report

[illegible]

Turning Movement Count Summary

Site ID: 3

Location: Tweed Coast Rd & Cudgen St, Cudgen

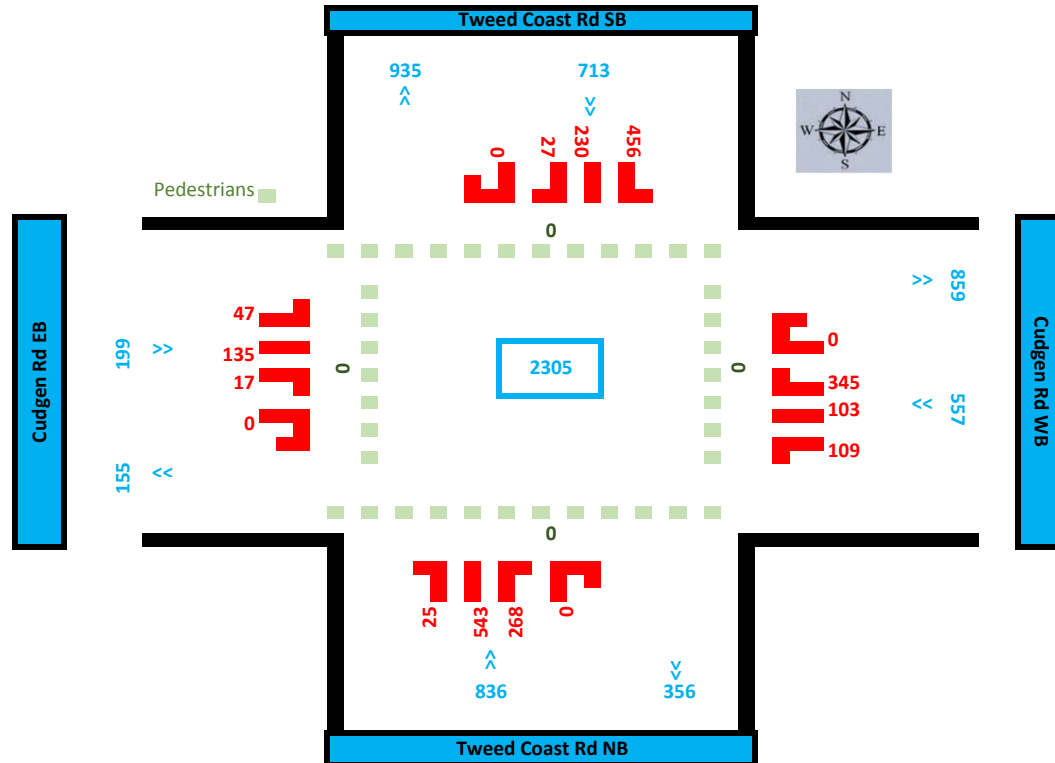
Date: 31-May-2018

Surveyed Time: 7:00 AM to 10:00 AM

Weather: Fine

Data for hour starting: 8:00 AM to 9:00 AM

Vehicle Class: ALL VEHICLES



Turning Movement Count Summary

Site ID: 3

Location: Tweed Coast Rd & Cudgen St, Cudgen

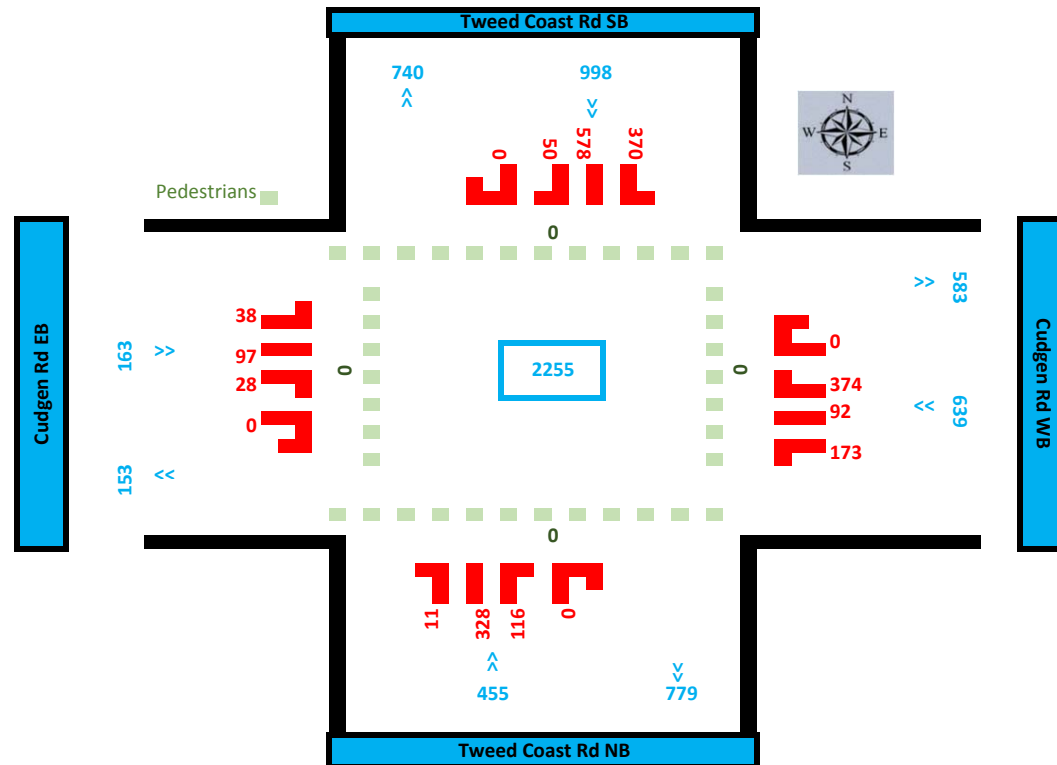
Date: 31-May-2018

Surveyed Time: 2:00 PM to 6:00 PM

Weather: Fine

Data for hour starting: 3:15 PM to 4:15 PM

Vehicle Class: ALL VEHICLES





SURVEY INFORMATION

Site ID: 4

Location: Cudgen Rd & Kingscliff TAFE access, Cudgen

Date: 31 / May / 2018

Time Period 1: 07:00 to 10:00

Time Period 2: 14:00 to 18:00

Primary Classes:

- 1 Light Vehicles
- 2 Light Trucks (3-5)
- 3 Heavy Trucks (6-12)
- 4 Bicycles on Road
- 5 None

Secondary Classes:

- 1 Pedestrians
- 2 None

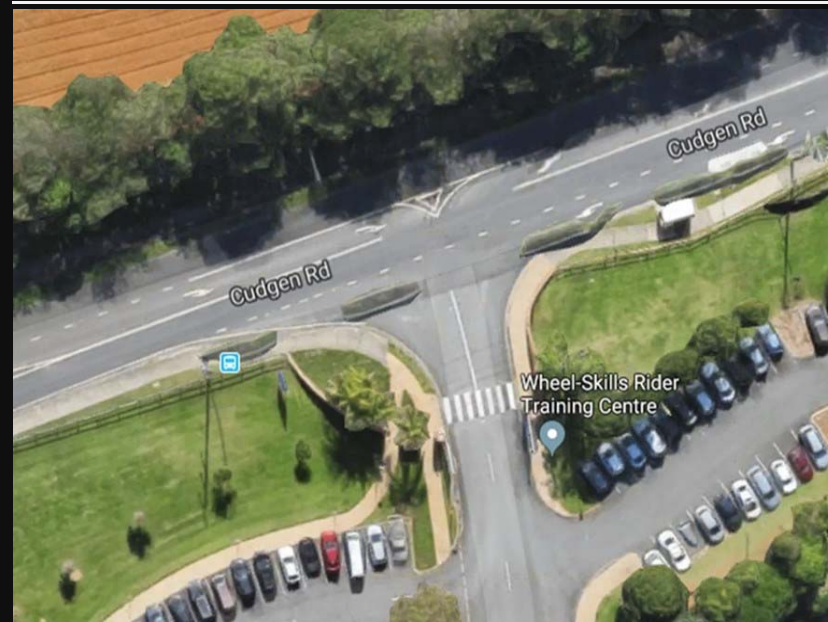
Weather Conditions 1: Fine Weather Conditions 2: Fine

Intersection Legs:

Direction	Ch	Leg
North	☐	
East	☒	Cudgen Rd WB
South	☒	Kingscliff TAFE access NB
West	☒	Cudgen Rd EB

Output time interval: 15 mins

MAP



Turning Movement Count Summary

Site ID: 4

Location: Cudgen Rd & Kingscliff TAFE access, Cudgen

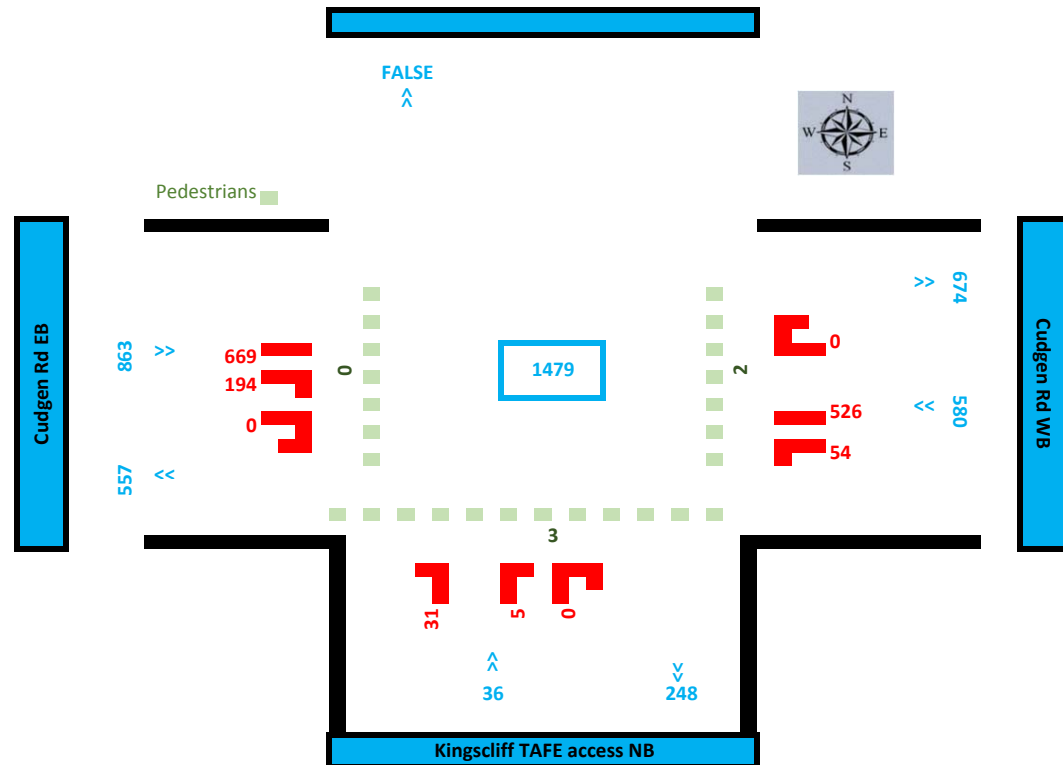
Date: 31-May-2018

Surveyed Time: 7:00 AM to 10:00 AM

Weather: Fine

Data for hour starting: 8:00 AM to 9:00 AM

Vehicle Class: ALL VEHICLES



Turning Movement Count Summary

Site ID: 4

Location: Cudgen Rd & Kingscliff TAFE access, Cudgen

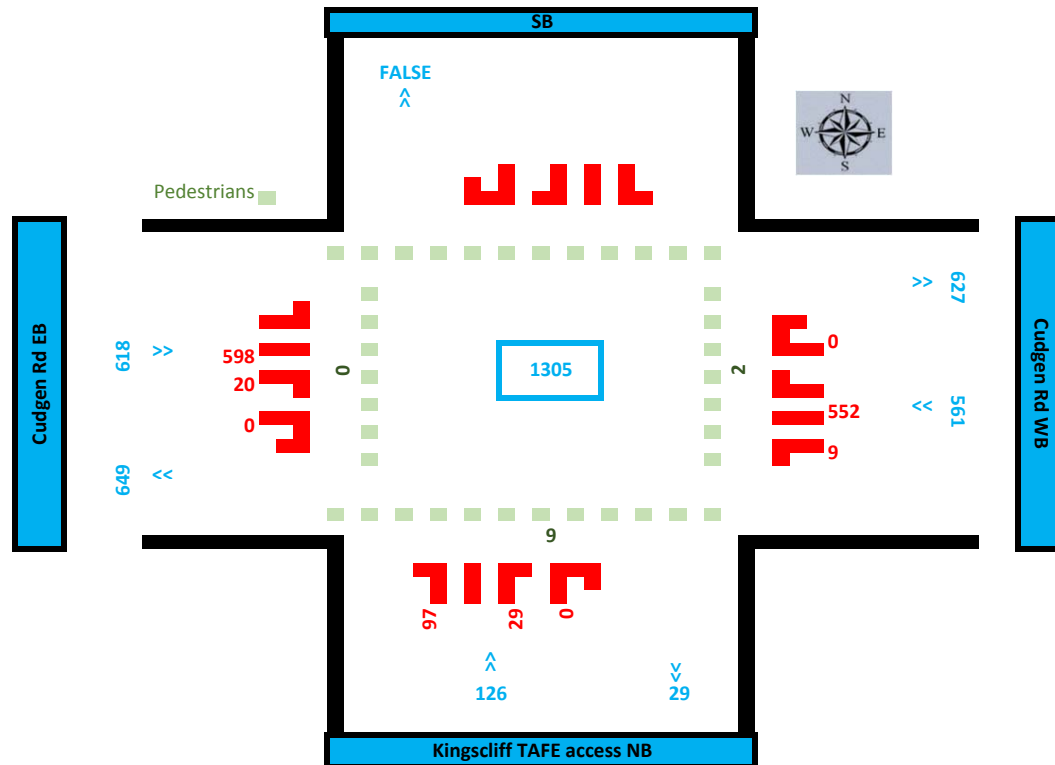
Date: 31-May-2018

Surveyed Time: 2:00 PM to 6:00 PM

Weather: Fine

Data for hour starting: 2:45 PM to 3:45 PM

Vehicle Class: ALL VEHICLES



SURVEY INFORMATION

MAP



Site ID: 5

Location: Cudgen Rd & Turnock St/McPhail Ave, Kingscliff

Date: 31 / May / 2018

Time Period 1: 07:00 to 10:00

Time Period 2: 14:00 to 18:00

Primary Classes:

- 1 Light Vehicles ▼
- 2 Light Trucks (3-5) ▼
- 3 Heavy Trucks (6-12) ▼
- 4 Bicycles on Road ▼
- 5 None ▼

Secondary Classes:

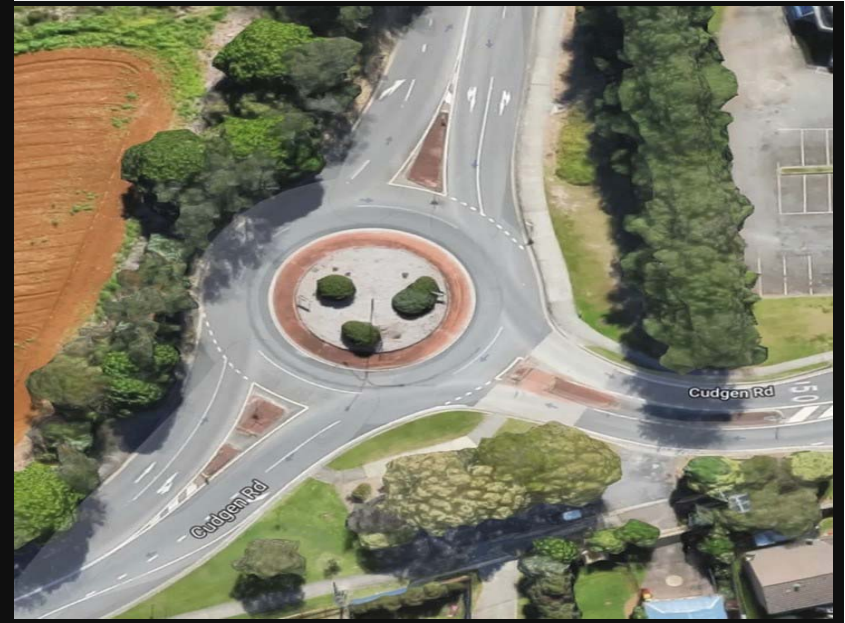
- 1 Pedestrians ▼
- 2 None ▼

Weather Conditions 1: Fine ▼ **Weather Conditions 2:** Fine ▼

Intersection Legs:

North	☒ Ch	Turnock St SB
East	☒ Ch	McPhail Ave WB
South	☐ Ch	
West	☒ Ch	Cudgen Rd EB

Output time interval: 15 mins ▼



[illegible]

Turning Movement Count Summary

Site ID: 5

Location: Cudgen Rd & Turnock St/McPhail Ave, Kingscliff

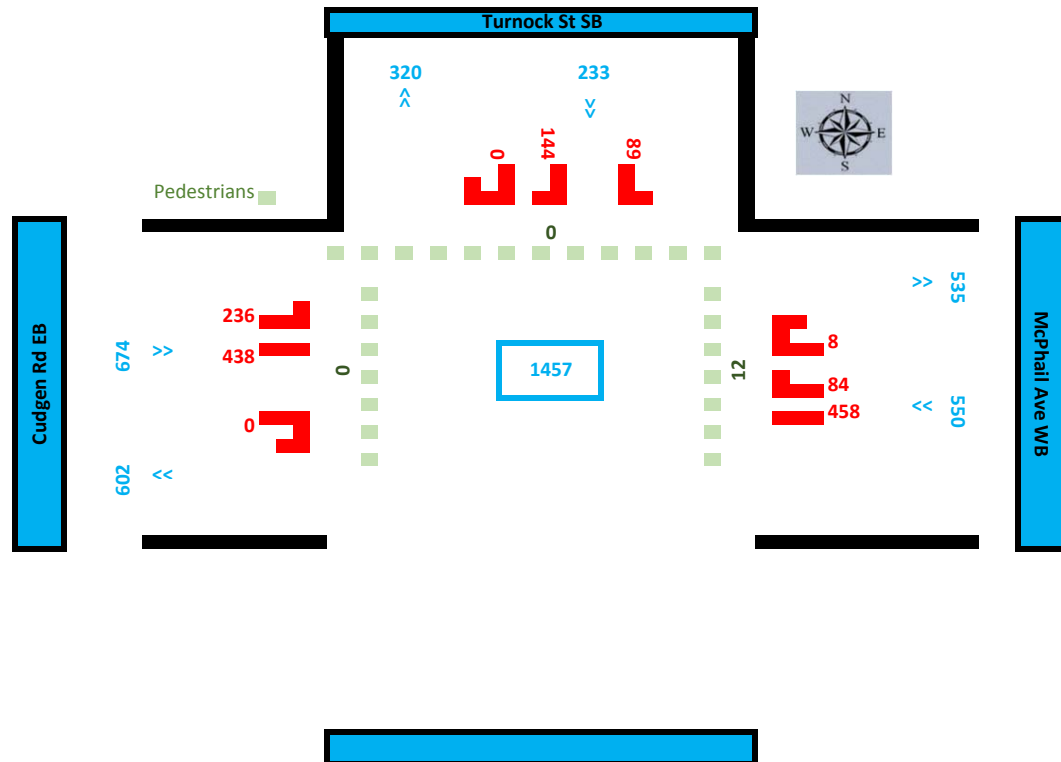
Date: 31-May-2018

Surveyed Time: 7:00 AM to 10:00 AM

Weather: Fine

Data for hour starting: 8:00 AM to 9:00 AM

Vehicle Class: ALL VEHICLES



Turning Movement Count Summary

Site ID: 5

Location: Cudgen Rd & Turnock St/McPhail Ave, Kingscliff

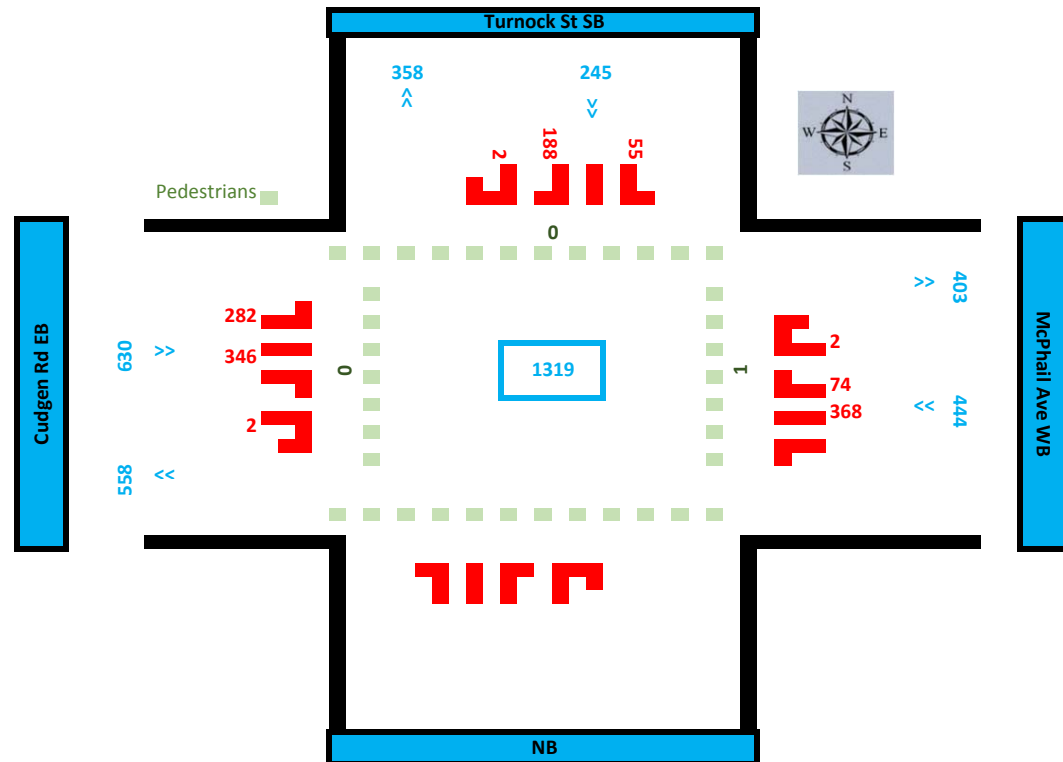
Date: 31-May-2018

Surveyed Time: 2:00 PM to 6:00 PM

Weather: Fine

Data for hour starting: 2:45 PM to 3:45 PM

Vehicle Class: ALL VEHICLES



SURVEY INFORMATION

MAP



Site ID: 6

Location: Turnock St & Elrond Dr, Kingscliff

Date: 31 / May / 2018

Time Period 1: 07:00 to 10:00

Time Period 2: 14:00 to 18:00

Primary Classes:

- 1 Light Vehicles ▼
- 2 Light Trucks (3-5) ▼
- 3 Heavy Trucks (6-12) ▼
- 4 Bicycles on Road ▼
- 5 None ▼

Secondary Classes:

- 1 Pedestrians ▼
- 2 None ▼

Weather Conditions 1: Fine ▼ **Weather Conditions 2:** Fine ▼

Intersection Legs:

North	☒ Ch	Elrond St SB
East	☒ Ch	Turnock St WB
South	☒ Ch	Turnock St NB
West	☐ Ch	

Output time interval: 15 mins ▼



[illegible]

[illegible]

Turning Movement Count Summary

Site ID: 6

Location: Turnock St & Elrond Dr, Kingscliff

Date: 31-May-2018

Surveyed Time: 7:00 AM to 10:00 AM

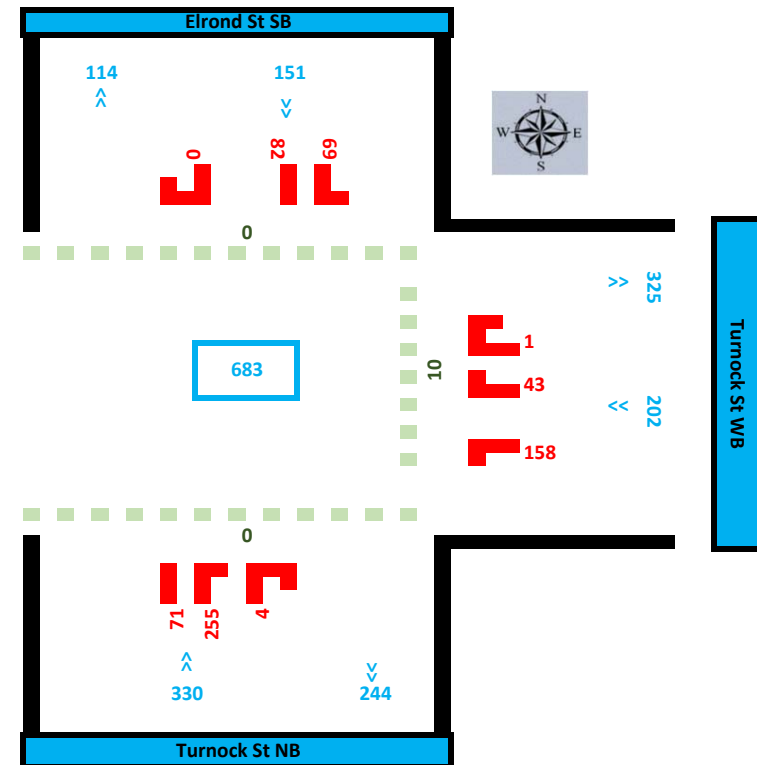
Weather: Fine

Data for hour starting: 8:15 AM to 9:15 AM

Vehicle Class: ALL VEHICLES



Pedestrians



Turning Movement Count Summary

Site ID: 6

Location: Turnock St & Elrond Dr, Kingscliff

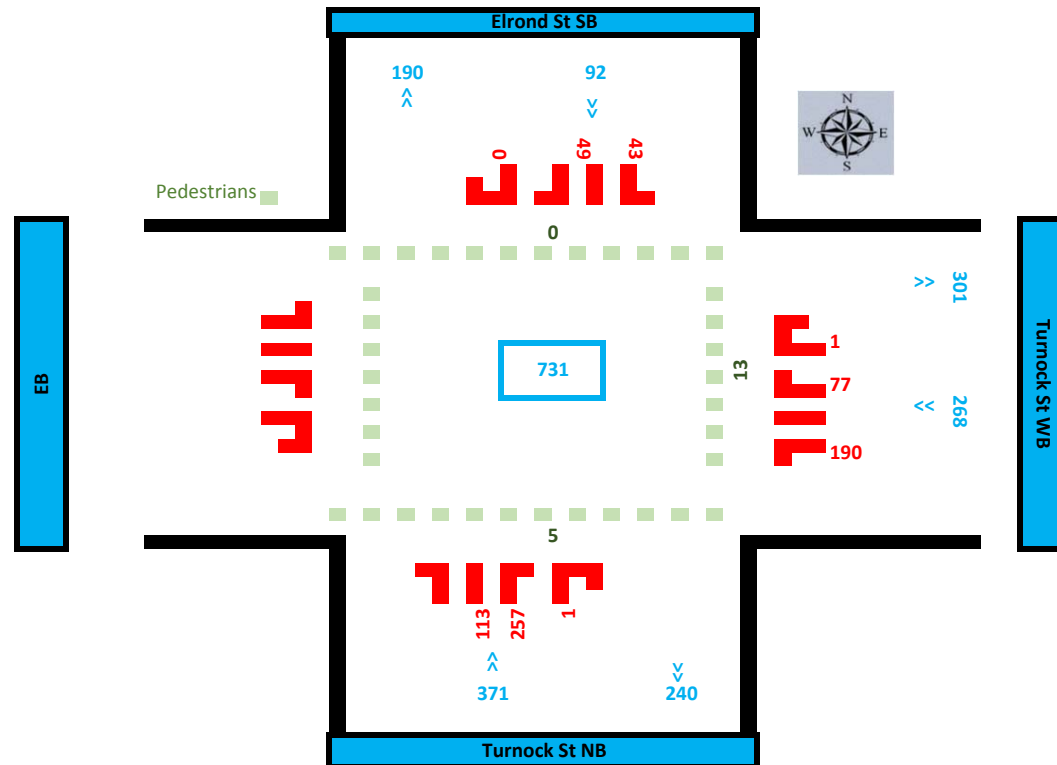
Date: 31-May-2018

Surveyed Time: 2:00 PM to 6:00 PM

Weather: Fine

Data for hour starting: 3:00 PM to 4:00 PM

Vehicle Class: ALL VEHICLES



SURVEY INFORMATION

Site ID: 7

Location: Turnock St & Pearl St, Kingscliff

Date: 31 / May / 2018

Time Period 1: 07:00 to 10:00

Time Period 2: 14:00 to 18:00

Primary Classes:

- 1 Light Vehicles ▼
- 2 Light Trucks (3-5) ▼
- 3 Heavy Trucks (6-12) ▼
- 4 Bicycles on Road ▼
- 5 None ▼

Secondary Classes:

- 1 Pedestrians ▼
- 2 None ▼

Weather Conditions 1: Fine ▼ Weather Conditions 2: Fine ▼

Intersection Legs:

North	☒ Ch	Pearl St SB
East	☒ Ch	Turnock St WB
South	☒ Ch	Pearl St NB
West	☒ Ch	Turnock St EB

Output time interval: 15 mins ▼



MAP



T1174.01 Turnock St & Pearl St Intersection Report

[illegible]

Turning Movement Count Summary

Site ID: 7

Location: Turnock St & Pearl St, Kingscliff

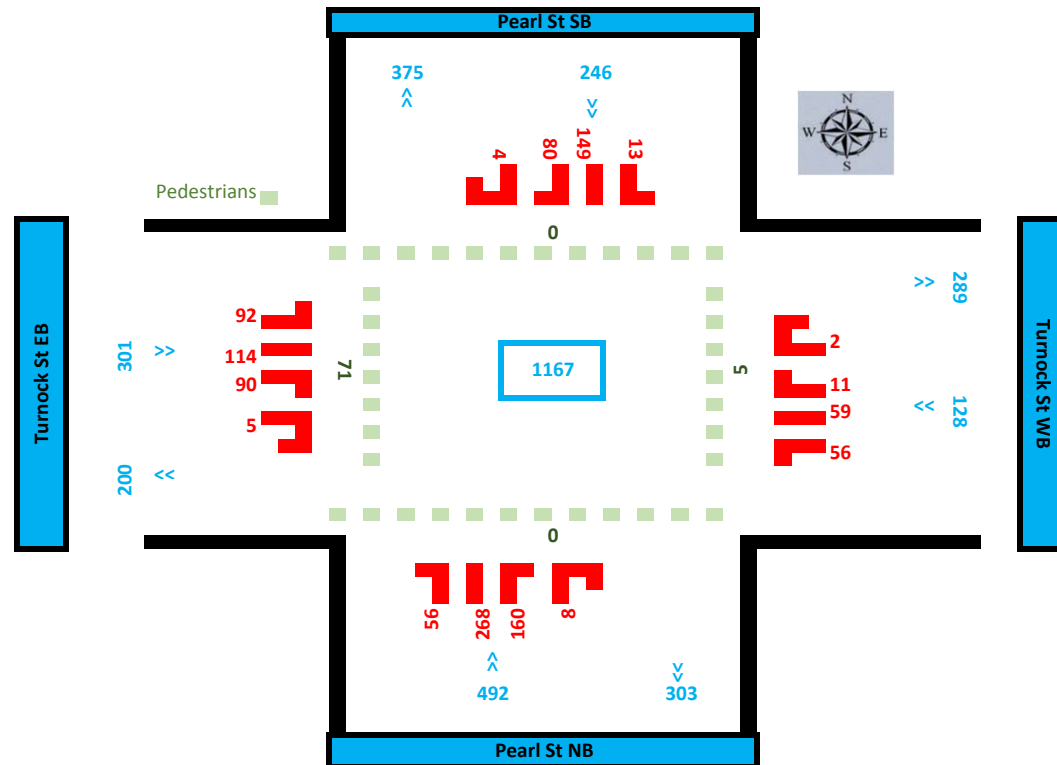
Date: 31-May-2018

Surveyed Time: 7:00 AM to 10:00 AM

Weather: Fine

Data for hour starting: 8:15 AM to 9:15 AM

Vehicle Class: ALL VEHICLES



Turning Movement Count Summary

Site ID: 7

Location: Turnock St & Pearl St, Kingscliff

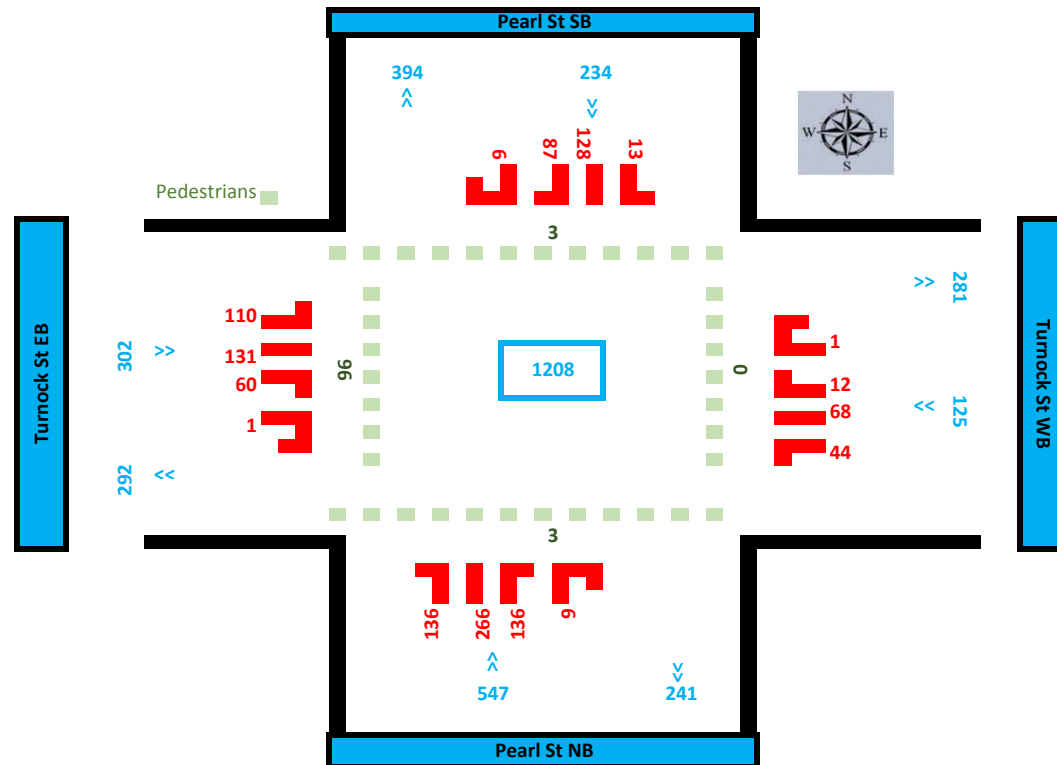
Date: 31-May-2018

Surveyed Time: 2:00 PM to 6:00 PM

Weather: Fine

Data for hour starting: 3:00 PM to 4:00 PM

Vehicle Class: ALL VEHICLES



Tweed Coast Automatic Report

Site Name - #1 Tweed Coast Rd
 Description - north of Cudgen Rd
 Direction - Northbund



Thursday, 31 May 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	8	7	1	0	78	-
0015	4	4	0	0	83.1	-
0030	3	3	0	0	77.7	-
0045	4	4	0	0	79.1	-
0100	0	0	0	0	-	-
0115	3	2	1	0	93.8	-
0130	2	2	0	0	89.2	-
0145	3	3	0	0	75.5	-
0200	2	2	0	0	80.8	-
0215	1	1	0	0	78.1	-
0230	0	0	0	0	-	-
0245	2	2	0	0	72.9	-
0300	3	2	1	0	88.4	-
0315	3	2	1	0	87.2	-
0330	7	6	1	0	80.9	-
0345	8	8	0	0	84.5	-
0400	14	13	1	0	78.9	89.1
0415	23	21	2	0	80.2	86.6
0430	27	25	2	0	80	82.6
0445	37	36	1	0	83.1	91.4
0500	56	53	2	1	77.8	83.1
0515	51	49	2	0	78.3	84.5
0530	66	66	0	0	78	84.7
0545	94	92	2	0	77.3	82.1
0600	67	67	0	0	76.2	81.2
0615	122	115	7	0	73.8	79.3
0630	155	151	4	0	73.3	79.4
0645	153	148	5	0	73.1	76.7
0700	159	152	7	0	72.9	77.9
0715	184	179	5	0	72.6	77.1
0730	222	212	10	0	72.9	77.8
0745	232	228	2	2	72	76
0800	270	262	6	2	72	77
0815	240	237	3	0	71.7	76.5
0830	221	216	5	0	71.7	76.7
0845	228	221	7	0	69.5	74.6
0900	179	176	3	0	72.5	76.7
0915	161	158	3	0	71.1	77.5
0930	121	120	1	0	71.2	77.4
0945	55	45	10	0	64.5	72.2
1000	147	122	23	2	67.5	76.1
1015	139	113	24	2	72.6	78.8
1030	135	114	20	1	72.7	79
1045	116	99	15	2	73.3	80.5
1100	135	110	23	2	69.8	77.2
1115	127	99	27	1	74.1	80.6
1130	119	98	18	3	74.7	82.8
1145	145	113	30	2	72.8	81.2
1200	144	123	16	5	72.1	78.5
1215	122	98	24	0	73.6	80.2
1230	125	111	14	0	74.9	83.4
1245	118	96	21	1	73.2	80.3
1300	134	114	19	1	72.9	79.5
1315	124	101	23	0	76	83.4
1330	128	110	14	4	74.7	81.8
1345	129	107	20	2	74.9	80.3
1400	144	123	19	2	71.9	78.6
1415	172	154	18	0	72.5	79.7
1430	175	137	35	3	71.7	79.1
1445	153	126	23	4	70.8	79.7
1500	192	163	28	1	72.1	81.4
1515	221	186	33	2	68.7	74.8
1530	175	149	23	3	69.4	76
1545	161	139	20	2	72.7	80.5
1600	171	149	20	2	71.9	79.4
1615	167	146	20	1	70.4	77.8
1630	142	124	18	0	73.2	79.8
1645	132	120	12	0	72.1	79.7
1700	176	154	21	1	71.6	78.5
1715	137	127	9	1	72.1	78.3
1730	114	98	16	0	72.2	78.7
1745	114	106	8	0	73.1	81
1800	105	95	9	1	75.3	82.3
1815	89	78	11	0	75	81.3
1830	59	49	9	1	78.5	85.3
1845	59	50	9	0	77.3	84.1
1900	42	36	6	0	77	84.1
1915	37	35	2	0	77.2	87.9
1930	36	32	4	0	79.1	85.9
1945	39	34	5	0	74.6	83
2000	53	43	10	0	77	88.1
2015	48	40	8	0	78.9	84.4
2030	29	26	2	1	78.7	83.7
2045	37	33	4	0	74.7	80.4
2100	54	50	4	0	74	82.2
2115	28	25	3	0	79.2	86.9
2130	29	27	2	0	78.5	86
2145	17	16	1	0	79.2	86.7
2200	10	8	2	0	78.9	-
2215	12	9	3	0	81.2	90.4
2230	8	7	1	0	86.5	-
2245	12	11	0	1	78.9	92.5
2300	11	10	1	0	85.6	101.2
2315	6	5	1	0	74.7	-
2330	7	5	2	0	76.8	-
2345	5	5	0	0	87.5	-
07-09	1756	1707	45	4	71.8	76.9
09-16	3996	3404	547	45	72.1	79.4
16-18	1153	1024	124	5	72	78.8
00-00	8655	7748	848	59	72.9	79.7

Tweed Coast Automatic Report

Site Name - #1 Tweed Coast Rd
Description - north of Cudgen Rd
Direction - Northbund



Friday, 1 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	4	3	1	0	77.6	-
0015	5	4	1	0	82.1	-
0030	0	0	0	0	-	-
0045	2	2	0	0	78.1	-
0100	5	4	1	0	81	-
0115	4	3	1	0	80.9	-
0130	2	2	0	0	79.8	-
0145	1	0	1	0	73	-
0200	0	0	0	0	-	-
0215	5	5	0	0	80.6	-
0230	3	1	2	0	94.3	-
0245	4	3	1	0	88.9	-
0300	0	0	0	0	-	-
0315	5	3	2	0	84.7	-
0330	6	2	4	0	80.9	-
0345	8	6	2	0	82.7	-
0400	14	8	6	0	88.1	106.3
0415	27	19	8	0	83.5	95.7
0430	37	24	13	0	81.2	89.9
0445	31	19	10	2	83.5	96.5
0500	44	25	17	2	83.2	91.3
0515	55	37	18	0	81.8	90.5
0530	76	52	22	2	78.7	86.8
0545	72	52	20	0	80.4	89.3
0600	94	63	28	3	77.4	84.5
0615	97	59	37	1	78.8	87.4
0630	134	94	39	1	76	83.5
0645	124	85	38	1	76.5	85
0700	147	116	30	1	74	79.7
0715	171	139	32	0	74.3	82.3
0730	205	179	26	0	74.6	81.9
0745	217	195	19	3	70.8	79.8
0800	247	228	18	1	69.7	77.4
0815	227	203	24	0	72.5	79
0830	185	165	17	3	61.9	71.8
0845	173	156	16	1	63.7	73.3
0900	184	172	12	0	66.1	73.3
0915	149	125	23	1	68	75.9
0930	139	119	19	1	68.6	74.7
0945	165	137	26	2	68.7	75.1
1000	126	109	17	0	71.3	76.5
1015	150	127	23	0	67.9	74.8
1030	115	104	10	1	67.2	76.3
1045	117	103	14	0	66.1	74.9
1100	146	124	22	0	69.6	76
1115	165	139	26	0	68.8	75.4
1130	160	130	30	0	69.3	79
1145	151	123	28	0	73.9	81.8
1200	144	124	18	2	71.7	78.3
1215	135	117	18	0	73.7	83
1230	166	132	33	1	73	80.8
1245	121	91	30	0	75.3	84.1
1300	149	123	24	2	72.9	80.4
1315	120	97	22	1	74.8	82.1
1330	136	109	26	1	75.4	82.8
1345	135	109	25	1	73.3	82.2
1400	167	137	26	4	73	81.5
1415	152	133	16	3	72.6	79.9
1430	152	126	24	2	74.1	80.7
1445	166	144	22	0	73.8	80.5
1500	225	184	36	5	70.3	77.8
1515	183	162	21	0	71	77.1
1530	204	177	27	0	70.8	76.6
1545	135	119	16	0	73.1	80.5
1600	149	131	17	1	72.3	80.5
1615	150	135	15	0	73.1	79.9
1630	125	110	14	1	73.2	81.7
1645	126	115	11	0	76.7	82.1
1700	100	88	12	0	73.4	80.9
1715	130	109	20	1	73.4	81.6
1730	121	110	11	0	72.2	79.1
1745	93	87	6	0	74.7	78.8
1800	97	85	10	2	75.6	83.6
1815	74	69	4	1	75	82.6
1830	77	68	9	0	78.1	85.7
1845	54	47	7	0	74.7	83.8
1900	48	45	3	0	79.1	88.7
1915	40	35	5	0	77.7	84.2
1930	32	26	6	0	77.7	85.9
1945	49	41	7	1	76.3	86.4
2000	43	35	8	0	77.1	87.8
2015	46	43	3	0	75.1	84
2030	38	34	3	1	76.3	86.6
2045	39	32	7	0	76.1	84.1
2100	45	41	4	0	77.4	86.8
2115	31	25	6	0	77	83.4
2130	29	28	1	0	74.5	86
2145	33	29	4	0	77.3	86.9
2200	20	20	0	0	79.5	90.6
2215	20	18	2	0	76.1	84.3
2230	20	19	1	0	77.9	91.5
2245	20	17	2	1	79.3	85.8
2300	14	10	3	1	78.5	86.1
2315	16	10	6	0	76.7	93.3
2330	11	10	1	0	83.6	94.9
2345	13	11	2	0	78.6	93.2
07-09	1572	1381	182	9	70.2	78.8
09-16	4257	3596	634	27	71.2	78.8
16-18	994	885	106	3	73.6	80.5
00-00	8591	7235	1298	58	72.7	81.2

Tweed Coast Automatic Report

Site Name - #1 Tweed Coast Rd
Description - north of Cudgen Rd
Direction - Northbound



Saturday, 2 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	8	6	2	0	88.7	-
0015	11	9	2	0	77.1	99.4
0030	5	4	1	0	85.7	-
0045	2	2	0	0	88.1	-
0100	3	2	1	0	80.2	-
0115	6	6	0	0	80	-
0130	3	3	0	0	82	-
0145	7	7	0	0	91.6	-
0200	3	2	1	0	82.7	-
0215	5	4	1	0	75.3	-
0230	3	1	2	0	76.1	-
0245	6	5	1	0	75.8	-
0300	7	6	1	0	83.5	-
0315	2	1	1	0	70.2	-
0330	3	2	1	0	80.9	-
0345	6	5	0	1	84.2	-
0400	9	7	2	0	73.9	-
0415	15	11	3	1	77.5	93.3
0430	20	17	3	0	83.5	93.1
0445	22	15	7	0	84	92.3
0500	24	18	6	0	83.7	91.5
0515	21	15	6	0	80	87
0530	32	25	7	0	83.1	91.6
0545	38	27	11	0	77.2	86.8
0600	32	23	9	0	78.8	85.8
0615	42	31	10	1	78.8	90.7
0630	59	43	14	2	79.6	89.6
0645	45	34	11	0	79.1	86.1
0700	62	48	12	2	78.1	87.2
0715	93	76	15	2	75.6	81.2
0730	90	68	22	0	74.8	82.5
0745	114	94	20	0	75.7	83.8
0800	109	95	14	0	77.3	86
0815	133	115	17	1	74.7	81.4
0830	115	102	13	0	77	85
0845	144	124	19	1	74.7	82.7
0900	137	114	21	2	76	85.1
0915	161	144	16	1	74.6	81.7
0930	163	142	21	0	72.7	80.6
0945	168	143	24	1	71.3	78.3
1000	206	180	26	0	70.6	77
1015	211	187	23	1	69.3	77.5
1030	190	156	31	3	71.9	80.6
1045	210	179	31	0	70.7	76.9
1100	205	186	18	1	70.2	78.1
1115	186	159	26	1	71	78.8
1130	155	133	22	0	72.9	81
1145	189	168	21	0	71.2	78.4
1200	164	147	15	2	72.2	82.2
1215	148	124	24	0	73.3	81
1230	134	118	16	0	74.9	82.1
1245	131	112	19	0	73.5	82.1
1300	146	129	17	0	72.1	81.5
1315	139	117	22	0	74.6	80.5
1330	129	111	18	0	76.2	84
1345	124	112	12	0	74.5	81.3
1400	138	123	15	0	75.3	82.1
1415	126	111	15	0	75	83.9
1430	129	113	15	1	74.5	82
1445	145	127	17	1	74.9	82.4
1500	115	103	12	0	73.4	81.3
1515	126	110	15	1	72.7	82.5
1530	141	121	20	0	75.6	81.5
1545	94	80	13	1	73.7	81.5
1600	132	108	23	1	72.6	78.3
1615	90	78	12	0	75.1	83.6
1630	100	92	8	0	75.2	80.9
1645	109	97	12	0	75.7	81.9
1700	108	96	12	0	74.8	82.6
1715	103	86	17	0	74	79.9
1730	77	65	11	1	74.1	81.5
1745	81	68	12	1	75.8	83.1
1800	63	54	9	0	75	81.9
1815	42	38	4	0	78.1	85.7
1830	58	49	8	1	79.6	90.2
1845	38	33	5	0	74.7	83.7
1900	32	30	2	0	78.2	87.7
1915	34	26	8	0	77.7	84.2
1930	25	20	5	0	74.5	82.7
1945	37	33	4	0	75.7	84.8
2000	30	29	1	0	77.1	85.9
2015	33	31	2	0	76	84.7
2030	33	28	5	0	75.7	84.8
2045	28	25	3	0	77	84.3
2100	40	37	3	0	77.8	85.2
2115	29	23	6	0	76.5	89
2130	31	26	4	1	76.8	83.7
2145	28	27	0	1	75.5	84.4
2200	32	29	3	0	78.5	88.6
2215	38	32	6	0	74.4	81.8
2230	21	18	3	0	77.7	83.7
2245	24	21	3	0	74.1	81.6
2300	23	21	2	0	76	84.1
2315	14	10	4	0	77.1	87.8
2330	15	9	6	0	77.4	88.3
2345	17	10	6	1	82	90.5
07-09	860	722	132	6	75.9	83.7
09-16	4310	3749	545	16	72.9	80.6
16-18	800	690	107	3	74.6	81
00-00	7174	6151	989	34	74.3	82.3

Tweed Coast Automatic Report

Site Name - #1 Tweed Coast Rd
Description - north of Cudgen Rd
Direction - Northbound



Sunday, 3 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	13	10	3	0	86.3	107.7
0015	13	12	1	0	76.7	84.3
0030	9	7	2	0	78.5	-
0045	8	6	2	0	73.8	-
0100	10	10	0	0	81.3	-
0115	9	8	1	0	76.1	-
0130	11	8	3	0	83.2	92.3
0145	6	4	2	0	85.9	-
0200	6	6	0	0	88	-
0215	6	5	1	0	79	-
0230	4	4	0	0	81.4	-
0245	3	3	0	0	90.5	-
0300	4	3	1	0	86	-
0315	6	6	0	0	81.3	-
0330	2	2	0	0	92.9	-
0345	2	2	0	0	84.4	-
0400	7	6	1	0	86	-
0415	2	1	1	0	96.2	-
0430	13	10	3	0	79.2	92.4
0445	12	9	2	1	85.4	97.4
0500	12	9	3	0	80.4	98.5
0515	21	14	7	0	83.4	92.1
0530	22	19	3	0	78	87.3
0545	31	25	5	1	80	91.3
0600	23	19	4	0	77.4	85.9
0615	19	14	5	0	79.2	87.5
0630	45	39	6	0	76.7	85
0645	39	32	6	1	75.5	82.4
0700	30	24	5	1	79	84.5
0715	55	44	11	0	77.7	85.5
0730	48	40	7	1	77.2	85.1
0745	58	46	11	1	78.8	87
0800	70	66	4	0	76.4	83.9
0815	86	74	12	0	74.2	80.6
0830	91	77	14	0	77	83.4
0845	104	85	19	0	76.2	82.5
0900	112	91	19	2	75.6	81.2
0915	148	130	17	1	74.8	82.6
0930	152	128	23	1	73.6	81.9
0945	162	137	25	0	74	81.7
1000	178	154	23	1	73	79.6
1015	161	144	17	0	74.9	81.5
1030	146	120	24	2	72.3	79.2
1045	159	142	15	2	71.7	78.3
1100	161	142	19	0	74.1	80.7
1115	182	164	17	1	72.8	80.6
1130	163	137	25	1	74.8	82
1145	189	163	24	2	70	79.2
1200	153	131	22	0	73.9	80.8
1215	149	130	18	1	73.2	81.2
1230	135	119	16	0	75	82
1245	170	141	28	1	72.7	79.9
1300	140	122	18	0	73.9	81.7
1315	149	127	19	3	73.1	80.3
1330	154	140	14	0	72	78.4
1345	155	129	25	1	70.9	80.1
1400	124	116	8	0	75.2	82.8
1415	135	124	11	0	73.7	81.3
1430	157	130	26	1	72.9	81.2
1445	140	118	19	3	72	79.7
1500	130	116	14	0	75.7	83
1515	132	109	23	0	74.6	81.5
1530	140	126	14	0	74.6	81.4
1545	113	102	10	1	76.2	83
1600	122	110	12	0	72.2	80
1615	123	109	14	0	74.3	84.1
1630	143	126	16	1	73.1	79.8
1645	106	89	17	0	75.2	84.2
1700	94	81	13	0	74.7	82
1715	98	90	8	0	73.8	79.6
1730	63	57	6	0	75.5	83.8
1745	68	63	5	0	77.9	85.6
1800	39	31	8	0	77.2	83
1815	50	40	10	0	76.3	86.2
1830	46	39	6	1	74.5	82.1
1845	32	26	6	0	76.4	83.4
1900	40	36	4	0	76.2	86
1915	38	34	4	0	78.6	88.6
1930	40	34	6	0	75.9	84.9
1945	32	28	4	0	80.7	88.9
2000	36	31	5	0	73.5	84.6
2015	24	19	5	0	81.4	94.4
2030	26	19	6	1	81.2	90
2045	13	10	3	0	81.1	93
2100	26	23	3	0	78.1	89.8
2115	12	11	0	1	80.6	90.3
2130	10	6	3	1	81	-
2145	14	11	3	0	77.8	88.2
2200	10	9	1	0	77.8	-
2215	9	8	1	0	79.3	-
2230	7	7	0	0	85.8	-
2245	7	7	0	0	81.7	-
2300	5	5	0	0	92.5	-
2315	6	6	0	0	79.6	-
2330	3	1	2	0	78.2	-
2345	3	3	0	0	80.7	-
07-09	542	456	83	3	76.7	83.5
09-16	4189	3632	533	24	73.5	80.8
16-18	817	725	91	1	74.3	81.9
00-00	6434	5550	849	35	74.6	82.3

Tweed Coast Automatic Report

Site Name - #1 Tweed Coast Rd
Description - north of Cudgen Rd
Direction - Northbound



Monday, 4 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	3	3	0	0	90.4	-
0015	0	0	0	0	-	-
0030	4	4	0	0	68.9	-
0045	0	0	0	0	-	-
0100	2	2	0	0	77	-
0115	0	0	0	0	-	-
0130	3	2	1	0	83.6	-
0145	2	2	0	0	70.7	-
0200	0	0	0	0	-	-
0215	5	2	2	1	86	-
0230	4	3	1	0	75.3	-
0245	3	1	2	0	88.5	-
0300	2	2	0	0	72.7	-
0315	5	2	3	0	76.3	-
0330	6	3	3	0	83.5	-
0345	9	5	4	0	83.5	-
0400	13	6	7	0	87.9	95.2
0415	26	15	11	0	78.5	87
0430	44	28	15	1	82.2	90.4
0445	41	30	10	1	80.1	89.8
0500	53	28	25	0	84.3	92.4
0515	58	36	20	2	82	89.7
0530	73	52	20	1	79.2	88.9
0545	78	48	29	1	77.6	85.2
0600	90	72	17	1	78.7	87.3
0615	125	89	33	3	78.1	84.6
0630	143	114	28	1	76.7	84.3
0645	145	115	28	2	75.9	82.1
0700	138	117	20	1	76.6	83.4
0715	172	146	25	1	75.2	80.5
0730	210	180	28	2	74.3	80.4
0745	225	201	23	1	72.9	79.2
0800	260	235	23	2	70.6	78.3
0815	269	228	39	2	70.6	79.7
0830	225	198	27	0	70.2	78.3
0845	213	188	21	4	69.7	77.9
0900	199	166	32	1	69.7	76.3
0915	135	110	22	3	72.3	79.4
0930	150	112	38	0	71.4	78.8
0945	145	129	14	2	70.2	76.4
1000	148	130	18	0	70.6	78.1
1015	146	122	23	1	71.3	76.3
1030	139	122	15	2	74.2	80.1
1045	156	138	17	1	70.3	77.1
1100	119	96	21	2	71.3	78.1
1115	121	99	18	4	72.8	80.8
1130	118	93	22	3	72.3	79.2
1145	145	114	31	0	71.4	79.4
1200	104	91	13	0	75.6	82.4
1215	114	98	15	1	73	81
1230	127	110	17	0	73.2	79.9
1245	119	92	25	2	74	82.1
1300	146	115	30	1	73.9	82.1
1315	104	88	15	1	71.3	77.4
1330	143	118	22	3	73.3	80.1
1345	107	91	15	1	75.7	82.4
1400	127	107	19	1	73.6	80.6
1415	138	113	23	2	73.3	79.4
1430	167	133	34	0	73.1	80.7
1445	130	113	15	2	73.5	79.4
1500	171	142	26	3	70.9	78.7
1515	201	174	27	0	72.2	78.7
1530	195	166	27	2	72	81.3
1545	155	125	26	4	73.7	80.5
1600	154	125	27	2	73.6	80.6
1615	139	126	13	0	74.6	81.4
1630	170	149	18	3	73.5	79.2
1645	114	99	13	2	74.1	81.7
1700	133	113	18	2	71.3	78.1
1715	128	121	5	2	71.4	77.5
1730	115	104	11	0	70.2	77.9
1745	80	72	8	0	73.4	79.7
1800	95	84	11	0	75.8	82.1
1815	62	49	13	0	75.6	84.3
1830	50	43	5	2	76	81.8
1845	52	39	13	0	77.5	81.6
1900	33	28	5	0	76	86.4
1915	43	40	3	0	77	84.9
1930	26	16	10	0	77.8	88.2
1945	25	22	2	1	80.2	87
2000	33	32	1	0	76.2	85.7
2015	31	28	3	0	75.2	82.8
2030	20	16	4	0	80	91.7
2045	20	15	5	0	75.9	82.6
2100	22	20	1	1	75.6	85.8
2115	8	8	0	0	77.2	-
2130	14	13	1	0	86.8	102.8
2145	12	11	1	0	79.8	87.7
2200	10	9	1	0	78	-
2215	9	5	4	0	77.3	-
2230	4	4	0	0	81.1	-
2245	3	3	0	0	88.6	-
2300	6	5	1	0	82.1	-
2315	2	2	0	0	78.8	-
2330	0	0	0	0	-	-
2345	5	3	2	0	72	-
07-09	1712	1493	206	13	72.1	79.6
09-16	3969	3307	620	42	72.4	79.4
16-18	1033	909	113	11	72.8	79.7
00-00	8236	6868	1284	84	73.4	81

Tweed Coast Automatic Report

Site Name - #1 Tweed Coast Rd
Description - north of Cudgen Rd
Direction - Northbound



Tuesday, 5 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	5	5	0	0	88.4	-
0015	3	2	1	0	83.2	-
0030	2	2	0	0	75.9	-
0045	0	0	0	0	-	-
0100	2	2	0	0	83.8	-
0115	0	0	0	0	-	-
0130	0	0	0	0	-	-
0145	1	0	1	0	77	-
0200	0	0	0	0	-	-
0215	0	0	0	0	-	-
0230	1	0	1	0	88.9	-
0245	3	3	0	0	68.2	-
0300	5	5	0	0	77.6	-
0315	3	2	1	0	82.3	-
0330	8	6	2	0	76.2	-
0345	6	3	3	0	83.6	-
0400	12	10	2	0	87.8	96
0415	24	14	9	1	78.7	90.6
0430	37	23	14	0	83.6	90.8
0445	32	18	13	1	82.3	91.5
0500	58	39	19	0	80	86.7
0515	58	29	29	0	81.8	89.3
0530	70	58	10	2	77.5	86.2
0545	84	60	23	1	78.2	86.1
0600	81	47	32	2	78.8	87.1
0615	131	94	36	1	76.5	84.8
0630	144	111	30	3	75.9	81.5
0645	144	115	29	0	76.6	83.2
0700	147	112	34	1	75.4	82.6
0715	194	165	28	1	73.5	80.1
0730	226	188	36	2	73.7	81.9
0745	217	197	20	0	72.7	79.4
0800	263	232	30	1	71.5	79.9
0815	250	213	32	5	69.7	80.1
0830	236	207	25	4	71.6	78.9
0845	185	155	29	1	72	80.1
0900	182	155	24	3	71.1	77
0915	169	140	25	4	74	80.5
0930	150	122	28	0	71.8	79.5
0945	130	111	19	0	74.1	81.4
1000	146	117	27	2	75.3	82.4
1015	146	115	28	3	72	78.8
1030	121	99	21	1	74.1	79.5
1045	134	103	29	2	71.1	78.9
1100	157	127	26	4	70.1	76.8
1115	126	97	28	1	72.2	79
1130	102	78	23	1	74.7	83
1145	115	91	21	3	73.2	78.5
1200	123	93	27	3	74.9	81.6
1215	119	104	14	1	77.1	83.2
1230	121	93	23	5	73.1	80.1
1245	99	86	13	0	75.2	80.5
1300	123	99	23	1	75.3	81.8
1315	118	94	20	4	72.9	81
1330	110	95	15	0	73.8	80.5
1345	136	113	22	1	73.4	79.6
1400	145	127	15	3	74.6	82.8
1415	151	124	26	1	73.8	81.3
1430	150	136	11	3	73.6	80.3
1445	153	125	26	2	73.7	81.3
1500	159	134	22	3	73	79.7
1515	193	165	28	0	69.5	76.6
1530	201	175	23	3	71.1	79.1
1545	158	139	19	0	72.8	80.3
1600	191	167	20	4	70.3	77.6
1615	153	135	17	1	74.2	82.4
1630	130	113	15	2	74.6	82.3
1645	133	117	15	1	74.8	82.3
1700	126	112	12	2	74.6	81.5
1715	136	119	17	0	73.8	80.8
1730	99	94	5	0	74.1	80.3
1745	79	73	6	0	73.8	81.5
1800	63	50	12	1	77.1	84.9
1815	56	44	12	0	75.3	80.8
1830	69	56	12	1	78.2	88.4
1845	47	42	5	0	78	85.3
1900	30	25	5	0	81.8	88.7
1915	23	20	3	0	75.5	85.3
1930	30	23	6	1	78.4	87.5
1945	22	19	3	0	74.1	82.4
2000	42	37	5	0	74.8	85.1
2015	50	43	5	2	76.3	85.3
2030	27	22	5	0	77.4	86.7
2045	31	27	4	0	78.7	88.9
2100	25	23	2	0	77.4	83.6
2115	20	16	3	1	78.2	92.1
2130	32	27	5	0	78	89.9
2145	20	17	3	0	70.7	82.9
2200	9	8	1	0	78	-
2215	12	10	2	0	77	88.2
2230	9	9	0	0	81	-
2245	4	4	0	0	87.4	-
2300	5	4	0	1	85.8	-
2315	8	7	1	0	85.7	-
2330	4	4	0	0	89	-
2345	3	3	0	0	85.2	-
07-09	1718	1469	234	15	72.3	80.1
09-16	3937	3257	626	54	73.1	80.2
16-18	1047	930	107	10	73.6	81
00-00	8257	6844	1316	97	73.9	81.7

Tweed Coast Automatic Report

Site Name - #1 Tweed Coast Rd
Description - north of Cudgen Rd
Direction - Northbund



Wednesday, 6 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	8	8	0	0	89.8	-
0015	2	2	0	0	96.8	-
0030	0	0	0	0	-	-
0045	4	2	2	0	77.2	-
0100	2	2	0	0	72	-
0115	1	1	0	0	82.1	-
0130	0	0	0	0	-	-
0145	1	0	1	0	73.5	-
0200	0	0	0	0	-	-
0215	0	0	0	0	-	-
0230	0	0	0	0	-	-
0245	1	0	1	0	87.9	-
0300	1	1	0	0	81.8	-
0315	2	1	1	0	79.8	-
0330	5	3	2	0	75.5	-
0345	8	7	1	0	81.2	-
0400	20	10	10	0	86	94.4
0415	19	9	10	0	83.5	93.1
0430	31	22	9	0	82.4	94
0445	34	21	13	0	81.7	93.5
0500	62	38	23	1	80.6	89.4
0515	47	25	20	2	81.9	89.7
0530	72	49	21	2	81	87
0545	87	57	29	1	79.3	85.9
0600	65	50	14	1	81	89.7
0615	126	91	33	2	75.7	83
0630	153	108	43	2	77	82.6
0645	133	103	29	1	77.6	84.5
0700	154	128	26	0	75.2	82.2
0715	179	154	24	1	73.9	81.2
0730	210	181	27	2	73.6	80.7
0745	238	214	24	0	72.4	78.9
0800	239	216	20	3	70.2	78.5
0815	276	244	31	1	69.9	77.9
0830	221	194	26	1	71.3	76.9
0845	231	196	30	5	71.9	79.6
0900	143	122	20	1	74.3	81.4
0915	170	141	27	2	71.3	78.2
0930	146	122	22	2	73.3	81.1
0945	165	137	27	1	73.6	80.6
1000	136	119	16	1	73.3	81.1
1015	143	120	21	2	72.7	82.2
1030	156	124	29	3	71.1	79.3
1045	132	107	25	0	73	80.1
1100	100	76	24	0	72.6	83
1115	128	106	20	2	72.1	81.2
1130	132	107	25	0	74.4	83
1145	119	94	23	2	74.6	81.4
1200	106	82	24	0	74.9	80.8
1215	108	89	19	0	74.1	81.2
1230	149	119	29	1	74.7	80.6
1245	130	115	15	0	73.8	79.6
1300	113	83	29	1	73.2	80.1
1315	120	95	23	2	75.2	83.3
1330	119	95	23	1	73.6	79.7
1345	131	106	23	2	75.4	82.5
1400	126	104	22	0	75.2	80.8
1415	152	122	28	2	73.6	78.9
1430	139	116	22	1	72.1	80.3
1445	131	112	18	1	72.9	79.2
1500	174	153	21	0	70.9	77.4
1515	179	156	20	3	71.6	79.2
1530	164	139	19	6	73.6	81.2
1545	139	124	15	0	70.5	77.4
1600	144	131	12	1	69	75.5
1615	141	121	20	0	74.5	81.8
1630	151	135	14	2	73.5	80.6
1645	103	92	10	1	72.6	81.6
1700	110	102	8	0	73.4	81.4
1715	100	89	11	0	72.2	77.9
1730	110	98	12	0	73.2	82.2
1745	75	71	4	0	72	81.1
1800	66	59	7	0	72.9	79.9
1815	67	62	5	0	72	78.9
1830	70	59	11	0	72.4	81.3
1845	36	32	4	0	75.3	82.1
1900	28	25	3	0	75.4	84.9
1915	38	34	4	0	76.1	85
1930	35	33	2	0	74.2	84
1945	23	22	1	0	74.5	85
2000	28	23	5	0	75.9	83.4
2015	25	17	8	0	81.5	89.7
2030	30	26	4	0	75.3	84.1
2045	17	14	3	0	76.3	84.3
2100	18	17	1	0	75.9	84.8
2115	19	16	3	0	79.6	87.5
2130	24	24	0	0	80.3	87.4
2145	13	12	1	0	75.9	85.1
2200	11	10	0	1	76.5	83.1
2215	38	32	6	0	75.5	87.9
2230	18	17	1	0	80.8	91.1
2245	15	12	3	0	76.9	89.4
2300	10	8	2	0	71.9	-
2315	9	6	3	0	81.4	-
2330	1	1	0	0	65.3	-
2345	6	5	1	0	83.7	-
07-09	1748	1527	208	13	72	79.6
09-16	3850	3185	629	36	73.2	80.5
16-18	934	839	91	4	72.5	80.3
00-00	8061	6727	1268	66	73.7	81.5

Tweed Coast Automatic Report

Site Name - #1 Tweed Coast Rd
Description - north of Cudgen Rd
Direction - Southbound



Thursday, 31 May 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	5	5	0	0	82.6	-
0015	11	9	2	0	85.9	98.7
0030	6	6	0	0	85.3	-
0045	3	3	0	0	76.5	-
0100	6	4	2	0	87.4	-
0115	2	2	0	0	90.1	-
0130	6	5	1	0	80.4	-
0145	6	6	0	0	91.9	-
0200	3	2	0	1	81.7	-
0215	3	2	1	0	85.8	-
0230	2	2	0	0	83.8	-
0245	3	2	1	0	79.5	-
0300	1	0	1	0	87	-
0315	2	1	1	0	87.6	-
0330	0	0	0	0	-	-
0345	10	7	3	0	86.4	-
0400	2	0	2	0	95.9	-
0415	4	4	0	0	87.9	-
0430	8	6	1	1	88.1	-
0445	13	9	4	0	82.7	92.8
0500	9	7	2	0	80.8	-
0515	11	10	1	0	84.8	93.3
0530	20	15	5	0	87.4	99.6
0545	44	34	10	0	82	85.8
0600	54	29	24	1	82.9	88.3
0615	80	59	17	4	82.4	89.8
0630	99	73	26	0	84.3	89.6
0645	121	85	32	4	82.2	89.4
0700	94	69	21	4	81.5	88.9
0715	132	109	18	5	81.7	87.3
0730	145	119	25	1	82.9	87.7
0745	183	156	27	0	82.6	87.7
0800	210	195	15	0	81.6	85.9
0815	249	224	24	1	80.9	85.3
0830	211	186	25	0	80.2	85.3
0845	221	209	9	3	79.9	86.9
0900	188	174	13	1	80.7	85.7
0915	125	104	20	1	80	86.1
0930	104	87	15	2	80.8	86.2
0945	58	56	2	0	63.4	69.7
1000	115	109	3	3	64.2	70.8
1015	103	97	6	0	64.3	71
1030	126	123	3	0	63.9	72
1045	124	119	5	0	65.4	73.3
1100	133	126	5	2	66.1	73.1
1115	122	114	7	1	68.4	75.6
1130	130	123	6	1	68.4	75.1
1145	129	123	3	3	70.1	75.5
1200	141	138	3	0	67.3	74.3
1215	142	136	5	1	69.3	75.2
1230	174	169	4	1	68.1	73.6
1245	128	123	5	0	70	76.3
1300	151	147	4	0	68.2	75.2
1315	135	132	2	1	69.4	74.5
1330	162	159	1	2	68.5	74.2
1345	170	161	9	0	69.8	76.5
1400	172	160	12	0	69	75.2
1415	160	155	5	0	67.2	74.3
1430	205	199	5	1	64.6	70.4
1445	205	200	5	0	67.3	73.6
1500	180	175	5	0	68.2	73.3
1515	239	235	4	0	65.1	70.7
1530	268	261	7	0	64.4	69.8
1545	260	252	8	0	67.1	73.6
1600	245	242	3	0	64.5	72.4
1615	223	220	3	0	67.4	73.4
1630	239	236	3	0	67	73.3
1645	234	232	2	0	65.7	72
1700	225	221	3	1	66.7	73.3
1715	254	253	1	0	66.2	71.5
1730	216	215	1	0	66.3	71.8
1745	242	241	1	0	65.3	71.1
1800	172	171	1	0	68.7	73.4
1815	156	156	0	0	65.9	71.6
1830	123	121	2	0	68.7	74.7
1845	104	104	0	0	69.2	75.8
1900	89	88	1	0	71.5	78.8
1915	74	74	0	0	70.3	76.8
1930	90	87	2	1	70.3	75.7
1945	75	73	2	0	70.4	76.8
2000	70	69	1	0	69.6	75.3
2015	57	57	0	0	71.8	80.2
2030	55	55	0	0	72.6	80.7
2045	49	49	0	0	70.1	77
2100	48	47	1	0	67.1	71.5
2115	46	46	0	0	70	75.4
2130	44	43	1	0	70.2	77.8
2145	33	32	1	0	71.1	76.7
2200	24	23	0	1	68.7	78.5
2215	23	23	0	0	71.1	78.3
2230	19	19	0	0	69.2	78.8
2245	19	19	0	0	71.5	81
2300	16	16	0	0	75.3	83.2
2315	19	19	0	0	74.7	85.9
2330	18	18	0	0	73.6	83.2
2345	8	8	0	0	73	-
07-09	1445	1267	164	14	81.3	86.6
09-16	4349	4157	172	20	68.4	76
16-18	1878	1860	17	1	66.1	72.4
00-00	9637	9088	501	48	70.9	81.2

Tweed Coast Automatic Report

Site Name - #1 Tweed Coast Rd
Description - north of Cudgen Rd
Direction - Southbound



Friday, 1 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	6	6	0	0	73.8	-
0015	3	3	0	0	65	-
0030	3	3	0	0	72.8	-
0045	3	3	0	0	70.7	-
0100	7	7	0	0	68.7	-
0115	3	3	0	0	78.3	-
0130	1	1	0	0	62.1	-
0145	3	3	0	0	66.1	-
0200	5	5	0	0	77.8	-
0215	3	3	0	0	81.2	-
0230	3	3	0	0	65.7	-
0245	3	3	0	0	81.7	-
0300	4	4	0	0	63.4	-
0315	3	3	0	0	73.1	-
0330	4	3	1	0	74.6	-
0345	7	5	2	0	81	-
0400	4	4	0	0	75.2	-
0415	2	2	0	0	79	-
0430	5	5	0	0	74.4	-
0445	11	11	0	0	73.3	81.4
0500	11	10	1	0	67.1	77.4
0515	23	22	1	0	73	84.1
0530	20	19	1	0	74.4	80.1
0545	41	37	3	1	73	78.6
0600	54	51	3	0	73.1	79.9
0615	87	82	3	2	71.1	77.7
0630	102	95	6	1	69.7	77.2
0645	131	120	8	3	68.3	76
0700	95	89	6	0	70.5	78
0715	106	97	9	0	69.8	76.7
0730	128	121	7	0	69.8	76.3
0745	178	169	8	1	67.5	74
0800	171	166	5	0	67.6	74.1
0815	213	206	7	0	57	70.9
0830	179	170	7	2	28.7	33.8
0845	212	199	12	1	27.5	38.3
0900	193	184	9	0	41.2	63.7
0915	127	122	5	0	59.5	68.3
0930	132	121	8	3	53.6	65.7
0945	116	108	8	0	53	68.6
1000	119	113	6	0	64.1	70.4
1015	142	132	10	0	54.6	68.8
1030	119	114	5	0	16.7	26.3
1045	167	153	12	2	21.1	36.6
1100	142	131	9	2	58.4	64.4
1115	121	116	5	0	60.7	67.1
1130	125	122	2	1	68	73.8
1145	146	143	3	0	70.4	75.8
1200	156	150	6	0	68.5	74.3
1215	168	157	9	2	67	74.6
1230	162	154	8	0	70.2	76.1
1245	145	140	5	0	68.3	74.2
1300	157	147	8	2	68.4	74.2
1315	148	144	4	0	67.2	74.1
1330	174	168	4	2	68.5	74.5
1345	206	199	7	0	66.1	73.8
1400	189	174	15	0	66.6	73.4
1415	176	169	7	0	67.5	72.5
1430	234	229	5	0	66.6	72.9
1445	218	213	5	0	67.6	72.4
1500	208	202	5	1	66.6	72.2
1515	249	244	5	0	66.9	71.7
1530	272	266	6	0	65.3	70.7
1545	240	234	6	0	68.1	74.2
1600	264	261	3	0	67.9	73.1
1615	252	247	5	0	68.1	73.6
1630	234	230	3	1	67.3	74.2
1645	247	246	1	0	68.2	73.8
1700	248	245	3	0	67.5	73.2
1715	214	211	2	1	65.2	71.4
1730	230	229	1	0	65.7	72.2
1745	209	209	0	0	66.7	71.9
1800	154	152	1	1	68	74.5
1815	133	132	1	0	67.7	73.8
1830	145	142	3	0	67.3	72.9
1845	124	124	0	0	71.4	76.6
1900	66	63	1	2	70.7	77.6
1915	77	75	2	0	70.2	77.5
1930	77	75	2	0	69.4	75.6
1945	64	63	0	1	69.3	75.2
2000	44	44	0	0	70.6	77.1
2015	60	60	0	0	67.3	76.6
2030	52	52	0	0	72.1	80
2045	64	63	1	0	69.6	75.7
2100	59	59	0	0	67.5	74.3
2115	34	34	0	0	71.6	78.5
2130	56	56	0	0	69.3	77.7
2145	35	35	0	0	70.9	78
2200	40	39	0	1	68.8	77
2215	25	25	0	0	76.9	83.4
2230	29	29	0	0	73.2	80.9
2245	35	35	0	0	68.3	75.3
2300	24	24	0	0	68.9	77
2315	24	24	0	0	69.2	78.8
2330	13	13	0	0	70.8	83.7
2345	18	17	1	0	73.7	82.7
07-09	1282	1217	61	4	54.4	72.9
09-16	4751	4549	187	15	61.6	72.5
16-18	1898	1878	18	2	67.1	73.1
00-00	9935	9595	307	33	63.4	73.8

Tweed Coast Automatic Report

Site Name - #1 Tweed Coast Rd
Description - north of Cudgen Rd
Direction - Southbound



Saturday, 2 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	17	17	0	0	73.1	80.1
0015	10	10	0	0	71.2	-
0030	10	10	0	0	71.1	-
0045	7	7	0	0	67.9	-
0100	9	9	0	0	74.1	-
0115	6	5	1	0	78.4	-
0130	6	6	0	0	75.3	-
0145	1	0	1	0	62.7	-
0200	5	5	0	0	70.3	-
0215	9	9	0	0	73.6	-
0230	7	6	1	0	64	-
0245	1	1	0	0	83.3	-
0300	6	5	1	0	74.9	-
0315	4	4	0	0	76.1	-
0330	7	7	0	0	74.5	-
0345	7	5	2	0	73.8	-
0400	4	4	0	0	79.1	-
0415	10	8	2	0	72.5	-
0430	8	8	0	0	67.8	-
0445	14	13	1	0	75.6	80.8
0500	16	16	0	0	72.5	80.8
0515	16	16	0	0	74.7	78.6
0530	26	25	0	1	72.7	82
0545	33	33	0	0	74.4	81.4
0600	24	24	0	0	74.2	79.7
0615	37	36	1	0	71.8	80.3
0630	49	46	3	0	73.3	79.8
0645	62	59	3	0	71.6	78.1
0700	60	58	2	0	73.3	82.8
0715	62	61	0	1	72.3	77.3
0730	92	90	2	0	71.5	77.9
0745	122	119	3	0	71.3	79.2
0800	88	88	0	0	72.8	79.2
0815	119	116	3	0	69.1	76.5
0830	119	117	2	0	69.7	76.3
0845	130	128	2	0	69.2	77.2
0900	123	119	3	1	69.7	77.3
0915	123	121	2	0	71.3	77.5
0930	153	151	2	0	69.9	76.1
0945	148	147	1	0	69.7	76.1
1000	139	135	3	1	70.2	75.1
1015	145	143	1	1	69.2	75.1
1030	160	157	3	0	69.6	75
1045	169	167	2	0	69.7	75.7
1100	135	134	1	0	70.5	76.2
1115	172	172	0	0	68.9	75.3
1130	174	171	3	0	68	73
1145	192	190	1	1	67.7	74.5
1200	191	188	2	1	66	72.8
1215	185	184	1	0	67.7	76.4
1230	180	177	3	0	67.5	74.3
1245	187	185	2	0	67.4	72.7
1300	167	165	2	0	70.6	76
1315	149	148	1	0	70.3	75.9
1330	170	169	1	0	69.3	76.3
1345	175	173	2	0	69.9	74.6
1400	171	167	4	0	69.5	74.5
1415	175	173	0	2	67.9	75.3
1430	166	164	2	0	69.9	75.2
1445	165	164	1	0	67.8	73.8
1500	150	148	2	0	68.9	75.8
1515	172	172	0	0	69.7	74.7
1530	168	165	2	1	70.1	77.2
1545	173	173	0	0	68.9	75.2
1600	133	132	1	0	69.2	76.5
1615	161	159	2	0	67.8	73.7
1630	144	143	1	0	68.1	75.9
1645	152	149	3	0	69.7	76
1700	138	135	3	0	69.9	76
1715	117	116	1	0	65.6	72.4
1730	120	119	0	1	67.1	73.2
1745	87	87	0	0	68	73.5
1800	77	76	1	0	68.5	73.6
1815	89	87	2	0	69.1	74.6
1830	78	78	0	0	69.3	74.3
1845	64	64	0	0	70.4	76.7
1900	49	49	0	0	70.8	79
1915	45	45	0	0	70.6	79.1
1930	59	59	0	0	70.9	77.2
1945	60	59	1	0	70.4	79.6
2000	58	58	0	0	70.4	75.7
2015	50	47	3	0	70.8	78.8
2030	53	53	0	0	70.6	79.7
2045	43	43	0	0	70.1	79.1
2100	47	47	0	0	70	76.5
2115	36	35	1	0	69.5	75.6
2130	38	38	0	0	71.3	78.2
2145	46	45	1	0	71.3	78.4
2200	40	38	2	0	69.1	75.3
2215	29	29	0	0	71.8	81.3
2230	37	36	0	1	72.3	79.7
2245	38	38	0	0	68.4	74.3
2300	31	30	1	0	69.4	75.6
2315	32	30	2	0	66.9	76.7
2330	29	29	0	0	67.1	75.2
2345	20	20	0	0	71.9	77.3
07-09	792	777	14	1	70.8	78.1
09-16	4577	4522	47	8	69	75.2
16-18	1052	1040	11	1	68.3	74.7
00-00	7980	7866	102	12	69.4	76

Tweed Coast Automatic Report

Site Name - #1 Tweed Coast Rd
Description - north of Cudgen Rd
Direction - Southbound



Sunday, 3 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	13	13	0	0	72.4	81.3
0015	13	13	0	0	72.9	83
0030	11	11	0	0	73.6	80.6
0045	11	11	0	0	75.7	84.1
0100	6	6	0	0	68.6	-
0115	4	4	0	0	81.5	-
0130	8	8	0	0	72.5	-
0145	4	4	0	0	70.1	-
0200	8	8	0	0	75.4	-
0215	5	5	0	0	76.1	-
0230	5	5	0	0	73.8	-
0245	8	7	1	0	75.1	-
0300	7	6	1	0	75.6	-
0315	2	2	0	0	82.5	-
0330	12	12	0	0	77.4	86.6
0345	4	3	1	0	66.9	-
0400	5	5	0	0	74.1	-
0415	5	5	0	0	80.7	-
0430	5	5	0	0	76.7	-
0445	6	6	0	0	70.5	-
0500	9	9	0	0	74.4	-
0515	11	11	0	0	74	88
0530	20	20	0	0	73.8	82.8
0545	21	21	0	0	70.3	77.3
0600	28	27	1	0	73.8	81.6
0615	21	20	0	1	73.2	80.4
0630	22	21	1	0	73.3	80.8
0645	44	42	2	0	71.9	80.5
0700	30	29	1	0	72.7	80
0715	44	44	0	0	72.3	79.2
0730	58	57	1	0	71.1	79.2
0745	71	70	1	0	70.2	76.5
0800	63	61	2	0	71.6	79.4
0815	81	79	2	0	71.2	78
0830	76	75	1	0	69.5	75.2
0845	90	89	1	0	69.7	75
0900	99	99	0	0	69	75.6
0915	99	99	0	0	71.5	77
0930	124	123	1	0	69.1	75.2
0945	109	108	1	0	69.4	76.7
1000	122	121	1	0	68.8	73.8
1015	110	110	0	0	69	76.4
1030	132	130	2	0	69.9	77.2
1045	165	163	2	0	69.7	76.2
1100	179	175	3	1	67.6	74.9
1115	159	157	2	0	67	73.3
1130	155	153	2	0	68.3	74.1
1145	166	164	1	1	68.9	74.7
1200	195	194	1	0	69	74.3
1215	162	160	1	1	68	74.6
1230	183	181	2	0	67.8	74.2
1245	175	175	0	0	69.2	75.4
1300	150	149	1	0	69.5	75.3
1315	107	107	0	0	69	75.2
1330	139	136	3	0	70.5	77
1345	153	153	0	0	70.4	75.6
1400	171	168	3	0	68	74.6
1415	147	144	1	2	69.1	74.7
1430	124	123	1	0	69	74.7
1445	124	124	0	0	67.9	74.7
1500	121	120	1	0	69.3	73.6
1515	150	150	0	0	67.2	74
1530	138	137	1	0	69.4	74.7
1545	152	151	1	0	68.2	74.5
1600	131	129	1	1	68.5	73.7
1615	138	138	0	0	68.8	74.9
1630	138	135	3	0	68.2	74.3
1645	115	113	2	0	68.9	74.6
1700	112	112	0	0	70.2	78.5
1715	99	99	0	0	69.4	75.4
1730	82	80	2	0	67.7	75.4
1745	88	88	0	0	68.7	76.9
1800	62	62	0	0	70.9	75.5
1815	75	72	3	0	69.6	77
1830	57	57	0	0	72	78.7
1845	43	43	0	0	71.5	79.1
1900	31	31	0	0	69.7	75.9
1915	38	37	1	0	72.8	78.8
1930	34	34	0	0	71.3	77.9
1945	38	38	0	0	72.4	81
2000	29	28	0	1	70.8	81.4
2015	34	34	0	0	72.5	78.2
2030	32	31	1	0	70.1	78.3
2045	29	29	0	0	72.4	80
2100	22	21	0	1	68.3	73.6
2115	25	25	0	0	71.8	79.3
2130	24	24	0	0	73.7	80.2
2145	11	11	0	0	75.2	87.5
2200	20	20	0	0	71.7	79.2
2215	22	22	0	0	70.7	80
2230	16	16	0	0	74.7	80.6
2245	16	15	1	0	69.8	84.7
2300	11	9	2	0	71.6	83.4
2315	3	3	0	0	77.6	-
2330	12	12	0	0	63.9	72.6
2345	4	4	0	0	76.8	-
07-09	513	504	9	0	70.8	77
09-16	4010	3974	31	5	68.8	74.9
16-18	903	894	8	1	68.8	75.2
00-00	6432	6360	63	9	69.5	75.8

Tweed Coast Automatic Report

Site Name - #1 Tweed Coast Rd
Description - north of Cudgen Rd
Direction - Southbound



Monday, 4 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	9	9	0	0	68.9	-
0015	9	9	0	0	71	-
0030	5	5	0	0	71.9	-
0045	8	8	0	0	70.6	-
0100	1	1	0	0	85.9	-
0115	3	2	1	0	74.6	-
0130	1	1	0	0	66.5	-
0145	3	2	1	0	75.2	-
0200	2	2	0	0	78.7	-
0215	4	4	0	0	77.2	-
0230	3	3	0	0	83	-
0245	2	2	0	0	75.5	-
0300	4	3	1	0	71.1	-
0315	1	0	1	0	61.1	-
0330	3	2	1	0	76.4	-
0345	4	3	1	0	75.2	-
0400	5	5	0	0	74.4	-
0415	4	4	0	0	76.1	-
0430	10	10	0	0	73	-
0445	12	12	0	0	74.7	87.9
0500	15	14	0	1	74.4	85.4
0515	23	19	4	0	68.4	73.3
0530	23	20	2	1	72	81.7
0545	39	35	4	0	72.9	77.8
0600	50	49	1	0	71.3	76.7
0615	94	91	1	2	74.1	81
0630	102	96	5	1	70.2	76.9
0645	141	130	11	0	68.6	75.4
0700	107	99	8	0	70.8	77
0715	117	106	10	1	70.7	77.2
0730	133	126	7	0	67.9	74.1
0745	139	135	2	2	70.7	75.4
0800	170	164	6	0	66.6	72.2
0815	183	178	5	0	67.2	73.3
0830	198	191	7	0	65.9	72.4
0845	199	198	1	0	66.1	72.9
0900	163	157	5	1	69.5	74.7
0915	152	146	6	0	66.9	73.1
0930	119	112	7	0	70.7	76.1
0945	127	121	6	0	68.3	74.9
1000	131	124	7	0	68.2	75.3
1015	129	122	6	1	68.3	74.5
1030	118	110	8	0	68.1	74.9
1045	124	119	4	1	70.2	76.3
1100	125	124	1	0	68.7	76
1115	129	123	6	0	67.3	75.2
1130	126	117	8	1	69.3	75.4
1145	133	126	7	0	68.5	74.5
1200	140	129	9	2	66.8	73.9
1215	135	128	6	1	68.3	76
1230	147	140	7	0	66.1	72.3
1245	142	135	5	2	67.7	73.3
1300	145	138	7	0	67.1	74.2
1315	149	143	6	0	67.7	73.7
1330	144	136	7	1	68.3	74.2
1345	124	120	4	0	68.4	74.3
1400	147	137	9	1	68.2	74.7
1415	139	129	10	0	69.3	75.8
1430	167	162	5	0	67.9	73.4
1445	164	161	3	0	67.9	74.9
1500	178	173	4	1	67.6	73.3
1515	219	214	5	0	66.7	72.7
1530	265	258	6	1	66.6	73.4
1545	196	190	6	0	68	73.9
1600	232	227	5	0	66.8	72.4
1615	266	261	4	1	65	72
1630	239	235	4	0	64	70.7
1645	228	228	0	0	66.7	72.7
1700	214	212	1	1	65.9	71.4
1715	275	273	2	0	62.9	69.1
1730	190	186	4	0	64.8	71.2
1745	195	193	2	0	64.9	71.4
1800	148	146	1	1	67.6	74.1
1815	148	146	2	0	69.7	76
1830	100	99	1	0	69.4	75.2
1845	68	67	1	0	69.1	77.2
1900	66	66	0	0	73	78.3
1915	75	74	1	0	69.7	76.4
1930	52	50	1	1	72	78.1
1945	68	68	0	0	73.2	80.5
2000	47	47	0	0	69.7	76.6
2015	39	39	0	0	68.5	76.1
2030	53	53	0	0	71.6	77.5
2045	40	40	0	0	71.7	77.8
2100	35	35	0	0	71.9	81
2115	30	30	0	0	69.5	77.5
2130	28	27	1	0	75.2	84.2
2145	31	31	0	0	72.5	82.7
2200	28	28	0	0	74.3	79.8
2215	19	19	0	0	74.8	83.9
2230	13	13	0	0	70.8	81.1
2245	6	6	0	0	77.5	-
2300	7	7	0	0	69.5	-
2315	16	16	0	0	70.4	77.7
2330	3	3	0	0	80.5	-
2345	4	4	0	0	72.3	-
07-09	1246	1197	46	3	67.8	74.2
09-16	4177	3994	170	13	68	74.3
16-18	1839	1815	22	2	65.1	71.5
00-00	8966	8661	280	25	67.9	74.5

Tweed Coast Automatic Report

Site Name - #1 Tweed Coast Rd
Description - north of Cudgen Rd
Direction - Southbound



Tuesday, 5 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	9	9	0	0	71.8	-
0015	1	1	0	0	54.7	-
0030	2	2	0	0	58.7	-
0045	4	3	1	0	76.2	-
0100	2	2	0	0	69.1	-
0115	1	1	0	0	76.4	-
0130	2	2	0	0	53.6	-
0145	4	4	0	0	77.2	-
0200	1	1	0	0	86.3	-
0215	4	4	0	0	78.6	-
0230	3	3	0	0	71.2	-
0245	2	2	0	0	86.3	-
0300	1	1	0	0	79.5	-
0315	3	2	1	0	68.9	-
0330	2	2	0	0	76.5	-
0345	8	7	1	0	75.3	-
0400	2	2	0	0	71.9	-
0415	11	9	2	0	77.3	83.1
0430	4	3	0	1	68.3	-
0445	9	8	0	1	67.6	-
0500	6	6	0	0	71.7	-
0515	19	18	1	0	73.9	80.6
0530	22	20	2	0	74.7	82.6
0545	35	33	1	1	72.6	78.9
0600	56	54	1	1	71.5	78.8
0615	78	74	3	1	71.3	77.1
0630	111	106	3	2	72.1	78.3
0645	145	134	11	0	69	76
0700	111	99	11	1	70.4	76.6
0715	129	120	8	1	69.8	73.9
0730	136	131	4	1	69.2	74.3
0745	161	158	3	0	69.1	73.7
0800	175	167	7	1	67.9	74
0815	165	158	5	2	66.2	73.4
0830	195	186	6	3	66.3	72.9
0845	205	197	8	0	66.4	72.9
0900	157	153	4	0	69.9	74.7
0915	155	152	2	1	69.3	74.9
0930	122	113	8	1	67.8	74
0945	140	138	2	0	68.4	75.5
1000	113	107	5	1	68.8	75
1015	131	127	4	0	68.9	75.1
1030	127	116	9	2	67.9	73.6
1045	94	89	4	1	67.9	75.8
1100	138	129	8	1	68.6	74.4
1115	137	129	8	0	68.3	73.4
1130	129	125	2	2	69.1	76.7
1145	129	122	5	2	69.5	76
1200	117	110	7	0	69.9	75.8
1215	140	137	3	0	69.8	76.3
1230	112	107	5	0	66.7	74.2
1245	143	134	7	2	68.8	75
1300	121	112	9	0	69.4	75.1
1315	142	137	4	1	68	74.4
1330	135	129	5	1	67.6	74.2
1345	154	150	3	1	68.3	75.2
1400	130	126	3	1	67.1	73.2
1415	148	140	8	0	67	74.3
1430	206	199	7	0	67.2	74.2
1445	174	170	3	1	67	72.2
1500	192	188	4	0	65.7	72.2
1515	221	215	6	0	66.8	72.5
1530	265	256	8	1	65	71.3
1545	242	238	4	0	66.6	72.1
1600	227	222	4	1	67.6	73.6
1615	263	258	5	0	64.7	73
1630	254	252	2	0	66.4	72.1
1645	253	250	3	0	66.5	74
1700	269	268	0	1	64.6	70.3
1715	230	228	1	1	65.5	71.6
1730	189	185	3	1	65.6	71.4
1745	224	217	7	0	66.9	73.1
1800	168	165	3	0	68.5	75.1
1815	115	115	0	0	67.6	73.3
1830	107	105	2	0	68.1	76.5
1845	91	89	1	1	69.1	75.5
1900	68	67	1	0	69.7	76.9
1915	48	48	0	0	71.5	77.3
1930	65	65	0	0	69.8	76.5
1945	69	68	1	0	68.4	75.9
2000	41	41	0	0	71.4	77.4
2015	63	62	1	0	69.4	75.1
2030	49	49	0	0	68.4	80.2
2045	46	46	0	0	70.2	75.2
2100	40	40	0	0	69.2	73.7
2115	32	32	0	0	71.2	77.8
2130	27	27	0	0	74.1	83.6
2145	22	21	0	1	67	77.2
2200	22	22	0	0	75.4	81.5
2215	12	12	0	0	70.5	80
2230	18	17	1	0	77.1	84
2245	10	10	0	0	68.5	-
2300	4	4	0	0	71.2	-
2315	8	7	1	0	72.2	-
2330	3	2	1	0	70	-
2345	2	2	0	0	72.7	-
07-09	1277	1216	52	9	67.9	73.8
09-16	4214	4048	147	19	67.8	74.2
16-18	1909	1880	25	4	65.9	72.4
00-00	9077	8773	263	41	67.9	74.3

Tweed Coast Automatic Report

Site Name - #1 Tweed Coast Rd
Description - north of Cudgen Rd
Direction - Southbound



Wednesday, 6 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	8	8	0	0	69	-
0015	9	9	0	0	73.7	-
0030	4	4	0	0	71.3	-
0045	2	2	0	0	66.3	-
0100	1	1	0	0	74.9	-
0115	1	1	0	0	71	-
0130	3	3	0	0	63.5	-
0145	2	1	1	0	70.3	-
0200	2	1	1	0	82.8	-
0215	3	3	0	0	72.5	-
0230	2	2	0	0	80.7	-
0245	5	4	1	0	76	-
0300	2	2	0	0	76.8	-
0315	2	2	0	0	78.3	-
0330	1	0	1	0	76.3	-
0345	7	6	1	0	78.6	-
0400	1	1	0	0	75	-
0415	4	4	0	0	77.3	-
0430	10	9	1	0	76.7	-
0445	10	9	1	0	71.6	-
0500	12	12	0	0	66.8	76.5
0515	14	14	0	0	72.8	79.5
0530	23	22	1	0	73.2	80.4
0545	37	32	4	1	71	79.3
0600	50	44	5	1	68.3	74.6
0615	69	67	2	0	71.1	76.2
0630	126	118	8	0	68.3	75
0645	142	136	6	0	69.8	76.1
0700	99	95	4	0	71.1	79.4
0715	114	101	12	1	70.8	76.5
0730	130	124	6	0	69.7	74.4
0745	188	178	9	1	68.3	74.7
0800	145	138	7	0	68.2	73.8
0815	206	198	6	2	66.4	71.3
0830	190	186	4	0	68.1	73.1
0845	182	179	3	0	69.5	75.2
0900	153	146	7	0	69.1	74.1
0915	160	156	4	0	67.9	73.2
0930	111	110	1	0	71.3	76.7
0945	110	108	2	0	68.5	75.5
1000	127	123	4	0	69.6	75
1015	106	95	11	0	70	76
1030	97	96	1	0	68.6	73.7
1045	147	136	9	2	67.9	74.8
1100	102	95	6	1	69.1	74.3
1115	123	119	4	0	68.3	74.8
1130	129	125	4	0	69.7	74.7
1145	132	129	3	0	67.9	74.3
1200	154	145	9	0	66.5	73.2
1215	133	127	6	0	69.5	75.2
1230	154	150	4	0	68.3	73.6
1245	130	125	5	0	68.8	75.4
1300	134	127	7	0	68.4	75.4
1315	136	133	3	0	68.5	74.5
1330	143	136	6	1	68.9	74.3
1345	150	147	3	0	68	73.6
1400	145	134	10	1	68.4	76.2
1415	126	123	3	0	69.4	76.1
1430	193	184	8	1	64.4	70.7
1445	214	208	5	1	67.8	73
1500	189	185	3	1	66.4	71.9
1515	220	214	6	0	66.7	71.8
1530	236	230	6	0	65.6	71.4
1545	239	231	7	1	65.6	71.8
1600	247	240	6	1	63.8	70.4
1615	229	224	5	0	65.3	70.7
1630	228	227	1	0	66.9	72.4
1645	259	254	5	0	64.5	70.9
1700	260	257	3	0	61.7	69.5
1715	270	265	5	0	62.4	69.1
1730	208	208	0	0	66	71.2
1745	186	182	4	0	66.5	71.5
1800	143	142	1	0	63.7	69.3
1815	131	130	1	0	62.9	69.9
1830	120	120	0	0	64.2	69.9
1845	91	91	0	0	67.4	73.8
1900	73	72	1	0	67.7	74.5
1915	54	53	1	0	67.8	75.8
1930	56	56	0	0	67.7	74
1945	54	54	0	0	67.7	73.8
2000	40	38	2	0	70.7	77.9
2015	25	25	0	0	71.6	76
2030	34	34	0	0	70	76.6
2045	33	31	2	0	72	78.4
2100	21	21	0	0	67.4	76
2115	37	35	1	1	70.7	76.2
2130	21	19	2	0	69.1	77.5
2145	21	21	0	0	70.3	78.8
2200	17	17	0	0	70.9	81.5
2215	29	29	0	0	71.4	75
2230	32	31	1	0	71.8	78.1
2245	28	28	0	0	70	77
2300	15	14	1	0	65.7	75.3
2315	12	12	0	0	66.3	75.6
2330	16	15	1	0	71.2	80.9
2345	4	4	0	0	82.5	-
07-09	1254	1199	51	4	68.7	74.7
09-16	4193	4037	147	9	67.9	74
16-18	1887	1857	29	1	64.5	70.9
00-00	8993	8702	274	17	67.3	74

Tweed Coast Automatic Report

Site Name - #2 Cudgen Rd
Description - east of Tweed Coast Rd
Direction - Eastbound



Thursday, 31 May 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	1	1	0	0	57.5	-
0015	3	2	1	0	71.5	-
0030	3	3	0	0	65.3	-
0045	0	0	0	0	-	-
0100	2	2	0	0	74.1	-
0115	0	0	0	0	-	-
0130	3	3	0	0	55.1	-
0145	2	2	0	0	71.2	-
0200	0	0	0	0	-	-
0215	3	2	1	0	70.7	-
0230	1	1	0	0	53.8	-
0245	2	2	0	0	53.1	-
0300	1	0	1	0	56.5	-
0315	0	0	0	0	-	-
0330	1	1	0	0	63.6	-
0345	6	4	2	0	67.8	-
0400	2	2	0	0	64	-
0415	5	4	1	0	69.7	-
0430	5	4	1	0	61.8	-
0445	10	10	0	0	63.4	-
0500	5	4	1	0	64.8	-
0515	10	10	0	0	62	-
0530	11	10	1	0	60.2	68.3
0545	34	30	4	0	65.1	72.1
0600	16	11	5	0	62.6	68.3
0615	45	43	1	1	60.2	67.7
0630	46	40	6	0	63	69.1
0645	69	62	7	0	61.7	68.8
0700	61	58	1	2	60.9	65.9
0715	87	83	4	0	60.8	65.3
0730	99	94	5	0	61.2	66.2
0745	158	147	11	0	57.9	62.3
0800	169	159	10	0	57.4	62.8
0815	252	232	20	0	53.6	60.7
0830	218	210	8	0	58.2	62.6
0845	224	212	12	0	59.1	63.9
0900	182	177	5	0	59.4	63.5
0915	123	118	4	1	60.4	64.5
0930	96	89	7	0	60.8	66.9
0945	103	94	9	0	59.9	65.2
1000	99	95	4	0	60.3	64.1
1015	73	64	9	0	61.4	65.7
1030	87	80	7	0	61.2	69.2
1045	106	102	4	0	59.9	65.5
1100	83	76	7	0	61.4	66.1
1115	78	71	7	0	60.4	65.4
1130	91	84	6	1	59.7	66.6
1145	93	84	8	1	60.5	64.4
1200	107	98	8	1	61.1	66.4
1215	89	81	8	0	60.4	67
1230	101	93	8	0	59.4	65.5
1245	83	80	2	1	62	67.7
1300	99	92	7	0	60.3	66.4
1315	90	84	6	0	61.9	67
1330	86	79	6	1	59.4	65.5
1345	114	107	7	0	60.9	67.4
1400	102	91	11	0	59.7	67.2
1415	112	101	11	0	60.7	67.1
1430	117	110	7	0	60.9	66.4
1445	150	143	6	1	59	66.1
1500	145	135	10	0	56.8	63.9
1515	160	149	11	0	60.1	66.1
1530	155	141	13	1	59.1	65.1
1545	143	136	7	0	61.9	69.5
1600	126	119	6	1	62.6	67.5
1615	128	122	6	0	63.3	67.3
1630	142	133	9	0	62.3	68.3
1645	136	127	9	0	59.3	66
1700	99	92	7	0	62.3	66.6
1715	116	107	9	0	62.3	65.7
1730	91	84	7	0	61.3	66.6
1745	107	102	5	0	61	66.4
1800	71	63	8	0	61.1	67.8
1815	75	64	11	0	61.8	65.5
1830	64	57	7	0	63.4	69.2
1845	36	35	1	0	62.1	67.4
1900	33	32	1	0	62.8	67.5
1915	37	31	6	0	60.6	70
1930	30	27	3	0	63.2	68.8
1945	33	31	2	0	64.3	71.8
2000	35	34	1	0	64	66.6
2015	29	28	1	0	64.5	69.4
2030	23	23	0	0	64.2	71.1
2045	24	22	2	0	61.3	64.3
2100	23	22	1	0	66.1	73.1
2115	24	23	1	0	62.7	66.3
2130	23	22	1	0	61.5	65.2
2145	9	9	0	0	61.7	-
2200	12	12	0	0	61.1	66.3
2215	8	8	0	0	57.1	-
2230	5	5	0	0	66.2	-
2245	11	11	0	0	64.6	74.3
2300	6	6	0	0	59.5	-
2315	6	6	0	0	67.1	-
2330	8	8	0	0	64.5	-
2345	3	3	0	0	67.5	-
07-09	1268	1195	71	2	57.8	63.4
09-16	3067	2854	205	8	60.2	66.1
16-18	945	886	58	1	61.8	66.6
00-00	6194	5770	412	12	60.3	66.1

Tweed Coast Automatic Report

Site Name - #2 Cudgen Rd
Description - east of Tweed Coast Rd
Direction - Eastbound



Friday, 1 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	2	2	0	0	53	-
0015	1	1	0	0	62.5	-
0030	0	0	0	0	-	-
0045	1	1	0	0	64.3	-
0100	1	1	0	0	62.7	-
0115	3	3	0	0	60	-
0130	0	0	0	0	-	-
0145	2	2	0	0	68.8	-
0200	2	2	0	0	60.6	-
0215	3	3	0	0	52.6	-
0230	2	2	0	0	63	-
0245	1	1	0	0	63.4	-
0300	4	4	0	0	57.4	-
0315	2	2	0	0	66	-
0330	3	1	2	0	65.4	-
0345	4	4	0	0	65.8	-
0400	4	4	0	0	66.2	-
0415	2	1	1	0	65.3	-
0430	7	5	2	0	63.9	-
0445	12	12	0	0	63.5	69.1
0500	5	4	1	0	65.2	-
0515	13	12	1	0	61.5	65.4
0530	15	15	0	0	66.7	74.7
0545	18	16	2	0	66.2	74.9
0600	21	17	3	1	62.9	67.7
0615	40	39	1	0	61.9	66.2
0630	47	45	2	0	64.5	71.1
0645	60	54	6	0	62.8	68.9
0700	51	47	4	0	61	67
0715	60	57	2	1	60.4	67.2
0730	110	97	12	1	58.6	64.8
0745	151	143	8	0	59.4	64.4
0800	167	157	10	0	59.1	64.1
0815	209	195	14	0	59.4	63.9
0830	229	216	13	0	57.4	62.4
0845	202	192	9	1	58	62.5
0900	181	173	8	0	58.5	63.8
0915	115	110	5	0	59.7	64.2
0930	92	88	4	0	61.6	66.1
0945	86	73	13	0	62.3	68.2
1000	97	93	4	0	61.1	66.7
1015	91	84	7	0	58.9	65.2
1030	96	88	8	0	61.7	67
1045	103	99	4	0	59.6	64.9
1100	103	97	6	0	58.2	65.2
1115	98	93	5	0	58.1	62.7
1130	76	73	3	0	55.3	64.8
1145	102	96	5	1	61.6	66.8
1200	124	113	10	1	60.3	65.6
1215	101	98	3	0	59.7	66.2
1230	106	99	7	0	61	65.5
1245	103	98	4	1	62.3	68.3
1300	110	102	6	2	60.4	65
1315	98	93	5	0	60.2	65.4
1330	92	86	6	0	61.4	67.3
1345	113	105	8	0	58.6	64.8
1400	109	98	11	0	60.9	67.8
1415	111	109	2	0	59.8	66.8
1430	128	118	9	1	60	66.2
1445	137	127	10	0	59.9	65.3
1500	157	147	10	0	56.5	64.1
1515	158	152	5	1	59.4	64.3
1530	148	136	12	0	60.3	67.1
1545	129	120	9	0	62.2	66.9
1600	124	117	7	0	62.5	68.1
1615	130	119	10	1	61.3	67.5
1630	124	118	6	0	62	68.4
1645	127	125	2	0	60.2	64.8
1700	108	96	12	0	61.7	67.6
1715	108	98	9	1	62	68.1
1730	130	125	4	1	62.3	68.6
1745	106	98	8	0	61.8	67.7
1800	80	74	6	0	62.5	67.7
1815	60	53	7	0	64.1	70.2
1830	61	57	4	0	63.3	67.8
1845	58	53	5	0	64	68.1
1900	39	37	2	0	64.2	70.2
1915	39	36	3	0	64.6	73.4
1930	30	26	4	0	66.2	72.4
1945	28	28	0	0	62.6	69.4
2000	25	24	1	0	65.4	69
2015	25	24	1	0	58.5	66.8
2030	14	12	2	0	62.4	68.4
2045	29	25	4	0	62.8	66.5
2100	31	28	3	0	62.9	67.7
2115	18	17	1	0	64.5	68.8
2130	26	26	0	0	63.7	67.8
2145	20	20	0	0	64.2	70.9
2200	12	10	1	1	60.3	66.2
2215	12	11	1	0	66.8	71.9
2230	18	18	0	0	62	69.7
2245	14	14	0	0	64.8	75.5
2300	12	12	0	0	64.8	69.8
2315	19	19	0	0	66.7	72.7
2330	1	1	0	0	62.5	-
2345	12	12	0	0	66.5	77.2
07-09	1179	1104	72	3	58.8	64.1
09-16	3164	2968	189	7	59.9	65.9
16-18	957	896	58	3	61.7	67.5
00-00	6258	5858	385	15	60.5	66.4

Tweed Coast Automatic Report

Site Name - #2 Cudgen Rd
Description - east of Tweed Coast Rd
Direction - Eastbound



Saturday, 2 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	3	3	0	0	62.4	-
0015	2	2	0	0	64	-
0030	7	7	0	0	62.7	-
0045	1	1	0	0	70.6	-
0100	3	3	0	0	63.6	-
0115	3	3	0	0	60	-
0130	4	4	0	0	61.6	-
0145	1	1	0	0	62.2	-
0200	5	5	0	0	63.5	-
0215	5	4	1	0	63.4	-
0230	2	1	1	0	57	-
0245	2	2	0	0	61.7	-
0300	2	1	1	0	52.3	-
0315	6	6	0	0	64.7	-
0330	4	4	0	0	61.5	-
0345	5	5	0	0	59.7	-
0400	2	2	0	0	70.7	-
0415	8	7	1	0	52.5	-
0430	4	4	0	0	61.5	-
0445	12	11	1	0	65.7	75.4
0500	6	5	1	0	66.9	-
0515	9	9	0	0	56.4	-
0530	9	6	2	1	61.7	-
0545	23	20	3	0	63.9	71.3
0600	23	21	2	0	65.2	73.4
0615	36	35	1	0	65.6	73.4
0630	25	23	2	0	62.9	69.4
0645	37	36	1	0	67.8	73.2
0700	49	44	4	1	61.1	69.9
0715	54	51	3	0	61.4	68.3
0730	75	68	7	0	61.9	68
0745	87	82	5	0	60.2	66.9
0800	70	65	5	0	61.7	68.1
0815	93	85	7	1	60.3	65
0830	96	92	4	0	62.4	66.8
0845	111	107	4	0	60.1	66.2
0900	77	72	5	0	61.5	67.8
0915	75	71	4	0	62	67.2
0930	115	109	5	1	60.5	63.8
0945	120	116	4	0	60.4	65.7
1000	89	87	2	0	61.7	67.7
1015	111	105	5	1	60.9	65.2
1030	104	98	6	0	60.9	66.8
1045	100	98	2	0	61.6	66.5
1100	96	94	2	0	60.9	66.2
1115	106	100	6	0	59.8	66.8
1130	108	101	7	0	62	68.2
1145	94	89	5	0	60.4	66.7
1200	127	124	2	1	59.4	65.6
1215	111	99	12	0	62.2	68.3
1230	105	100	5	0	61.7	66.4
1245	96	90	6	0	61.7	65.5
1300	83	76	7	0	60.6	68.1
1315	87	82	5	0	62	67.1
1330	75	73	2	0	60.9	64.7
1345	111	104	7	0	62.9	68.3
1400	86	85	1	0	65.3	71.8
1415	93	87	6	0	61.5	67.1
1430	74	74	0	0	63.1	67.4
1445	110	107	3	0	62	67
1500	83	82	1	0	63.2	68.4
1515	98	95	3	0	63.5	68.8
1530	101	93	8	0	62.9	68.3
1545	73	67	6	0	62.9	67.3
1600	85	80	5	0	62.8	69.3
1615	84	79	5	0	62.8	67.9
1630	77	72	5	0	60.6	64.3
1645	95	88	7	0	61.9	67.7
1700	80	70	10	0	59.7	64.4
1715	85	81	4	0	60.3	66.7
1730	97	89	8	0	61.9	68.3
1745	72	65	7	0	61.4	65
1800	52	47	5	0	62.7	68.4
1815	37	35	2	0	65.8	68.6
1830	31	30	1	0	63.3	69
1845	51	50	1	0	61.8	66.7
1900	26	25	1	0	64.9	72.4
1915	29	28	1	0	63.5	66.7
1930	31	28	3	0	65.5	72.8
1945	27	26	1	0	62.9	69.2
2000	27	26	1	0	62.5	67.2
2015	24	24	0	0	63.8	71.5
2030	33	33	0	0	63.6	68.2
2045	18	18	0	0	60.2	65.3
2100	25	23	2	0	62.4	67.2
2115	17	17	0	0	65.5	72
2130	13	13	0	0	63	67.8
2145	18	17	1	0	62.4	68.5
2200	17	17	0	0	62.1	70.7
2215	12	12	0	0	65.5	73.4
2230	30	30	0	0	63.6	68.4
2245	27	27	0	0	61.6	65.7
2300	14	14	0	0	62.2	72.1
2315	16	16	0	0	63.5	70.2
2330	15	15	0	0	65.7	77.5
2345	15	14	1	0	65	69.2
07-09	635	594	39	2	61.1	67
09-16	2708	2578	127	3	61.6	67.1
16-18	675	624	51	0	61.4	67
00-00	4872	4612	254	6	61.9	67.5

Tweed Coast Automatic Report

Site Name - #2 Cudgen Rd
Description - east of Tweed Coast Rd
Direction - Eastbound



Sunday, 3 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	4	4	0	0	68	-
0015	7	7	0	0	64.4	-
0030	6	6	0	0	68.3	-
0045	8	8	0	0	65.6	-
0100	3	2	1	0	74	-
0115	1	1	0	0	71.2	-
0130	6	6	0	0	64	-
0145	1	1	0	0	68.8	-
0200	2	2	0	0	70.9	-
0215	1	1	0	0	79.8	-
0230	2	2	0	0	68.9	-
0245	1	1	0	0	70.6	-
0300	6	5	1	0	71.9	-
0315	0	0	0	0	-	-
0330	8	7	1	0	65.4	-
0345	2	0	2	0	63.1	-
0400	3	3	0	0	67.2	-
0415	4	4	0	0	68.5	-
0430	2	1	1	0	63.3	-
0445	4	4	0	0	60.1	-
0500	4	4	0	0	62.6	-
0515	6	6	0	0	67.4	-
0530	13	13	0	0	63.5	68.8
0545	12	11	1	0	66.8	72.9
0600	16	14	2	0	60.9	70
0615	16	16	0	0	63.8	72.2
0630	13	11	2	0	66.4	76.7
0645	43	39	4	0	62.3	70.1
0700	27	24	3	0	60.9	66.5
0715	28	28	0	0	61.5	67.6
0730	41	38	3	0	61.4	66.7
0745	58	51	7	0	61.2	67
0800	44	41	3	0	62.9	66.4
0815	59	52	7	0	62.2	67.1
0830	60	57	3	0	61.4	66.6
0845	86	82	3	1	60.3	66.4
0900	45	44	0	1	62	69.3
0915	63	56	6	1	62.7	68.7
0930	66	60	5	1	62.6	69.3
0945	101	96	4	1	60.8	67.3
1000	85	79	6	0	61.2	67.2
1015	88	86	1	1	61.6	65.3
1030	82	77	5	0	62.4	67.1
1045	107	102	5	0	60.2	65.9
1100	94	85	8	1	60.3	64.8
1115	92	85	7	0	59.8	65.2
1130	100	95	5	0	61.1	67.5
1145	92	88	4	0	60.1	65.2
1200	113	104	9	0	62.3	66.6
1215	123	120	3	0	61.5	66.5
1230	115	108	7	0	59	65.5
1245	110	104	6	0	60.4	65.2
1300	110	107	3	0	60.8	66.6
1315	70	66	4	0	60.6	65.9
1330	78	73	5	0	62.9	68.4
1345	106	102	4	0	62	68.2
1400	92	90	2	0	61.3	67
1415	83	77	6	0	62.1	69.4
1430	81	77	4	0	62.1	67.1
1445	79	73	6	0	61.2	67
1500	73	68	5	0	61.3	66.6
1515	88	85	3	0	62.8	67.6
1530	82	80	2	0	61.7	66.9
1545	94	92	2	0	63.2	69.4
1600	63	60	3	0	63.9	68.3
1615	73	70	3	0	62.9	69.1
1630	67	61	6	0	61.6	68.1
1645	61	57	4	0	61.4	67.5
1700	57	55	2	0	63.1	68.6
1715	62	60	2	0	63.4	68.9
1730	45	44	1	0	59.8	67.5
1745	52	48	4	0	63.1	67.9
1800	25	22	3	0	65.9	71.7
1815	44	42	2	0	65.3	70
1830	32	30	2	0	64	69.8
1845	26	25	1	0	67.7	74.2
1900	22	22	0	0	65	70.7
1915	17	17	0	0	61.1	64.3
1930	17	15	2	0	63	67.7
1945	23	21	2	0	64.4	72
2000	14	14	0	0	63.8	69.8
2015	17	14	3	0	64.7	71.7
2030	14	13	1	0	64.5	73.7
2045	14	13	1	0	63.1	72.7
2100	10	5	4	1	61.4	-
2115	9	7	2	0	65.3	-
2130	7	7	0	0	61.7	-
2145	6	6	0	0	61.2	-
2200	4	4	0	0	59.7	-
2215	13	13	0	0	63.8	70.4
2230	6	6	0	0	67	-
2245	7	7	0	0	65.8	-
2300	3	3	0	0	66.9	-
2315	3	3	0	0	64.1	-
2330	4	4	0	0	69.2	-
2345	4	4	0	0	65.2	-
07-09	403	373	29	1	61.4	66.8
09-16	2512	2379	127	6	61.3	66.8
16-18	480	455	25	0	62.5	68.2
00-00	3930	3703	219	8	61.9	67.5

Tweed Coast Automatic Report

Site Name - #2 Cudgen Rd
Description - east of Tweed Coast Rd
Direction - Eastbound



Monday, 4 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	4	4	0	0	61.6	-
0015	2	2	0	0	61.9	-
0030	3	2	1	0	62.4	-
0045	1	1	0	0	68.1	-
0100	0	0	0	0	-	-
0115	0	0	0	0	-	-
0130	1	1	0	0	66.1	-
0145	0	0	0	0	-	-
0200	2	2	0	0	74	-
0215	2	1	1	0	54	-
0230	2	2	0	0	63.7	-
0245	0	0	0	0	-	-
0300	3	2	1	0	60.5	-
0315	0	0	0	0	-	-
0330	0	0	0	0	-	-
0345	5	4	1	0	62.4	-
0400	4	4	0	0	74.2	-
0415	2	2	0	0	68.7	-
0430	7	6	1	0	67.2	-
0445	9	9	0	0	65.1	-
0500	8	8	0	0	68	-
0515	11	9	2	0	61.8	69.2
0530	13	12	1	0	63.9	69.3
0545	25	25	0	0	61.4	67.4
0600	28	24	4	0	63.2	70.1
0615	40	33	7	0	64	72.4
0630	34	33	1	0	63.8	66.7
0645	63	55	6	2	62.1	67.9
0700	62	54	8	0	62.3	67.8
0715	64	57	7	0	61.9	65
0730	104	90	14	0	59.7	65.3
0745	140	131	9	0	59.7	64.9
0800	159	142	15	2	59.9	64.8
0815	206	194	12	0	60.2	65.5
0830	222	207	14	1	58.2	63.3
0845	244	238	6	0	59.9	64.3
0900	150	145	5	0	60.6	67.2
0915	138	129	9	0	59.3	65.2
0930	106	99	7	0	60.6	66.4
0945	91	83	8	0	61	65.2
1000	98	95	3	0	62.1	69.3
1015	107	101	6	0	61.9	66.7
1030	86	80	6	0	59.9	63.9
1045	92	86	6	0	60.9	66.2
1100	102	93	8	1	61.2	65.8
1115	81	73	8	0	59.9	66.7
1130	89	83	6	0	60.3	66.2
1145	84	81	3	0	61.9	67.5
1200	89	82	7	0	62.1	66.9
1215	109	102	5	2	59.4	64.4
1230	94	90	4	0	61.1	66.2
1245	79	73	6	0	61.8	67.3
1300	108	104	4	0	60.4	66.2
1315	123	113	10	0	59.2	64.7
1330	90	85	5	0	61.8	65.8
1345	80	74	4	2	61	66
1400	90	83	7	0	61.8	69.5
1415	111	101	10	0	60.3	65.2
1430	100	91	9	0	61.6	67.2
1445	115	106	9	0	61.4	66.2
1500	142	133	8	1	56.6	65.5
1515	159	152	7	0	60.6	66.1
1530	162	151	11	0	61.4	67.4
1545	130	121	9	0	62.5	69.1
1600	125	120	5	0	59	66.1
1615	136	126	10	0	61.9	66.7
1630	132	125	7	0	61.3	67.1
1645	125	115	10	0	61.9	67.7
1700	127	119	7	1	60.5	66.6
1715	151	146	5	0	60.8	66.2
1730	96	87	8	1	60.7	66
1745	95	90	5	0	61.5	67.7
1800	62	60	2	0	61.5	66.8
1815	48	46	2	0	65.6	71.3
1830	48	44	4	0	63.3	67.6
1845	31	28	3	0	64.7	69.3
1900	29	28	1	0	63.6	67
1915	37	35	2	0	64.4	69
1930	35	33	2	0	63.4	71.4
1945	33	31	2	0	63.1	68.6
2000	23	21	2	0	60.7	65.6
2015	22	20	1	1	61.8	67.5
2030	22	21	1	0	65.4	70.2
2045	22	19	3	0	65.6	70.9
2100	13	13	0	0	63.3	71.4
2115	14	13	1	0	61.6	69.7
2130	13	12	1	0	63.3	67.9
2145	13	13	0	0	63.8	74.1
2200	12	12	0	0	67.2	78
2215	10	9	1	0	67.3	-
2230	3	3	0	0	69	-
2245	4	4	0	0	63.9	-
2300	5	5	0	0	60.1	-
2315	4	4	0	0	66.7	-
2330	2	2	0	0	68.6	-
2345	2	1	1	0	58.8	-
07-09	1201	1113	85	3	59.8	64.8
09-16	3005	2809	190	6	60.7	66.2
16-18	987	928	57	2	60.9	66.8
00-00	5969	5568	387	14	60.9	66.4

Tweed Coast Automatic Report

Site Name - #2 Cudgen Rd
Description - east of Tweed Coast Rd
Direction - Eastbound



Tuesday, 5 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	3	3	0	0	64.4	-
0015	1	1	0	0	60.2	-
0030	0	0	0	0	-	-
0045	2	2	0	0	69.6	-
0100	2	2	0	0	60.7	-
0115	0	0	0	0	-	-
0130	2	2	0	0	46.7	-
0145	3	3	0	0	58.8	-
0200	0	0	0	0	-	-
0215	3	3	0	0	63.5	-
0230	1	1	0	0	66.7	-
0245	1	1	0	0	62.1	-
0300	1	1	0	0	80.2	-
0315	2	2	0	0	72.9	-
0330	0	0	0	0	-	-
0345	5	4	1	0	66.8	-
0400	4	4	0	0	63.9	-
0415	5	4	1	0	59.9	-
0430	8	8	0	0	61	-
0445	9	8	1	0	64.4	-
0500	11	11	0	0	65.4	71.5
0515	12	11	1	0	64.5	73.3
0530	11	10	1	0	66.7	80
0545	24	20	4	0	65.7	73.2
0600	35	31	4	0	62.7	65.6
0615	28	26	2	0	60.2	69
0630	46	44	2	0	63.9	70.5
0645	56	50	6	0	63.2	68.4
0700	58	53	5	0	63.1	66.4
0715	79	70	7	2	61.2	66.4
0730	102	89	12	1	60.3	66.1
0745	165	157	8	0	59.4	64.8
0800	177	171	5	1	60.2	65
0815	178	168	9	1	59.9	65.3
0830	226	215	10	1	57.6	63.2
0845	209	197	12	0	58.8	64.4
0900	158	147	10	1	60.1	66.3
0915	133	126	6	1	61.2	65.7
0930	92	86	6	0	61.1	68.4
0945	109	105	4	0	61.3	65.6
1000	108	103	5	0	61.8	68.2
1015	103	90	13	0	61.8	66.6
1030	95	88	7	0	61.1	66.3
1045	89	87	2	0	61.7	67.8
1100	96	90	5	1	62.1	68
1115	96	91	5	0	62.3	66.9
1130	94	89	5	0	61.1	66.5
1145	96	89	7	0	61.3	66.1
1200	81	77	4	0	61.8	67.1
1215	95	89	6	0	61.5	67.7
1230	81	75	6	0	60	66.4
1245	98	93	5	0	61.6	66.3
1300	86	80	6	0	62.5	69.1
1315	106	93	13	0	59.4	67
1330	80	74	6	0	61.3	66.9
1345	97	89	7	1	62.1	67.9
1400	86	80	6	0	61.7	67.7
1415	98	87	11	0	60.8	64.6
1430	136	125	11	0	57.8	66.4
1445	120	113	7	0	61.1	67.3
1500	147	142	5	0	59.7	64.5
1515	157	145	11	1	60.2	65
1530	161	152	9	0	59.2	65
1545	155	143	12	0	61.6	67.5
1600	112	101	11	0	61.6	66.1
1615	140	132	8	0	62.2	67.1
1630	116	111	5	0	59.8	65.7
1645	126	120	6	0	62.5	67.7
1700	120	116	4	0	61.7	66.4
1715	130	124	6	0	61.4	66
1730	84	74	10	0	62	68
1745	99	92	7	0	59.1	65.5
1800	80	76	4	0	62.2	68
1815	67	63	3	1	60	68.8
1830	50	41	9	0	62.4	68.3
1845	30	26	4	0	64.7	71.3
1900	39	39	0	0	63	67.1
1915	29	28	1	0	66.2	71
1930	26	24	2	0	63.5	67.8
1945	36	33	3	0	62.5	68.1
2000	25	24	1	0	68	74
2015	38	34	3	1	62.5	69.1
2030	20	19	1	0	62.8	67.9
2045	16	13	3	0	64.9	73.2
2100	11	11	0	0	62.2	67.9
2115	16	14	2	0	62.1	66.5
2130	12	12	0	0	66.7	73.9
2145	9	9	0	0	64	-
2200	10	10	0	0	65	-
2215	5	4	1	0	71.1	-
2230	14	14	0	0	64.3	68.4
2245	2	2	0	0	68.9	-
2300	2	2	0	0	58.9	-
2315	2	1	1	0	69.9	-
2330	3	3	0	0	64.4	-
2345	1	1	0	0	74.4	-
07-09	1194	1120	68	6	59.5	64.8
09-16	3053	2848	200	5	60.9	66.6
16-18	927	870	57	0	61.3	66.6
00-00	5992	5593	386	13	61	66.6

Tweed Coast Automatic Report

Site Name - #2 Cudgen Rd
Description - east of Tweed Coast Rd
Direction - Eastbound



Wednesday, 6 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	3	3	0	0	69.2	-
0015	3	3	0	0	65.9	-
0030	3	3	0	0	61.6	-
0045	0	0	0	0	-	-
0100	0	0	0	0	-	-
0115	1	1	0	0	63.3	-
0130	3	3	0	0	55.9	-
0145	2	2	0	0	67.5	-
0200	3	3	0	0	65.8	-
0215	0	0	0	0	-	-
0230	1	1	0	0	65	-
0245	3	2	1	0	69.8	-
0300	1	1	0	0	61	-
0315	0	0	0	0	-	-
0330	0	0	0	0	-	-
0345	5	5	0	0	64.2	-
0400	3	3	0	0	69.2	-
0415	3	2	1	0	64.6	-
0430	8	7	1	0	64.4	-
0445	9	8	1	0	61	-
0500	7	6	1	0	62.7	-
0515	9	9	0	0	63.5	-
0530	14	13	1	0	67.3	71.8
0545	30	27	2	1	63.3	68.8
0600	23	20	2	1	59.2	68.9
0615	34	30	3	1	62.4	68
0630	48	46	2	0	62.5	66.3
0645	67	60	7	0	65.5	70.1
0700	64	56	8	0	61.8	67.4
0715	67	58	8	1	62.9	68.4
0730	103	94	8	1	57.9	64.1
0745	167	149	18	0	58.3	63.7
0800	165	159	5	1	38.3	55.4
0815	254	246	7	1	37	49.2
0830	223	216	7	0	45.8	56.3
0845	209	202	7	0	50.1	57.8
0900	142	139	3	0	55.8	61.3
0915	138	133	4	1	57.8	63
0930	97	93	4	0	59.4	65.1
0945	103	98	4	1	59.3	64.5
1000	99	94	5	0	59.1	64.3
1015	91	75	16	0	58.9	64.1
1030	90	85	5	0	56.9	61.9
1045	107	99	8	0	58.4	65.5
1100	74	68	6	0	57.9	61.9
1115	90	80	10	0	58.3	62.8
1130	95	85	10	0	58.3	63.9
1145	99	94	5	0	57	63
1200	83	79	4	0	60.6	66.1
1215	103	96	7	0	59.5	64.7
1230	98	89	9	0	56.7	62.5
1245	98	90	5	3	63	67.6
1300	83	74	9	0	59.5	65.2
1315	102	93	9	0	60.8	65.1
1330	79	70	9	0	62.7	67.9
1345	90	80	10	0	61.3	67.4
1400	107	96	10	1	61.6	68.1
1415	89	83	6	0	61.2	66.3
1430	113	107	5	1	57.5	63.4
1445	173	160	13	0	55.9	63.7
1500	134	122	11	1	58.3	64.9
1515	133	126	7	0	59.6	66.7
1530	121	110	11	0	60.8	67.3
1545	144	134	9	1	59.2	67.1
1600	121	113	8	0	61.1	67.1
1615	118	104	13	1	61	64.8
1630	114	109	5	0	62.1	67.5
1645	135	129	6	0	61	65.1
1700	129	122	7	0	61	65.7
1715	130	123	7	0	62.2	67.7
1730	97	89	8	0	62.6	69
1745	81	75	6	0	60.4	66.7
1800	51	43	8	0	61.7	67.5
1815	62	57	5	0	60	64.8
1830	62	59	3	0	61.2	67.9
1845	39	38	1	0	63.5	68.9
1900	44	42	2	0	61.6	68.3
1915	33	30	3	0	61.8	67.8
1930	32	30	2	0	62.9	69
1945	29	26	3	0	63.4	67.9
2000	24	22	2	0	65	69.7
2015	20	19	1	0	62	65.4
2030	20	20	0	0	62.4	67.6
2045	15	15	0	0	60.8	64.6
2100	11	11	0	0	61.3	66.7
2115	14	11	2	1	61.4	70
2130	8	7	1	0	64.9	-
2145	10	9	1	0	60.7	-
2200	8	8	0	0	66.9	-
2215	16	16	0	0	64.6	69.2
2230	22	20	2	0	65.5	73.5
2245	12	11	1	0	63.2	67.3
2300	6	6	0	0	60.6	-
2315	4	4	0	0	63.2	-
2330	4	3	1	0	72.4	-
2345	4	4	0	0	55.9	-
07-09	1252	1180	68	4	48.1	60.3
09-16	2975	2752	214	9	58.9	65.2
16-18	925	864	60	1	61.4	66.6
00-00	5985	5565	402	18	57.6	65.5

Tweed Coast Automatic Report

Site Name - #2 Cudgen Rd
Description - east of Tweed Coast Rd
Direction - Westbound



Thursday, 31 May 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	2	2	0	0	68.8	-
0015	1	1	0	0	62.4	-
0030	1	1	0	0	54.7	-
0045	2	2	0	0	76.6	-
0100	1	1	0	0	72.7	-
0115	3	2	1	0	72.7	-
0130	0	0	0	0	-	-
0145	0	0	0	0	-	-
0200	1	1	0	0	62.4	-
0215	1	0	1	0	56.6	-
0230	0	0	0	0	-	-
0245	2	2	0	0	61.7	-
0300	1	1	0	0	75.9	-
0315	2	1	1	0	62.5	-
0330	2	1	1	0	58.5	-
0345	3	2	1	0	68.8	-
0400	2	2	0	0	58.8	-
0415	12	10	2	0	61.9	71.7
0430	4	4	0	0	61.4	-
0445	9	8	1	0	64.4	-
0500	18	17	1	0	63.2	68.7
0515	10	9	1	0	67.2	-
0530	22	20	2	0	63.6	72.8
0545	31	27	4	0	60.2	64.9
0600	25	23	2	0	60.1	65.5
0615	44	42	2	0	58.3	68.1
0630	57	55	2	0	60.1	68.5
0645	79	75	4	0	61.8	67.3
0700	57	54	2	1	60	66.2
0715	82	78	4	0	62	68.8
0730	94	87	7	0	59.4	63.7
0745	128	124	4	0	56	59.7
0800	143	137	5	1	56.4	60.5
0815	136	129	7	0	56	59.8
0830	161	154	7	0	56.5	60.6
0845	145	140	5	0	56.6	59.8
0900	116	112	4	0	55.8	60.1
0915	77	76	1	0	57.6	63.2
0930	97	93	4	0	56.7	63.5
0945	87	83	4	0	56.2	62
1000	81	80	1	0	57.1	61.7
1015	97	93	4	0	58.2	63.8
1030	81	75	5	1	57.3	63.4
1045	88	83	5	0	57.5	62.1
1100	90	85	5	0	57	63.1
1115	79	77	2	0	57.8	63.7
1130	88	84	3	1	56.9	61.7
1145	92	89	3	0	57.9	63.5
1200	106	101	5	0	57.3	62.6
1215	79	75	4	0	57.5	62.5
1230	80	77	3	0	59.5	65.3
1245	91	89	2	0	59.4	64.8
1300	86	84	2	0	58.3	63
1315	81	79	2	0	58.6	62.8
1330	88	85	2	1	57.8	64.4
1345	86	84	2	0	58.8	63.5
1400	115	110	3	2	56.1	63.5
1415	138	129	9	0	56.3	61.7
1430	129	125	4	0	56.9	61.1
1445	132	129	3	0	58.7	63.9
1500	170	166	4	0	54.1	62.3
1515	227	222	5	0	54.7	60.8
1530	127	121	6	0	56.1	62.1
1545	132	122	10	0	58.1	62.5
1600	131	127	4	0	59.2	63.9
1615	135	130	5	0	58.9	63.6
1630	135	132	3	0	59.5	63.6
1645	135	131	4	0	60	64.8
1700	136	132	4	0	57.7	62.6
1715	109	107	2	0	57.6	62.2
1730	68	67	1	0	58.3	64.3
1745	93	91	2	0	59.6	64.8
1800	81	81	0	0	58.8	63.7
1815	74	72	2	0	58.5	64.5
1830	57	55	1	1	59.7	64.7
1845	40	38	2	0	60.4	65.1
1900	33	33	0	0	62.9	68.9
1915	34	34	0	0	59.1	66.8
1930	23	22	1	0	60.2	66.9
1945	36	35	1	0	59.3	65.9
2000	45	45	0	0	60.3	65.2
2015	33	32	1	0	63.1	66.4
2030	27	27	0	0	65.2	75
2045	16	15	1	0	58.1	65.6
2100	60	60	0	0	60.7	66.6
2115	23	23	0	0	62.3	67.5
2130	19	18	1	0	63.4	67.7
2145	11	11	0	0	61.4	73.7
2200	9	9	0	0	59.7	-
2215	9	9	0	0	59.7	-
2230	3	3	0	0	59.9	-
2245	5	4	0	1	62.2	-
2300	5	5	0	0	58.8	-
2315	3	3	0	0	59.7	-
2330	5	5	0	0	58.9	-
2345	2	2	0	0	73.1	-
07-09	946	903	41	2	57.3	61.9
09-16	2940	2828	107	5	57	62.6
16-18	942	917	25	0	58.9	63.7
00-00	5816	5598	209	9	58	63.5

Tweed Coast Automatic Report

Site Name - #2 Cudgen Rd
Description - east of Tweed Coast Rd
Direction - Westbound



Friday, 1 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	2	2	0	0	70.7	-
0015	1	1	0	0	59.1	-
0030	1	1	0	0	65.1	-
0045	0	0	0	0	-	-
0100	2	2	0	0	69	-
0115	4	4	0	0	65.7	-
0130	0	0	0	0	-	-
0145	0	0	0	0	-	-
0200	0	0	0	0	-	-
0215	2	2	0	0	64	-
0230	1	1	0	0	64.4	-
0245	1	0	1	0	65.3	-
0300	0	0	0	0	-	-
0315	2	2	0	0	77.3	-
0330	2	0	2	0	58.3	-
0345	3	3	0	0	63.3	-
0400	5	4	1	0	63.2	-
0415	7	7	0	0	64.9	-
0430	10	8	2	0	60.8	-
0445	10	8	1	1	65.9	-
0500	12	10	2	0	66.4	72.2
0515	23	23	0	0	64.8	69.2
0530	21	21	0	0	59.8	66.2
0545	36	35	1	0	62.4	69
0600	45	44	1	0	62.6	70.3
0615	41	38	3	0	60.7	65.4
0630	54	54	0	0	61.2	66
0645	60	59	1	0	62.3	68.4
0700	71	68	3	0	61.6	65.9
0715	78	75	3	0	61.6	65.9
0730	86	81	5	0	60.2	65
0745	115	106	9	0	60.6	64.9
0800	135	127	7	1	57.7	62.6
0815	146	139	7	0	58.4	63.5
0830	154	145	9	0	56.6	63
0845	145	141	4	0	57	61.9
0900	113	112	1	0	55.4	62
0915	93	91	2	0	58.9	64.4
0930	93	87	6	0	59.1	66.6
0945	86	81	5	0	58.7	63.3
1000	82	80	2	0	58.8	64.3
1015	86	82	4	0	57.7	62.5
1030	89	83	6	0	59.4	64.3
1045	92	87	5	0	58.5	64.1
1100	101	98	3	0	56.7	62.3
1115	107	105	2	0	58.9	64.5
1130	86	83	3	0	53.6	63.1
1145	95	92	3	0	59.2	64.3
1200	88	86	2	0	59.1	64.4
1215	95	94	1	0	58.9	63.5
1230	94	85	9	0	58	63.5
1245	86	84	2	0	59.8	65.7
1300	88	85	2	1	59.2	63.5
1315	73	70	3	0	60	66.2
1330	112	108	4	0	58	62
1345	106	101	5	0	58.7	63.9
1400	106	102	3	1	59.9	66.1
1415	134	125	9	0	58.7	62.5
1430	104	100	4	0	59.2	64.3
1445	145	144	1	0	57	62.5
1500	175	165	8	2	56.5	61.1
1515	199	189	9	1	54.6	59.9
1530	167	160	7	0	57.2	63.3
1545	97	86	11	0	59.8	64.3
1600	134	132	2	0	58.8	62.1
1615	116	113	3	0	58.5	63.2
1630	117	114	3	0	59.3	64.8
1645	89	86	2	1	60.3	64.8
1700	93	92	1	0	60.8	65.6
1715	100	98	2	0	59.4	63.9
1730	103	103	0	0	59.1	64.1
1745	86	86	0	0	58.6	63
1800	56	56	0	0	60.3	64.8
1815	57	57	0	0	60.9	65.9
1830	58	57	1	0	59.8	64.8
1845	61	60	1	0	61.4	67.5
1900	35	35	0	0	58.4	63.7
1915	45	44	1	0	61.3	66.9
1930	42	40	2	0	60.3	68.7
1945	31	31	0	0	57.7	63.9
2000	34	33	1	0	59	65.2
2015	40	40	0	0	61.6	68.9
2030	27	26	1	0	61.9	67
2045	30	30	0	0	61.4	66.9
2100	31	30	1	0	59	64.7
2115	15	15	0	0	62.9	72
2130	23	23	0	0	59.9	67.6
2145	19	18	1	0	63.4	69.3
2200	18	18	0	0	59.6	67.6
2215	17	17	0	0	63.8	70.8
2230	18	18	0	0	65.5	72.9
2245	11	10	0	1	61.5	73.5
2300	8	8	0	0	63.4	-
2315	7	7	0	0	56.8	-
2330	9	9	0	0	64.4	-
2345	10	10	0	0	59	-
07-09	930	882	47	1	58.7	64.1
09-16	2992	2865	122	5	58	63.5
16-18	838	824	13	1	59.3	63.5
00-00	5807	5592	206	9	58.9	64.4

Tweed Coast Automatic Report

Site Name - #2 Cudgen Rd
Description - east of Tweed Coast Rd
Direction - Westbound



Saturday, 2 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	4	4	0	0	65.6	-
0015	7	5	2	0	67.5	-
0030	5	5	0	0	64.5	-
0045	1	1	0	0	65	-
0100	2	2	0	0	66.1	-
0115	1	1	0	0	66.3	-
0130	6	6	0	0	63	-
0145	6	6	0	0	64.7	-
0200	6	5	1	0	62.6	-
0215	5	5	0	0	59.3	-
0230	2	2	0	0	67.2	-
0245	4	3	1	0	60	-
0300	0	0	0	0	-	-
0315	1	0	1	0	48.3	-
0330	2	2	0	0	61.3	-
0345	4	4	0	0	64	-
0400	5	5	0	0	61.1	-
0415	8	6	2	0	59.3	-
0430	3	3	0	0	64	-
0445	5	3	2	0	66.4	-
0500	10	10	0	0	61.6	-
0515	6	6	0	0	69.4	-
0530	11	11	0	0	65	78.5
0545	19	17	2	0	60.1	69.3
0600	14	14	0	0	63.6	73.2
0615	23	22	0	1	61.6	71.2
0630	22	21	1	0	61.5	71.5
0645	24	24	0	0	65.3	70.8
0700	42	42	0	0	64.1	69
0715	47	47	0	0	60.9	66.3
0730	55	52	3	0	61.1	68
0745	53	53	0	0	61.6	68.9
0800	59	56	3	0	60.2	66.2
0815	63	59	4	0	61.4	65.7
0830	69	66	3	0	59.2	65.1
0845	76	76	0	0	59.1	64.7
0900	83	82	1	0	58.2	64
0915	89	86	3	0	59	64.4
0930	112	110	2	0	58.6	63.5
0945	97	94	3	0	59	64.3
1000	115	111	4	0	59	62.5
1015	141	139	2	0	57.4	61.9
1030	127	122	4	1	56.7	61.5
1045	115	108	7	0	58.2	63.4
1100	118	115	3	0	56.9	63.1
1115	110	108	2	0	57.9	63.1
1130	108	106	1	1	58.9	63.2
1145	118	115	2	1	56.8	62.6
1200	89	86	3	0	59.4	65.2
1215	89	88	1	0	59.5	64.4
1230	92	89	3	0	60.6	65.2
1245	83	80	3	0	57.6	62.8
1300	92	89	3	0	56.7	61.4
1315	79	79	0	0	61.1	66.2
1330	80	77	3	0	60.3	64.7
1345	74	74	0	0	60.7	65
1400	75	73	2	0	61	65.7
1415	69	67	2	0	60.5	65.8
1430	81	80	1	0	59.9	66
1445	83	80	3	0	59.1	63.5
1500	60	60	0	0	61.2	66.8
1515	74	74	0	0	59.4	63.9
1530	73	72	1	0	59.9	63.9
1545	74	72	2	0	58.9	63.8
1600	78	75	3	0	59.6	65
1615	75	72	3	0	59.7	64.6
1630	50	49	1	0	60.1	66.1
1645	65	64	1	0	60.2	63.4
1700	70	67	3	0	58	63.4
1715	62	62	0	0	58.9	63.9
1730	56	54	2	0	59.3	64.4
1745	66	64	2	0	58.4	62.3
1800	51	51	0	0	61.4	66.6
1815	35	35	0	0	60.4	66.5
1830	42	42	0	0	61.7	69.2
1845	28	27	1	0	57	64.7
1900	39	39	0	0	60.9	66.2
1915	26	26	0	0	62.2	69.4
1930	25	25	0	0	59.7	67.1
1945	31	29	2	0	60.9	69.1
2000	28	28	0	0	58.3	63.3
2015	18	17	1	0	59.8	64.3
2030	21	20	1	0	61.5	68.7
2045	25	25	0	0	58.5	65.3
2100	36	35	1	0	61.8	70.6
2115	23	22	1	0	60.8	68.9
2130	22	21	1	0	59.4	65.3
2145	20	20	0	0	61.5	67.8
2200	35	34	1	0	63.6	70.7
2215	33	33	0	0	60.5	65.6
2230	26	26	0	0	62.3	64.6
2245	28	28	0	0	60.3	67.4
2300	18	18	0	0	63.2	69.5
2315	15	15	0	0	61.9	70.2
2330	11	10	0	1	62.1	70
2345	13	13	0	0	65.3	71.3
07-09	464	451	13	0	60.7	66.8
09-16	2600	2536	61	3	58.8	63.9
16-18	522	507	15	0	59.2	63.9
00-00	4441	4326	110	5	59.6	65

Tweed Coast Automatic Report

Site Name - #2 Cudgen Rd
Description - east of Tweed Coast Rd
Direction - Westbound



Sunday, 3 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	7	7	0	0	66.3	-
0015	9	9	0	0	59.3	-
0030	9	9	0	0	58.8	-
0045	8	8	0	0	62	-
0100	9	9	0	0	61.1	-
0115	4	4	0	0	56.4	-
0130	7	7	0	0	67	-
0145	5	5	0	0	63.7	-
0200	2	2	0	0	64.4	-
0215	1	1	0	0	70.1	-
0230	1	1	0	0	82.3	-
0245	2	2	0	0	72.8	-
0300	4	4	0	0	68	-
0315	5	4	1	0	72.5	-
0330	2	2	0	0	62.3	-
0345	1	1	0	0	67.2	-
0400	2	2	0	0	65.2	-
0415	1	1	0	0	68.5	-
0430	5	2	3	0	66.2	-
0445	2	2	0	0	59.7	-
0500	8	8	0	0	67.9	-
0515	11	11	0	0	62.3	69.4
0530	11	9	2	0	64	73.4
0545	11	10	1	0	63.2	71.3
0600	17	14	1	2	52.4	67.3
0615	12	11	1	0	61.8	73.9
0630	26	24	2	0	61.1	69.9
0645	27	27	0	0	57.3	62.9
0700	26	25	1	0	64.6	72.2
0715	34	34	0	0	62	65.8
0730	37	37	0	0	62.3	67.7
0745	32	31	1	0	62.6	69.6
0800	38	37	1	0	61.7	67
0815	50	49	1	0	59.7	65.2
0830	55	51	4	0	60.6	65
0845	59	58	1	0	61.5	66.1
0900	48	48	0	0	60.6	65.8
0915	68	68	0	0	60.2	66
0930	86	84	2	0	60.4	65.5
0945	89	88	0	1	58.3	63.3
1000	98	94	4	0	60.3	65.4
1015	100	100	0	0	58.7	64.4
1030	97	95	2	0	60.1	64
1045	86	86	0	0	59.5	63.5
1100	99	97	2	0	59.4	64.1
1115	104	103	1	0	58.5	63
1130	93	90	3	0	59.7	65.8
1145	114	113	1	0	60	65.3
1200	82	81	1	0	59.8	65.2
1215	68	66	2	0	60.2	64.9
1230	74	74	0	0	59.6	64.9
1245	78	76	2	0	59.3	66.6
1300	78	78	0	0	59.5	64.5
1315	76	74	2	0	59.6	65.6
1330	59	57	2	0	60.4	66.6
1345	57	57	0	0	60.4	66.9
1400	71	69	2	0	61	66.1
1415	81	79	2	0	58.4	65.4
1430	97	93	4	0	60.3	65.3
1445	66	66	0	0	60.5	66.6
1500	90	90	0	0	60.1	64.5
1515	62	60	2	0	58	63.5
1530	74	72	2	0	59.2	63.9
1545	77	75	2	0	59.4	64.7
1600	65	64	1	0	61.1	67.5
1615	59	58	1	0	59.3	65.2
1630	52	51	1	0	60.2	65
1645	51	51	0	0	61	66.7
1700	59	58	1	0	61.2	66.4
1715	65	65	0	0	59.1	63.5
1730	43	40	3	0	59.5	64.9
1745	32	32	0	0	61.8	68.4
1800	25	24	1	0	59.8	65.5
1815	27	26	1	0	63.2	68.8
1830	36	35	1	0	58.2	63.8
1845	20	18	2	0	60.8	66.8
1900	24	23	1	0	60.4	67
1915	30	30	0	0	59.4	62.8
1930	25	24	1	0	58.1	64.8
1945	19	19	0	0	62.2	66.2
2000	15	15	0	0	59.5	65.2
2015	13	13	0	0	63	72.2
2030	15	14	1	0	65.2	73.4
2045	12	12	0	0	62.8	71.3
2100	21	21	0	0	61.5	67.8
2115	5	5	0	0	60.3	-
2130	5	4	0	1	64.5	-
2145	7	7	0	0	61.6	-
2200	10	10	0	0	64.5	-
2215	4	4	0	0	64.1	-
2230	6	6	0	0	64.9	-
2245	9	9	0	0	65.9	-
2300	0	0	0	0	-	-
2315	3	3	0	0	58.4	-
2330	3	3	0	0	56.8	-
2345	2	2	0	0	58.2	-
07-09	331	322	9	0	61.6	67
09-16	2272	2233	38	1	59.7	64.8
16-18	426	419	7	0	60.3	66.1
00-00	3574	3497	73	4	60.2	65.5

Tweed Coast Automatic Report

Site Name - #2 Cudgen Rd
Description - east of Tweed Coast Rd
Direction - Westbound



Monday, 4 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	2	2	0	0	72.4	-
0015	1	1	0	0	59.1	-
0030	2	2	0	0	56.1	-
0045	0	0	0	0	-	-
0100	1	1	0	0	55.3	-
0115	0	0	0	0	-	-
0130	3	2	1	0	64.8	-
0145	0	0	0	0	-	-
0200	0	0	0	0	-	-
0215	2	2	0	0	64.1	-
0230	0	0	0	0	-	-
0245	0	0	0	0	-	-
0300	0	0	0	0	-	-
0315	3	3	0	0	61.3	-
0330	2	2	0	0	62	-
0345	4	3	1	0	60.2	-
0400	5	4	1	0	64.5	-
0415	6	5	1	0	61.1	-
0430	12	10	2	0	63.9	69.9
0445	11	11	0	0	65.6	74.5
0500	16	14	2	0	65.6	80
0515	19	19	0	0	65.2	71.1
0530	33	33	0	0	62.4	71.1
0545	37	35	2	0	62.6	69.6
0600	35	32	3	0	59	64.7
0615	48	47	1	0	62.2	67.5
0630	60	59	1	0	61.1	68.4
0645	59	55	4	0	62.1	66.1
0700	61	57	4	0	60.3	65.2
0715	57	56	1	0	60.3	65.3
0730	89	82	7	0	60.7	65.5
0745	105	100	5	0	60.5	64.8
0800	141	137	4	0	59.4	63.5
0815	155	148	7	0	59.6	64.1
0830	139	131	8	0	60	63.9
0845	169	167	2	0	58.2	61.2
0900	111	108	3	0	58.7	62.7
0915	79	76	3	0	57.5	64.1
0930	81	79	2	0	58.2	62.8
0945	83	80	3	0	58.9	63.7
1000	97	93	4	0	58	63.9
1015	77	72	5	0	60.7	65.1
1030	82	80	2	0	59.5	64
1045	81	74	7	0	60.6	65.8
1100	69	66	3	0	59.7	67
1115	72	67	5	0	59.7	63.9
1130	85	80	5	0	58.8	63.9
1145	100	95	5	0	58.5	62.8
1200	67	66	1	0	57.9	62.9
1215	82	77	5	0	57.2	63.9
1230	91	88	3	0	57.8	61.8
1245	92	90	1	1	58.2	64.3
1300	91	86	4	1	57.5	63
1315	106	105	1	0	56.9	61.4
1330	79	78	1	0	57.5	62.3
1345	85	82	3	0	58	64
1400	78	74	4	0	59.6	65.1
1415	113	107	5	1	57.5	63.1
1430	135	133	2	0	59.9	64.2
1445	104	100	4	0	59.2	63.9
1500	165	159	6	0	57.8	63.2
1515	175	168	7	0	57.2	61.8
1530	155	145	10	0	58.8	63
1545	130	124	6	0	58.9	63.7
1600	115	109	6	0	58.7	63.9
1615	152	150	2	0	58.7	63
1630	170	168	2	0	58.6	63.5
1645	108	102	6	0	59.7	64.4
1700	129	125	4	0	59.5	64.1
1715	159	156	3	0	56.6	61.7
1730	96	94	2	0	58.3	63.2
1745	86	86	0	0	58.5	65.1
1800	66	63	3	0	58.5	63.7
1815	51	49	2	0	60.8	65.3
1830	47	46	1	0	60.9	65.7
1845	30	30	0	0	62.2	67.1
1900	27	25	1	1	60.7	69.3
1915	31	29	2	0	61	68.2
1930	17	17	0	0	59.5	66.1
1945	17	17	0	0	60.1	68.8
2000	22	22	0	0	58.8	63.4
2015	15	15	0	0	57.8	61.7
2030	19	18	1	0	62.2	67.7
2045	19	18	1	0	60	66.2
2100	12	10	1	1	60.9	68.9
2115	11	11	0	0	61.4	71.1
2130	8	8	0	0	62.3	-
2145	9	9	0	0	61.9	-
2200	7	7	0	0	64	-
2215	9	8	1	0	63.1	-
2230	3	3	0	0	67.4	-
2245	1	1	0	0	67.6	-
2300	4	4	0	0	59	-
2315	4	4	0	0	58.9	-
2330	2	2	0	0	60.7	-
2345	3	3	0	0	51	-
07-09	916	878	38	0	59.7	64.1
09-16	2765	2652	110	3	58.5	63.5
16-18	1015	990	25	0	58.5	63.5
00-00	5491	5281	205	5	59.1	64.1

Tweed Coast Automatic Report

Site Name - #2 Cudgen Rd
Description - east of Tweed Coast Rd
Direction - Westbound



Tuesday, 5 June 2018

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	4	4	0	0	63.8	-
0015	1	1	0	0	74.4	-
0030	1	1	0	0	68.3	-
0045	0	0	0	0	-	-
0100	2	2	0	0	70	-
0115	0	0	0	0	-	-
0130	1	1	0	0	69.6	-
0145	1	0	1	0	53.3	-
0200	0	0	0	0	-	-
0215	0	0	0	0	-	-
0230	0	0	0	0	-	-
0245	0	0	0	0	-	-
0300	2	2	0	0	64.3	-
0315	3	2	1	0	57.9	-
0330	2	2	0	0	69.3	-
0345	2	2	0	0	68.5	-
0400	5	5	0	0	64.2	-
0415	10	7	3	0	62.8	-
0430	14	13	1	0	59.3	65.7
0445	11	11	0	0	65.9	73.2
0500	14	14	0	0	61.4	68.7
0515	25	22	3	0	60	66.8
0530	37	35	2	0	63.4	69.3
0545	34	32	1	1	61.9	66.2
0600	38	37	1	0	63.3	70
0615	54	53	1	0	60.6	66
0630	66	66	0	0	61.9	67.3
0645	57	55	2	0	61.6	67.5
0700	58	56	2	0	62.6	66.2
0715	74	72	2	0	63.4	68.5
0730	93	88	5	0	61.2	65
0745	110	99	9	2	59.4	64.3
0800	147	144	3	0	59.4	64.3
0815	144	136	8	0	58	63.5
0830	157	152	5	0	58.3	62.5
0845	117	113	3	1	59.1	63.4
0900	104	101	3	0	59.9	66.1
0915	92	90	2	0	58.7	63.6
0930	77	76	1	0	60.1	65.9
0945	72	69	3	0	59.5	64.5
1000	86	81	4	1	58.5	61.9
1015	104	103	1	0	57.8	62.4
1030	77	74	3	0	60.3	65.8
1045	97	92	5	0	58	62.5
1100	84	79	5	0	59.4	63
1115	78	75	3	0	59.8	65.6
1130	77	72	5	0	58.9	63.2
1145	80	75	4	1	60.1	65.3
1200	81	77	3	1	58.3	63.7
1215	103	100	3	0	60	66.2
1230	89	81	8	0	58.4	64.9
1245	72	71	1	0	59.8	65.3
1300	81	80	1	0	59	63.2
1315	69	63	4	2	57.1	63.6
1330	107	105	2	0	57.2	62.1
1345	92	87	5	0	58.6	63.2
1400	99	95	4	0	59.1	63.9
1415	117	111	6	0	58.4	62.2
1430	119	118	1	0	58.7	64.3
1445	112	108	4	0	59.4	64.1
1500	145	142	3	0	58.9	64.3
1515	183	177	6	0	56.7	60.9
1530	160	147	13	0	56.1	61.9
1545	118	109	9	0	60.2	65.5
1600	150	143	7	0	58	63.4
1615	133	130	3	0	59.3	64.7
1630	145	143	2	0	59.4	63.2
1645	105	104	1	0	61.6	65.6
1700	123	123	0	0	59.6	63.7
1715	118	117	1	0	59.4	64.8
1730	78	77	1	0	58.2	62.7
1745	56	54	2	0	60.2	65.5
1800	71	69	2	0	59.2	64.3
1815	36	36	0	0	62.3	70.9
1830	51	50	1	0	59.7	66.1
1845	38	37	1	0	59.3	64.1
1900	29	28	1	0	61.9	68
1915	29	27	2	0	60.4	70.5
1930	26	24	2	0	62.9	67.5
1945	23	23	0	0	60.3	71.9
2000	46	45	1	0	59.4	63.9
2015	36	35	0	1	59.9	65.4
2030	18	17	1	0	63.1	74.2
2045	26	26	0	0	62.7	69.5
2100	25	25	0	0	58.1	65.3
2115	25	24	1	0	62.7	66.7
2130	39	38	1	0	60.7	67.9
2145	15	14	1	0	61.9	71.8
2200	4	4	0	0	64.8	-
2215	4	3	1	0	66.6	-
2230	10	10	0	0	63.2	-
2245	0	0	0	0	-	-
2300	2	1	0	1	56.7	-
2315	7	6	1	0	67.8	-
2330	1	1	0	0	56.1	-
2345	1	1	0	0	59.8	-
07-09	900	860	37	3	59.6	64.6
09-16	2775	2658	112	5	58.7	63.7
16-18	908	891	17	0	59.4	64.1
00-00	5529	5320	198	11	59.4	64.6

Tweed Coast Automatic Report

Site Name - #2 Cudgen Rd
Description - east of Tweed Coast Rd
Direction - Westbound

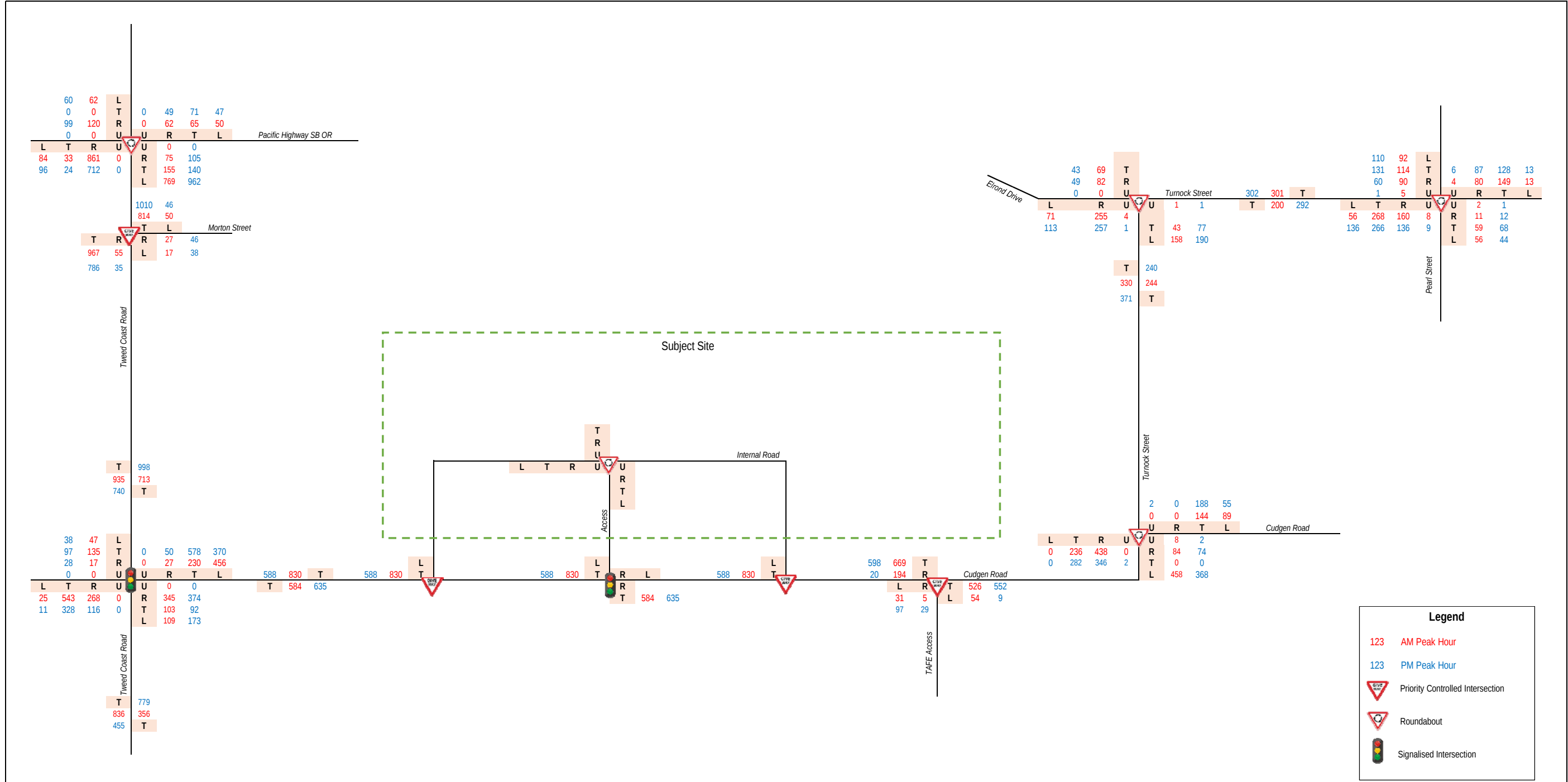


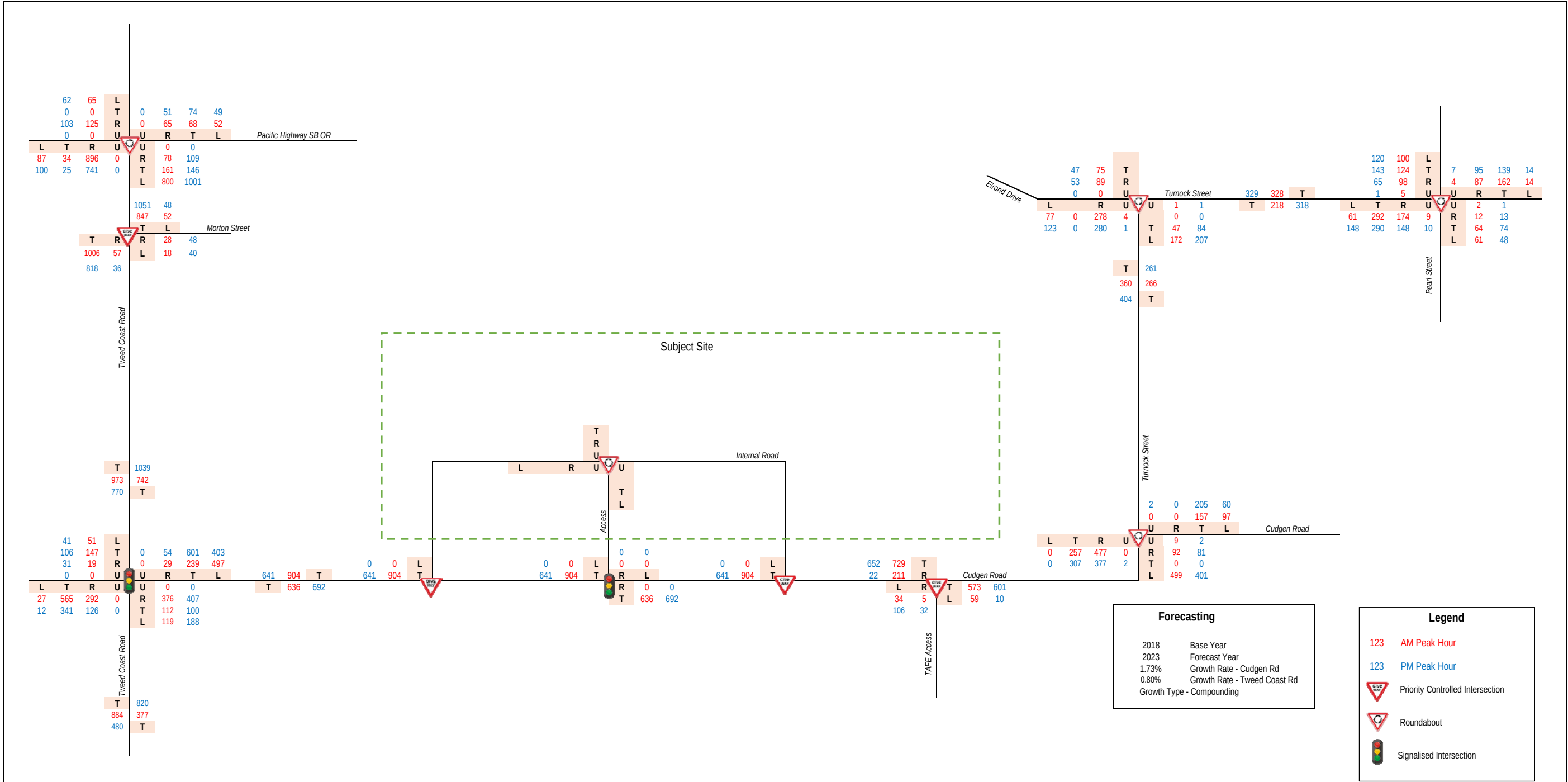
Wednesday, 6 June 2018

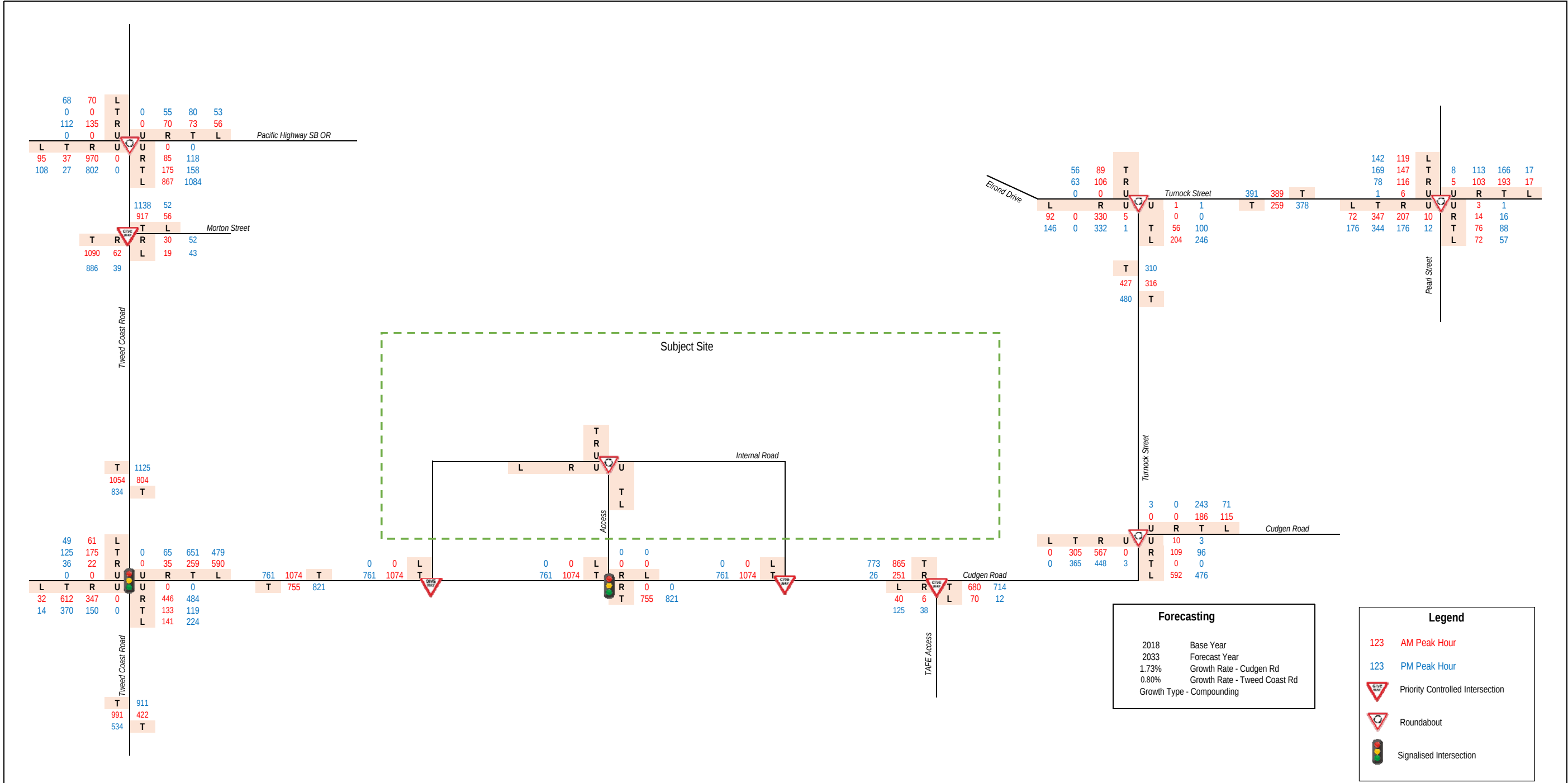
Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	3	3	0	0	61.2	-
0015	1	1	0	0	60.6	-
0030	1	1	0	0	60.6	-
0045	3	2	1	0	74.6	-
0100	3	3	0	0	62.3	-
0115	0	0	0	0	-	-
0130	0	0	0	0	-	-
0145	1	1	0	0	65.5	-
0200	1	1	0	0	64.2	-
0215	1	0	1	0	56.4	-
0230	1	1	0	0	58.2	-
0245	1	1	0	0	59.3	-
0300	1	1	0	0	69	-
0315	1	0	1	0	51.3	-
0330	0	0	0	0	-	-
0345	3	3	0	0	57.4	-
0400	5	4	1	0	66.2	-
0415	7	6	1	0	63	-
0430	11	9	2	0	62	67.4
0445	11	10	1	0	65.8	77.5
0500	19	18	1	0	63.5	67.3
0515	19	17	2	0	64.6	69.8
0530	25	25	0	0	63.1	69.3
0545	34	32	2	0	61.6	68.2
0600	33	31	2	0	60.5	66.9
0615	55	54	1	0	61.2	66.3
0630	61	59	2	0	63.7	68.3
0645	57	56	1	0	60.5	64.4
0700	78	75	3	0	62.2	67.2
0715	76	72	4	0	60.6	66.5
0730	104	97	7	0	59.5	67
0745	110	104	6	0	59.2	63.2
0800	112	102	8	2	47.4	58.5
0815	163	158	5	0	47.5	55.1
0830	159	152	7	0	52.1	57.6
0845	147	144	3	0	51.7	58.9
0900	85	78	6	1	54.6	58.2
0915	83	81	2	0	59.4	63.9
0930	87	85	2	0	56.3	60
0945	79	76	3	0	58.8	65.7
1000	76	72	4	0	57.7	60.9
1015	65	63	2	0	57.9	64.3
1030	86	81	5	0	54.3	60.5
1045	78	76	2	0	58.4	62.5
1100	79	75	4	0	58.7	63.2
1115	92	88	4	0	57.8	62.1
1130	103	101	2	0	59.3	64.3
1145	79	78	1	0	60.5	64.8
1200	90	90	0	0	58.1	62.6
1215	85	82	3	0	58.5	64.7
1230	81	79	2	0	59.1	63.7
1245	112	110	2	0	59.1	63.7
1300	73	70	3	0	57.5	62.6
1315	80	80	0	0	58.5	63.3
1330	65	62	3	0	60.2	65.5
1345	89	87	2	0	59.1	64.3
1400	85	82	3	0	61	64.6
1415	113	106	7	0	58.8	63.7
1430	143	137	4	2	57.9	63
1445	121	118	3	0	59.5	63.2
1500	174	170	4	0	56.4	61.4
1515	175	165	10	0	57.8	62.5
1530	160	149	11	0	54.7	61.6
1545	115	111	4	0	57.8	63.3
1600	129	126	3	0	58.5	63.5
1615	122	118	4	0	59.7	65.3
1630	137	133	3	1	59.2	64.1
1645	86	86	0	0	60.3	65
1700	106	103	3	0	59.7	64.3
1715	85	83	2	0	59.4	64
1730	85	84	1	0	58.3	63.2
1745	69	69	0	0	58.8	64.2
1800	59	58	1	0	57.3	61
1815	59	57	2	0	57.4	65
1830	62	61	1	0	59.3	64.3
1845	34	32	2	0	60.8	66.7
1900	42	42	0	0	60.6	67
1915	26	25	1	0	59	64.4
1930	42	41	1	0	59.1	62.9
1945	13	13	0	0	59.5	65.3
2000	31	30	1	0	58.8	63.4
2015	18	16	2	0	65.4	71.4
2030	19	18	1	0	62.4	69.5
2045	16	15	1	0	62.4	67.4
2100	17	17	0	0	61.4	69.1
2115	15	15	0	0	60.8	64.2
2130	21	21	0	0	59.2	63.1
2145	17	16	1	0	61.4	70.2
2200	17	16	0	1	64	68.6
2215	38	36	2	0	59.3	64
2230	15	14	1	0	59.2	64.6
2245	17	17	0	0	61.8	69.9
2300	6	6	0	0	54.4	-
2315	3	2	1	0	62.4	-
2330	1	1	0	0	58.2	-
2345	4	3	1	0	64.9	-
07-09	949	904	43	2	53.8	62.6
09-16	2753	2652	98	3	58	63.2
16-18	819	802	16	1	59.2	64.1
00-00	5471	5269	195	7	57.9	63.9

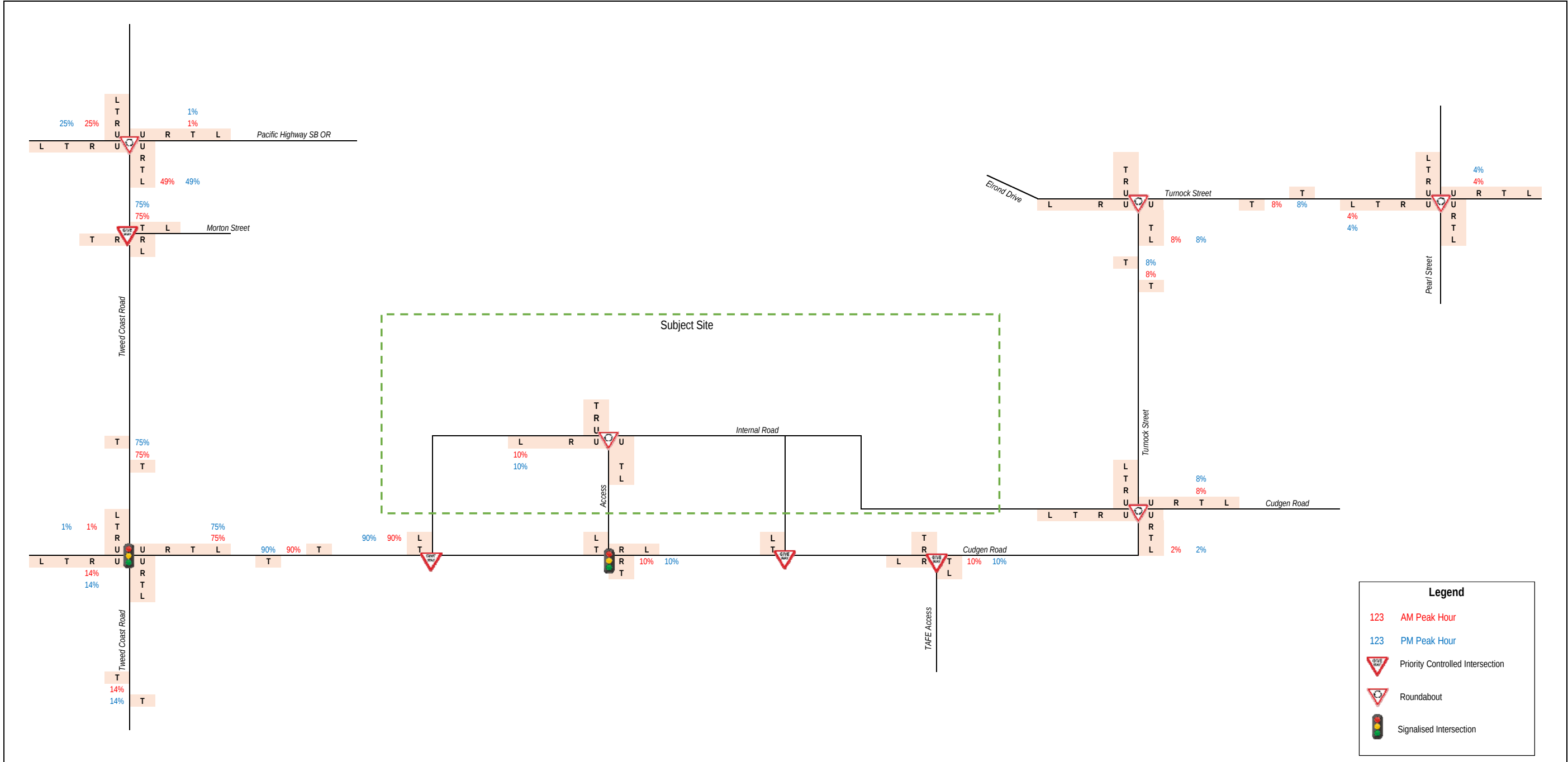
APPENDIX C

NETWORK DIAGRAMS

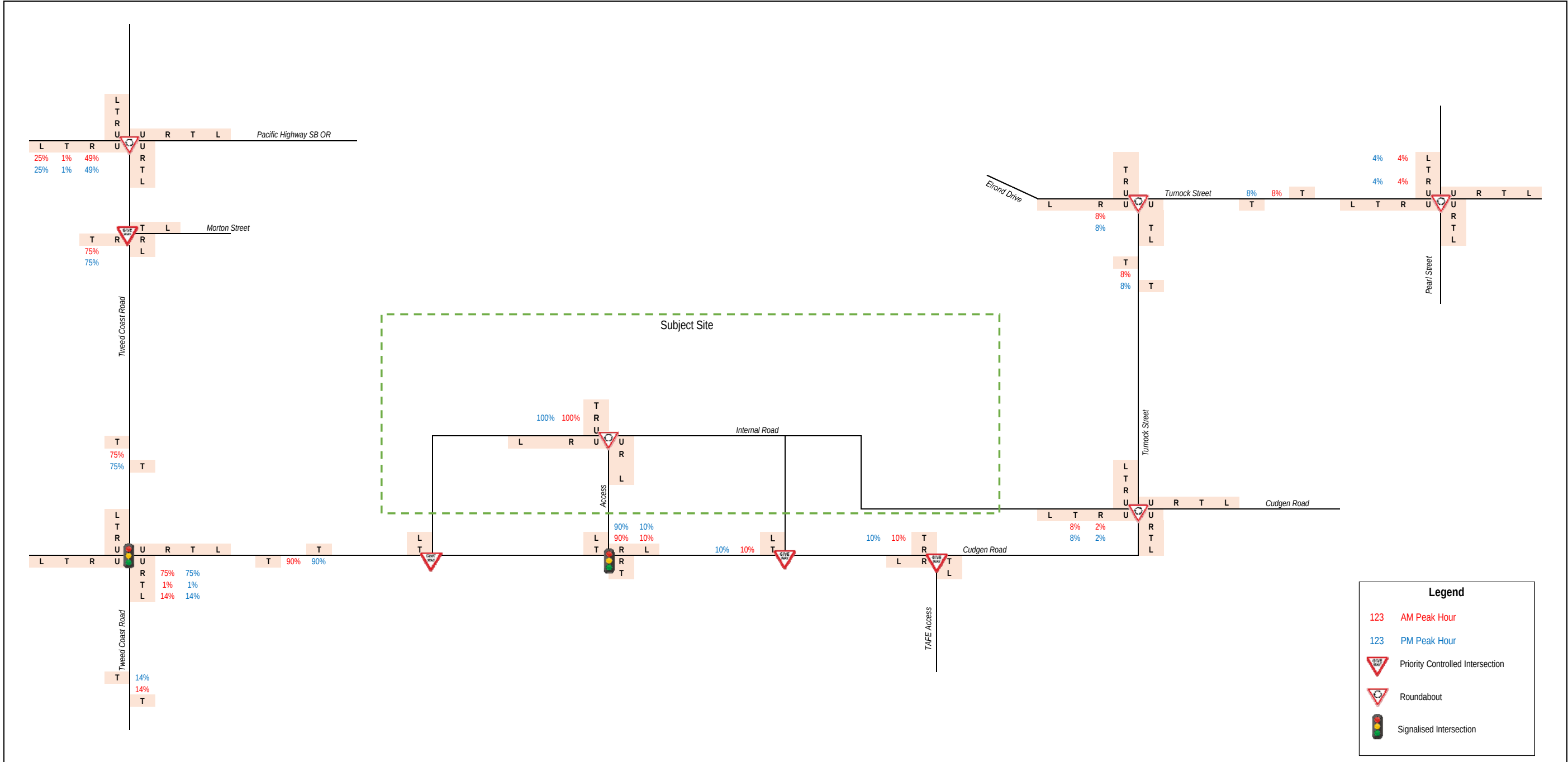


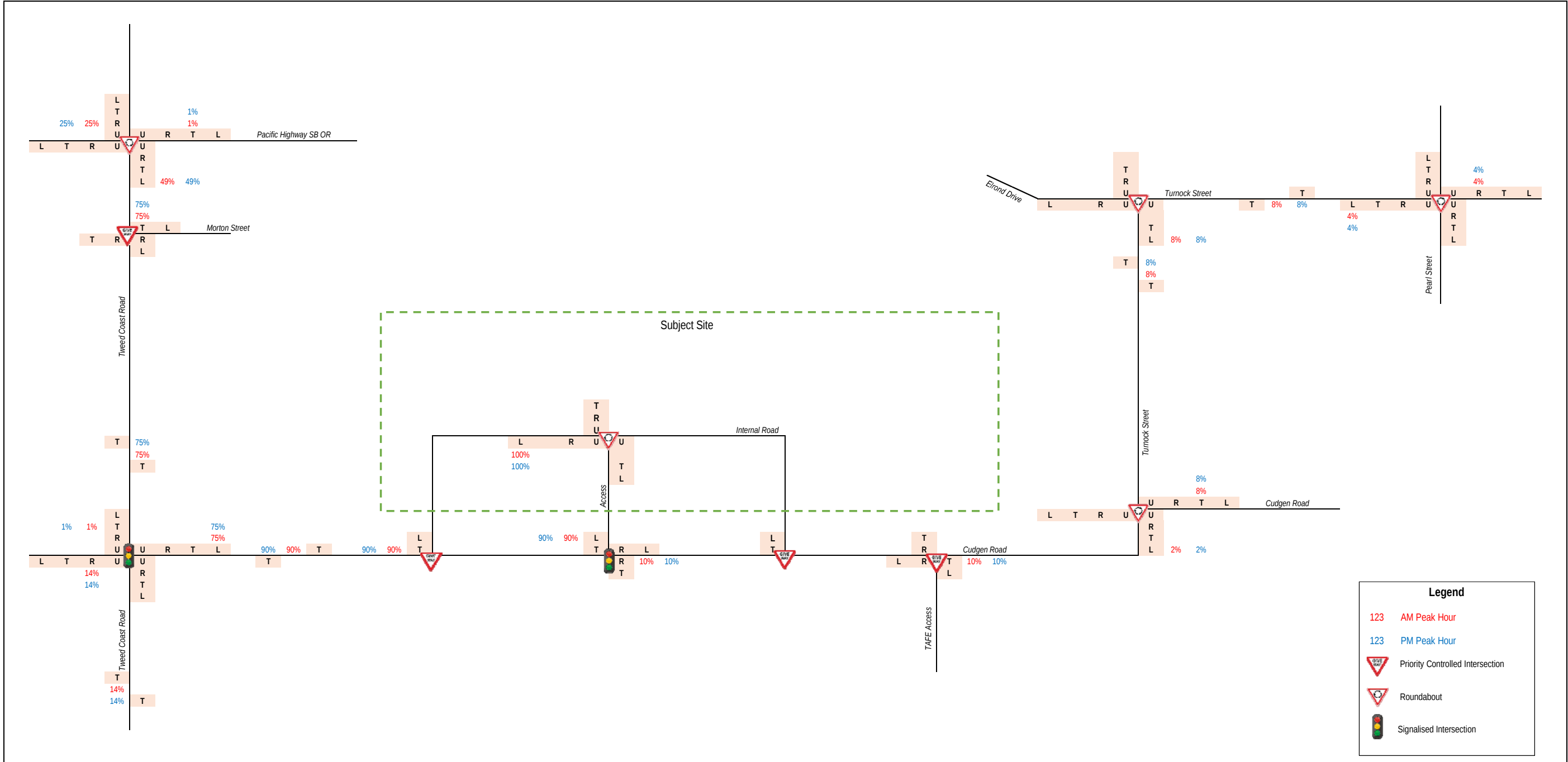




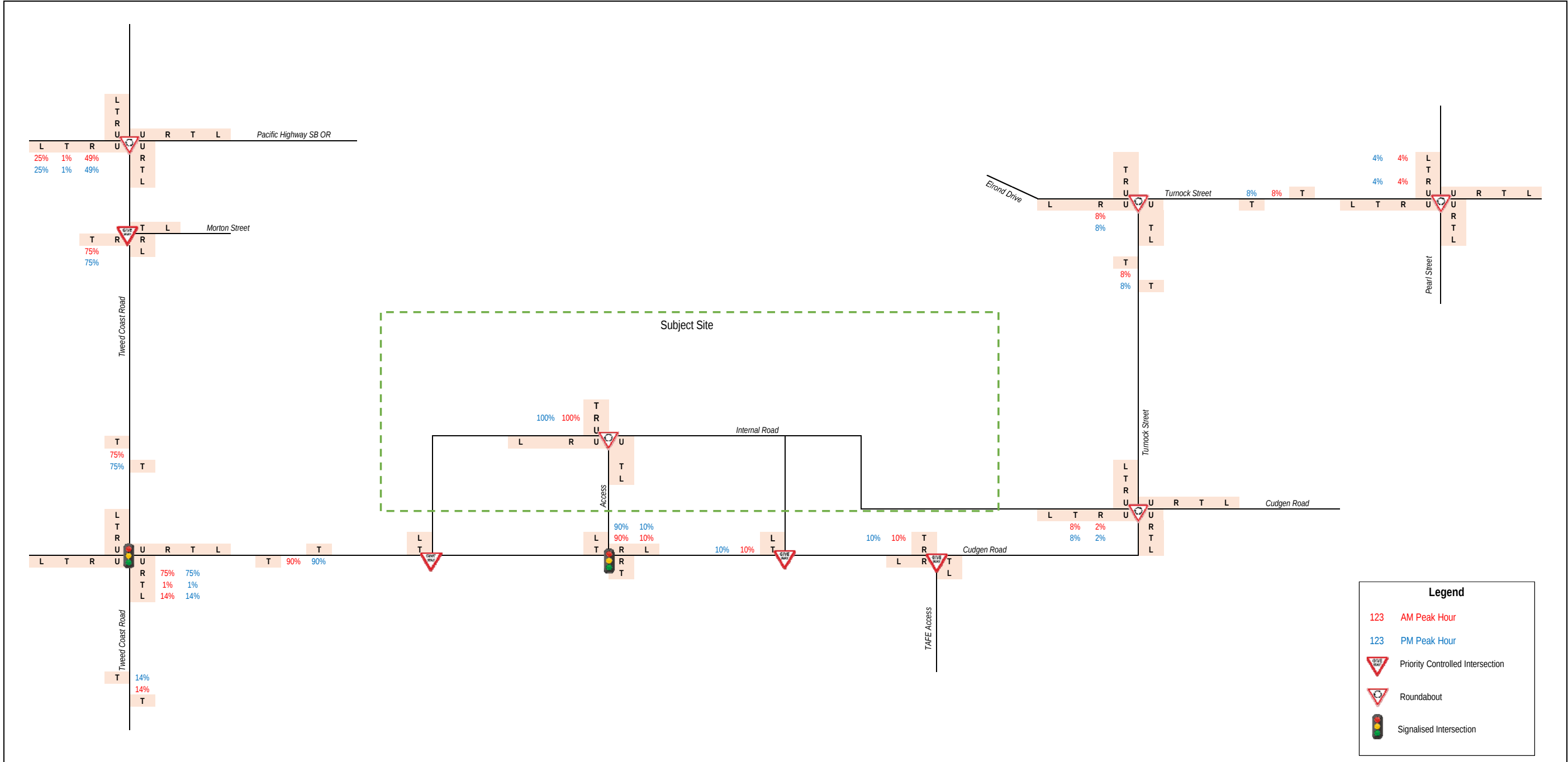


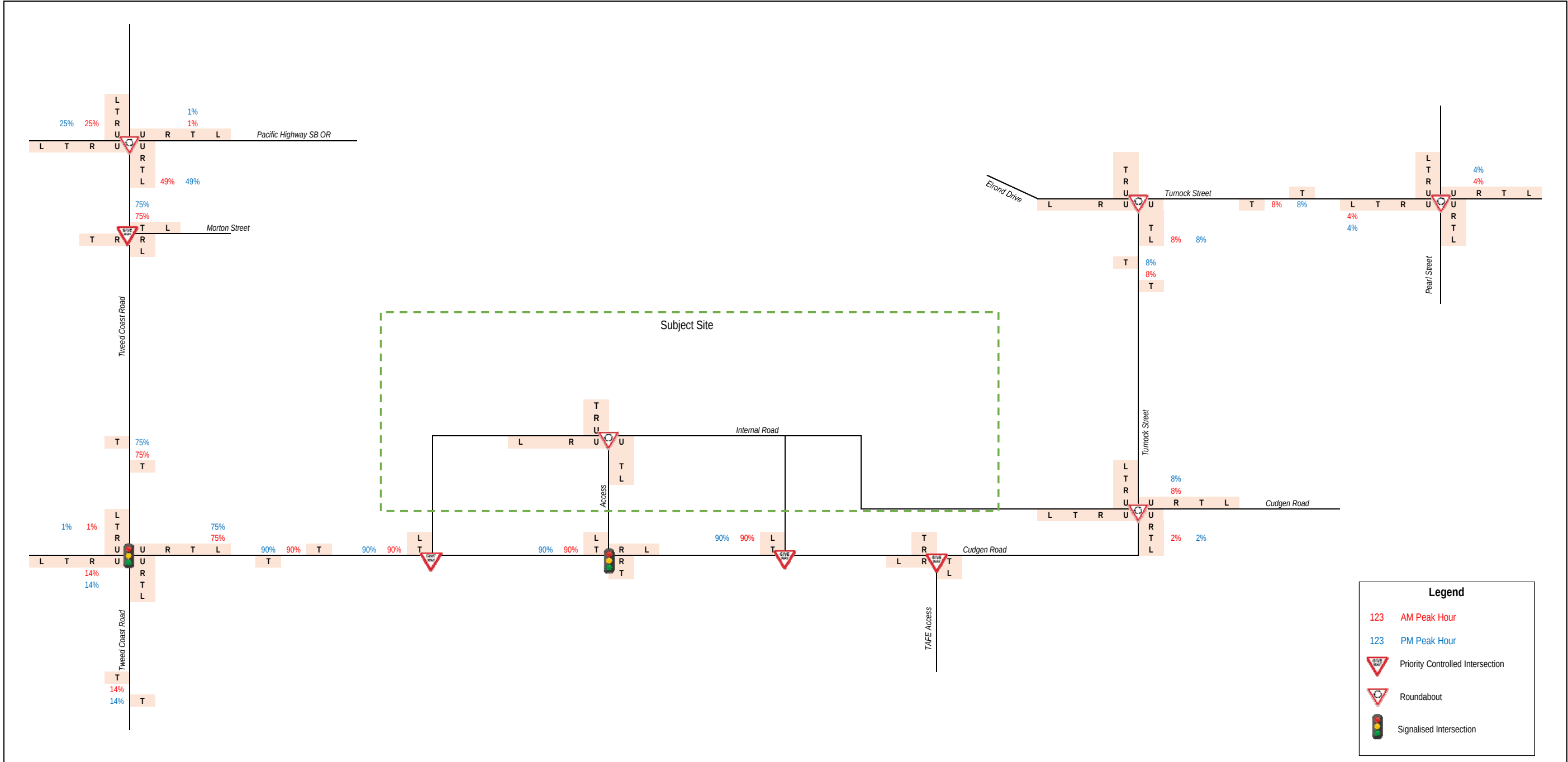
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	Project Name: Tweed Valley Hospital Project	Date: 04 September 2018





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	Project Name: Tweed Valley Hospital Project	Date: 04 September 2018

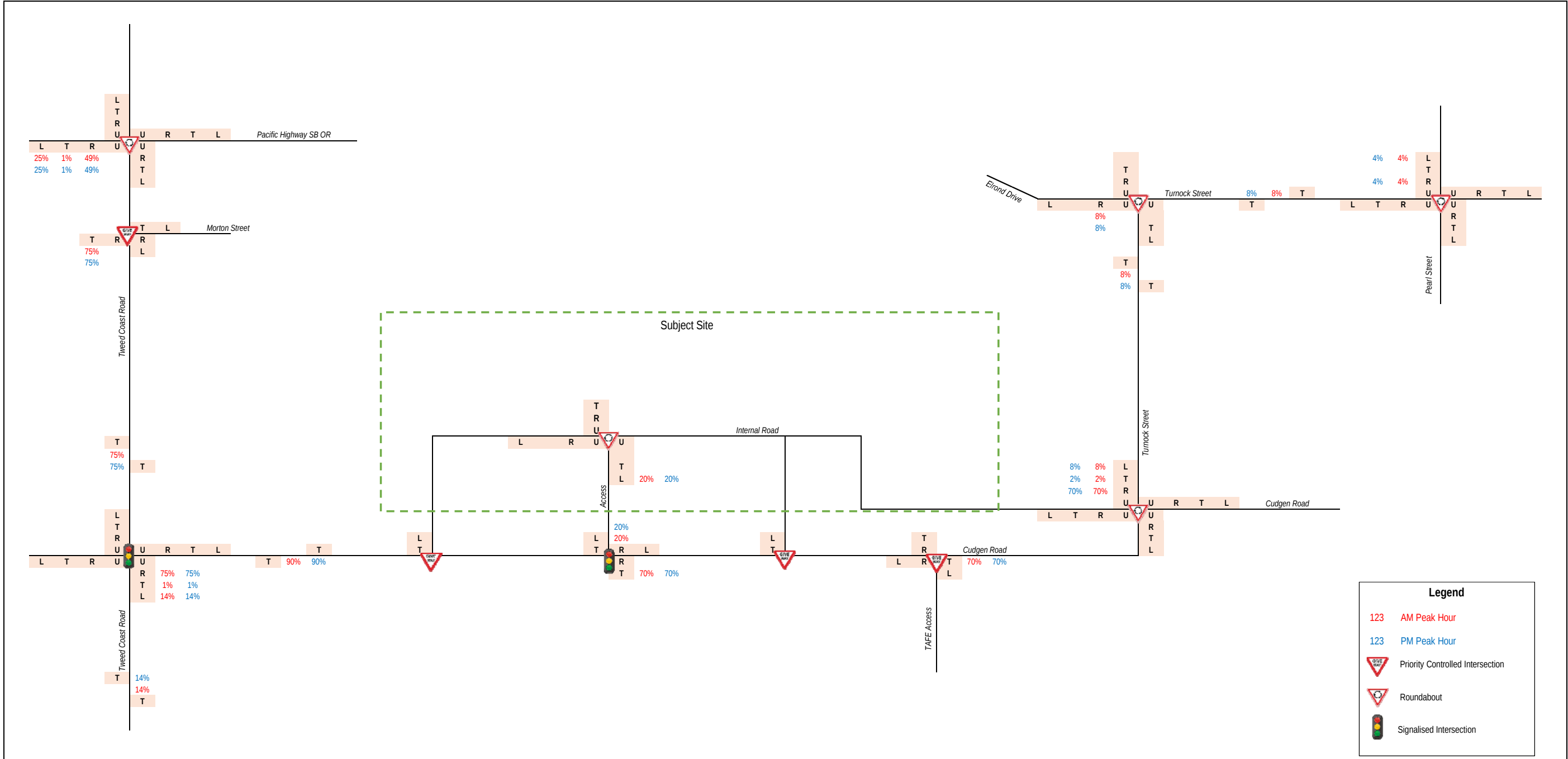




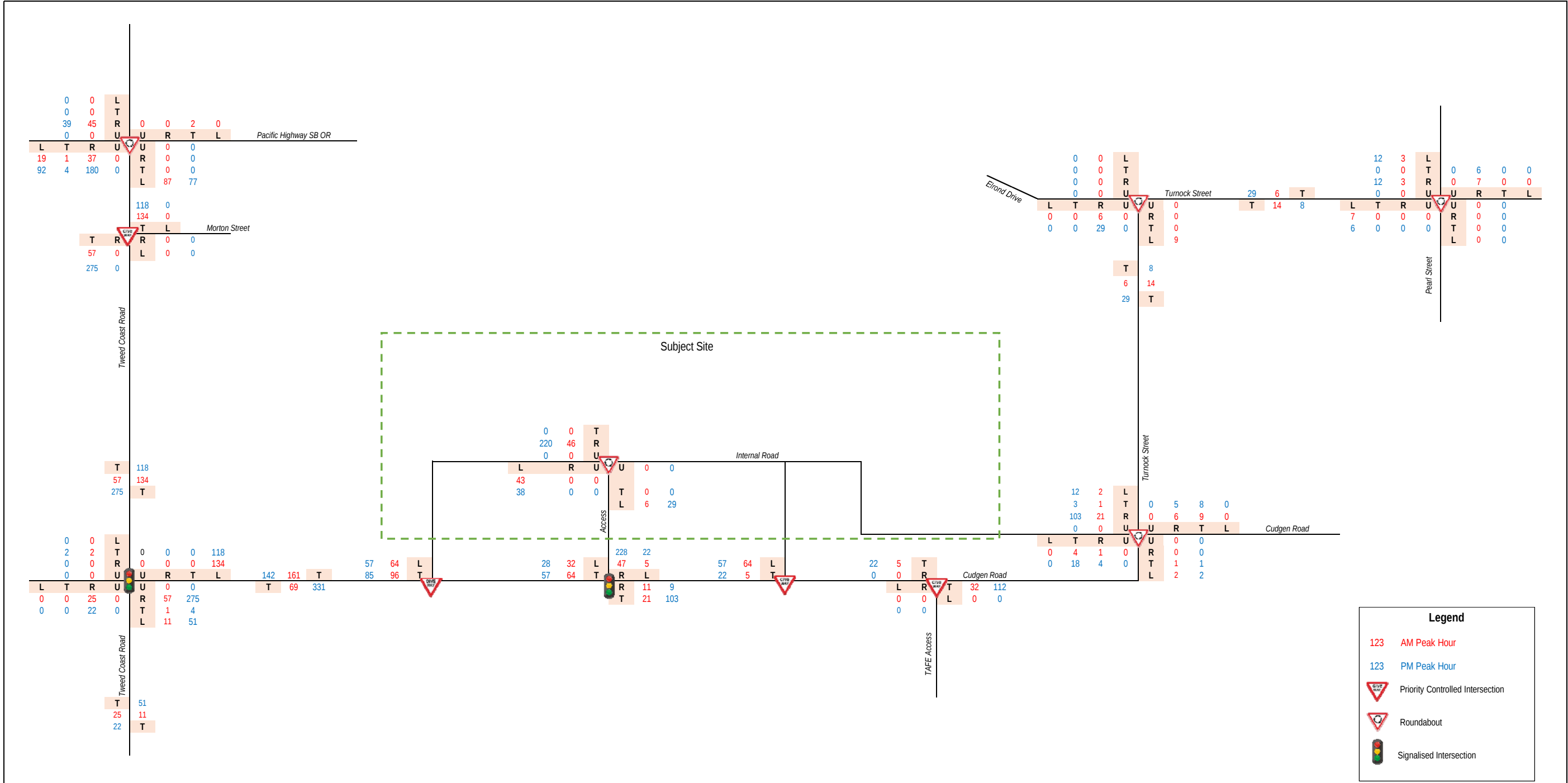
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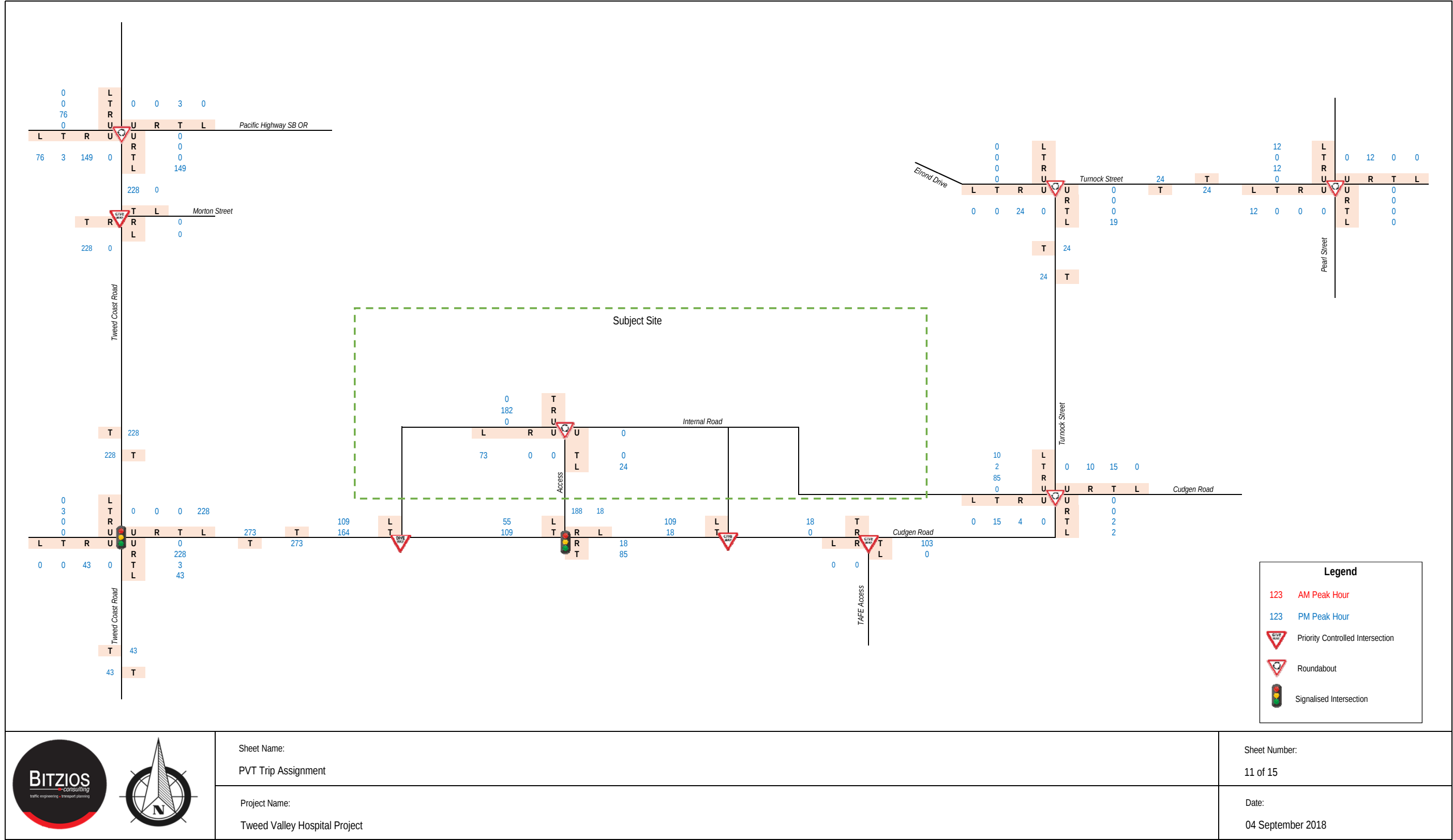
- 123 AM Peak Hour
- 123 PM Peak Hour
- Priority Controlled Intersection
- Roundabout
- Signalised Intersection

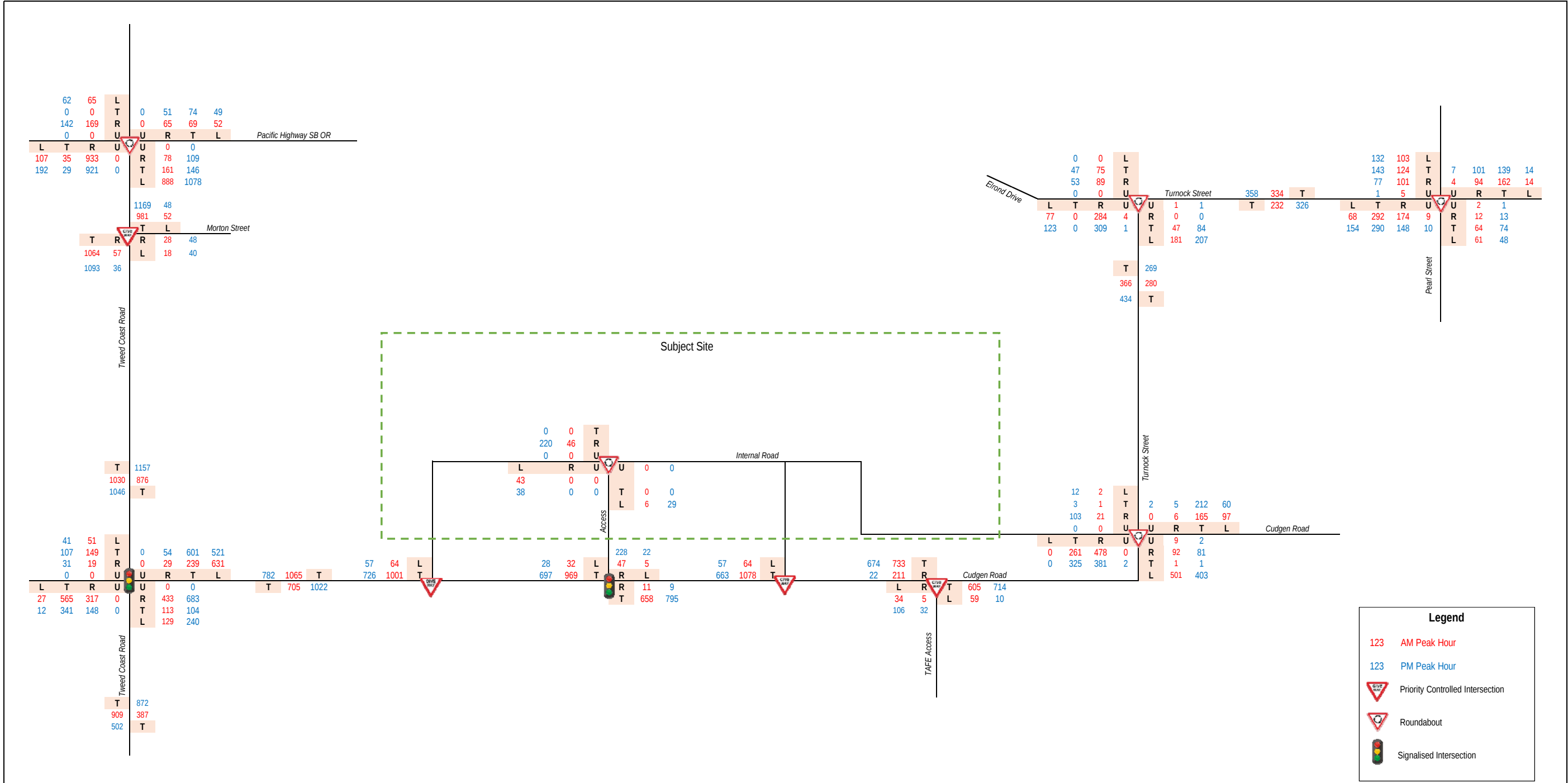
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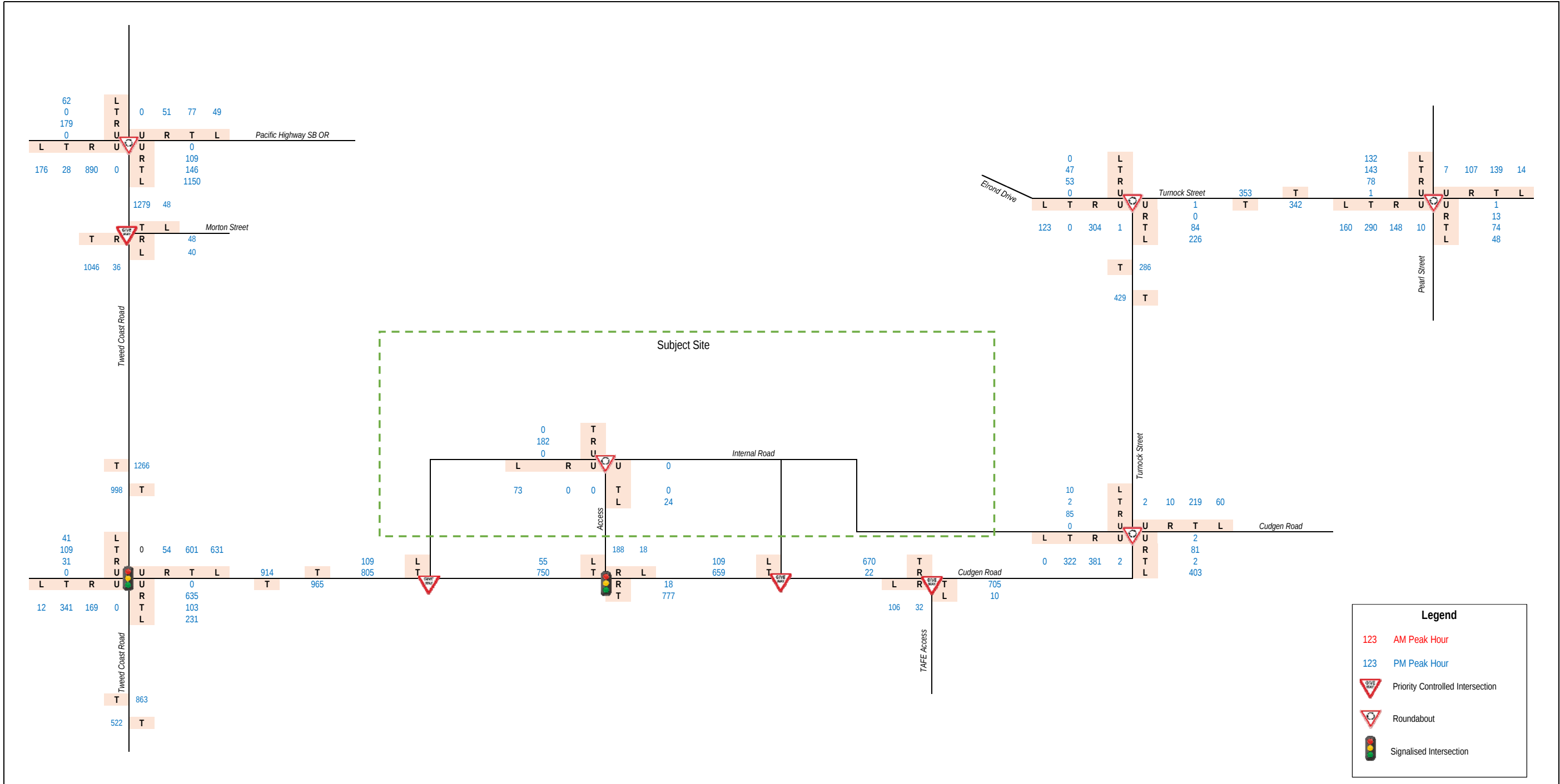


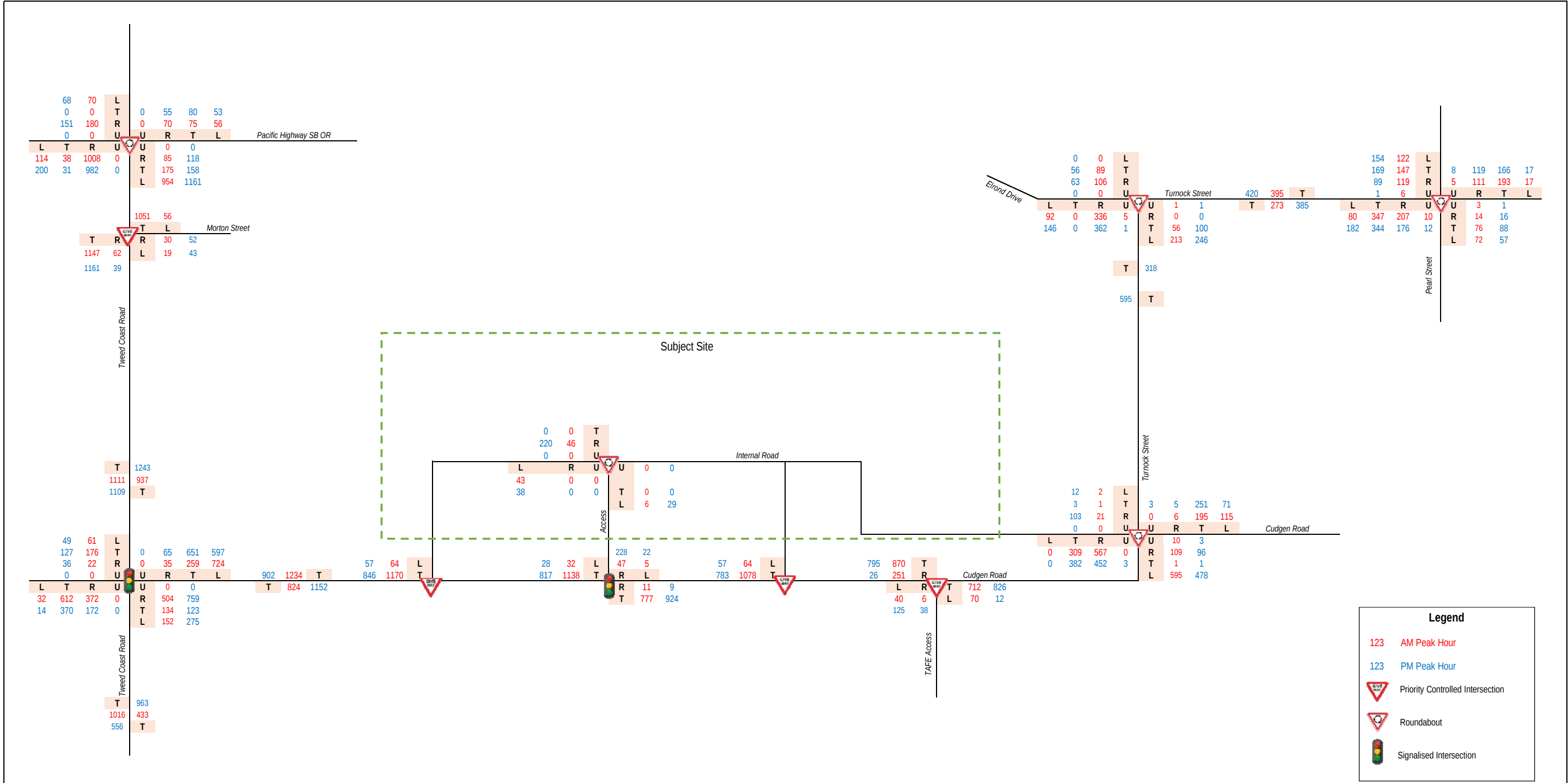
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	Project Name: Tweed Valley Hospital Project	Date: 04 September 2018

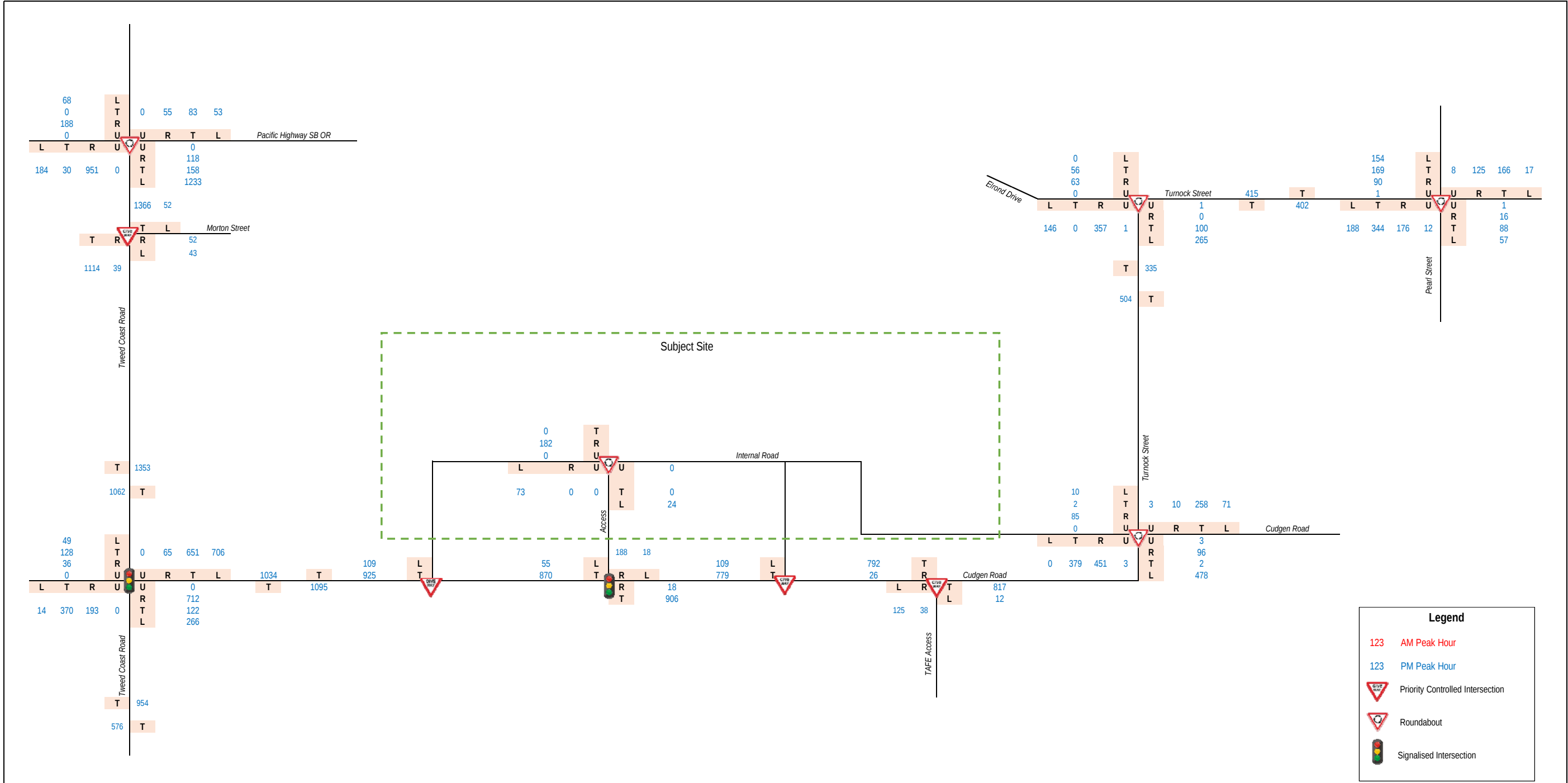












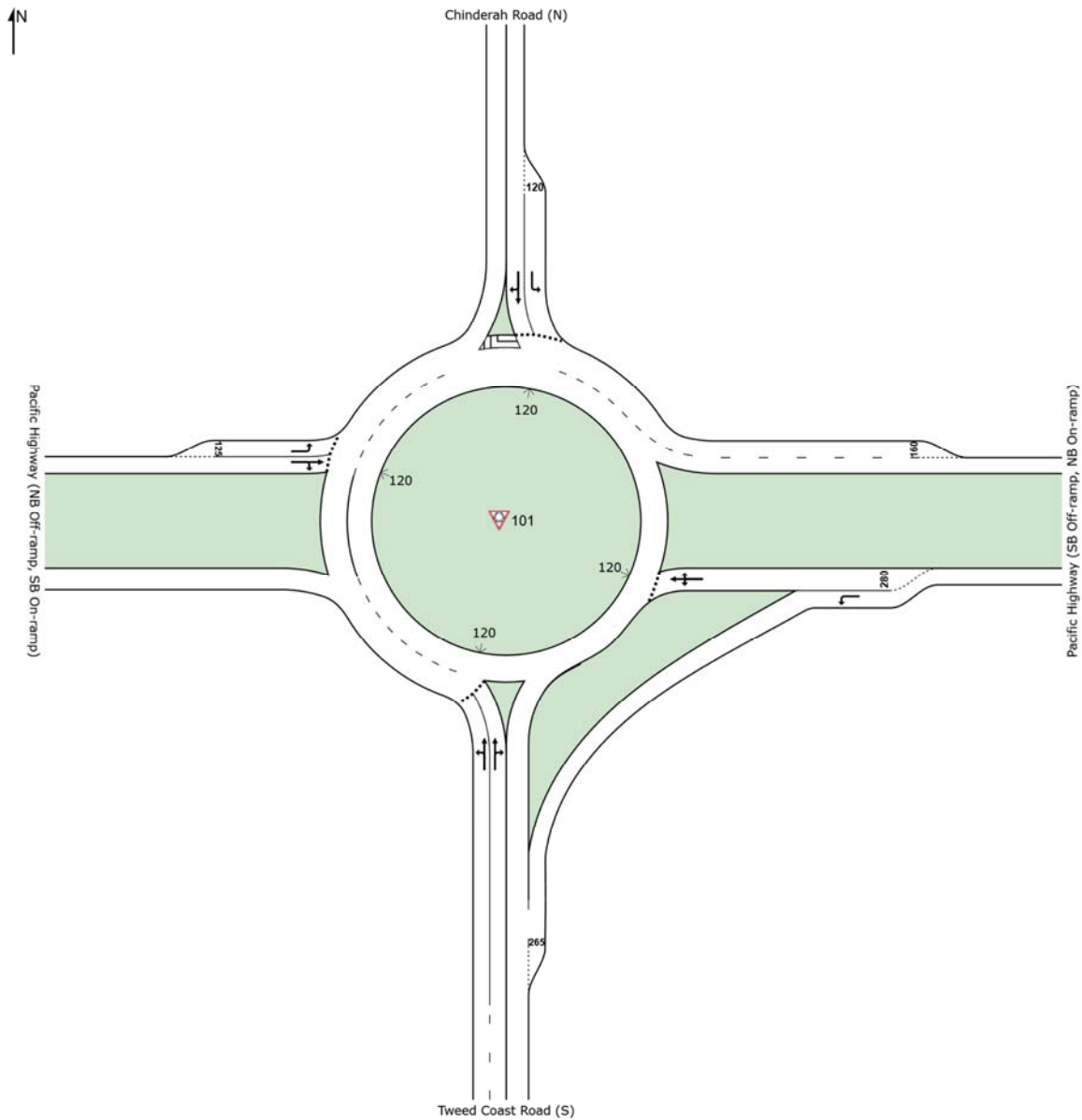
APPENDIX D

SIDRA MOVEMENT SUMMARIES

SITE LAYOUT

Site: 101 [2023 Background AM]

Tweed Coast Road - Pacific Highway, Chinderah
2023 AM Peak
Background Traffic
Roundabout



MOVEMENT SUMMARY

 **Site: 101 [2023 Background AM]**

Tweed Coast Road - Pacific Highway, Chinderah
2023 AM Peak
Background Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1	L2	92	7.0	0.088	3.1	LOS A	0.6	4.1	0.49	0.35	40.3
2	T1	36	3.0	0.088	3.3	LOS A	0.6	4.1	0.49	0.35	54.4
3	R2	943	4.0	0.535	10.5	LOS B	5.0	35.9	0.64	0.64	50.0
Approach		1071	4.2	0.535	9.7	LOS A	5.0	35.9	0.62	0.60	49.2
East: Pacific Highway (SB Off-ramp, NB On-ramp)											
4	L2	842	5.0	0.301	2.1	LOS A	2.2	16.4	0.16	0.27	59.2
5	T1	169	17.0	0.301	3.0	LOS A	2.2	16.4	0.47	0.36	46.9
6	R2	82	9.0	0.301	9.9	LOS A	2.2	16.4	0.47	0.36	67.0
Approach		1094	7.2	0.301	2.9	LOS A	2.2	16.4	0.24	0.29	57.5
North: Chinderah Road (N)											
7	L2	55	6.0	0.078	7.0	LOS A	0.7	5.0	0.97	0.74	48.8
8	T1	72	14.0	0.166	6.5	LOS A	1.6	13.5	1.00	0.78	50.2
9	R2	68	30.0	0.166	11.7	LOS B	1.6	13.5	1.00	0.78	40.8
Approach		195	17.4	0.166	8.5	LOS A	1.6	13.5	0.99	0.77	46.0
West: Pacific Highway (NB Off-ramp, SB On-ramp)											
10	L2	68	7.0	0.109	6.7	LOS A	0.6	4.7	0.79	0.75	51.9
11	T1	1	0.0	0.148	5.6	LOS A	1.0	7.4	0.82	0.79	48.3
12	R2	132	5.0	0.148	12.6	LOS B	1.0	7.4	0.82	0.79	59.6
Approach		201	5.7	0.148	10.5	LOS B	1.0	7.4	0.81	0.78	57.0
All Vehicles		2560	6.6	0.535	6.7	LOS A	5.0	35.9	0.50	0.50	52.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Tweed Coast Road - M1 Interchange\IP3378.001M Tweed Coast Road - M1 Interchange.sip7

MOVEMENT SUMMARY

 **Site: 101 [2023 Background PM]**

Tweed Coast Road - Pacific Highway, Chinderah
2023 PM Peak
Background Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1	L2	105	7.0	0.093	3.1	LOS A	0.6	4.4	0.48	0.35	40.3
2	T1	26	21.0	0.093	3.5	LOS A	0.6	4.4	0.48	0.35	54.5
3	R2	780	4.0	0.439	10.3	LOS B	3.8	27.2	0.58	0.62	50.3
Approach		912	4.8	0.439	9.3	LOS A	3.8	27.2	0.57	0.58	49.0
East: Pacific Highway (SB Off-ramp, NB On-ramp)											
4	L2	1054	3.0	0.352	2.1	LOS A	2.6	18.9	0.17	0.27	59.1
5	T1	154	11.0	0.352	2.9	LOS A	2.6	18.9	0.44	0.36	47.2
6	R2	115	4.0	0.352	9.7	LOS A	2.6	18.9	0.44	0.36	67.2
Approach		1322	4.0	0.352	2.9	LOS A	2.6	18.9	0.22	0.29	58.1
North: Chinderah Road (N)											
7	L2	52	2.0	0.057	4.5	LOS A	0.4	3.2	0.84	0.61	49.8
8	T1	78	7.0	0.112	4.0	LOS A	1.0	7.5	0.88	0.58	51.1
9	R2	54	4.0	0.112	8.7	LOS A	1.0	7.5	0.88	0.58	42.2
Approach		183	4.7	0.112	5.5	LOS A	1.0	7.5	0.87	0.59	47.7
West: Pacific Highway (NB Off-ramp, SB On-ramp)											
10	L2	65	2.0	0.087	5.4	LOS A	0.5	3.3	0.71	0.62	52.3
11	T1	1	0.0	0.106	4.6	LOS A	0.6	4.7	0.72	0.73	48.8
12	R2	108	5.0	0.106	11.6	LOS B	0.6	4.7	0.72	0.73	60.2
Approach		175	3.8	0.106	9.2	LOS A	0.6	4.7	0.71	0.69	57.2
All Vehicles		2592	4.3	0.439	5.7	LOS A	3.8	27.2	0.42	0.44	53.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2023 Design EVT]**

Tweed Coast Road - Pacific Highway, Chinderah
2023 PM Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1	L2	201	7.0	0.163	3.2	LOS A	1.1	8.1	0.51	0.36	40.3
2	T1	31	21.0	0.163	3.6	LOS A	1.1	8.1	0.51	0.36	54.4
3	R2	968	4.0	0.547	10.5	LOS B	5.2	37.4	0.64	0.63	50.0
Approach		1200	4.9	0.547	9.1	LOS A	5.2	37.4	0.61	0.58	48.2
East: Pacific Highway (SB Off-ramp, NB On-ramp)											
4	L2	1135	3.0	0.377	2.2	LOS A	2.9	20.8	0.19	0.28	59.0
5	T1	154	11.0	0.377	3.0	LOS A	2.9	20.8	0.49	0.37	47.0
6	R2	115	4.0	0.377	9.9	LOS A	2.9	20.8	0.49	0.37	66.9
Approach		1403	4.0	0.377	2.9	LOS A	2.9	20.8	0.24	0.30	58.0
North: Chinderah Road (N)											
7	L2	52	2.0	0.076	7.7	LOS A	0.7	4.8	0.99	0.75	48.4
8	T1	78	7.0	0.149	7.1	LOS A	1.6	11.6	1.00	0.75	50.2
9	R2	54	4.0	0.149	11.8	LOS B	1.6	11.6	1.00	0.75	41.5
Approach		183	4.7	0.149	8.6	LOS A	1.6	11.6	1.00	0.75	46.8
West: Pacific Highway (NB Off-ramp, SB On-ramp)											
10	L2	65	2.0	0.102	6.6	LOS A	0.6	4.3	0.80	0.75	51.9
11	T1	1	0.0	0.172	5.8	LOS A	1.2	8.7	0.84	0.81	48.2
12	R2	149	5.0	0.172	12.8	LOS B	1.2	8.7	0.84	0.81	59.5
Approach		216	4.1	0.172	10.9	LOS B	1.2	8.7	0.83	0.79	57.2
All Vehicles		3002	4.4	0.547	6.3	LOS A	5.2	37.4	0.48	0.47	52.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Tweed Coast Road - M1 Interchange\IP3378.001M Tweed Coast Road - M1 Interchange.sip7

MOVEMENT SUMMARY

 **Site: 101 [2023 Design MVT]**

Tweed Coast Road - Pacific Highway, Chinderah
2023 AM Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1	L2	112	7.0	0.103	3.1	LOS A	0.7	4.8	0.50	0.36	40.3
2	T1	37	3.0	0.103	3.3	LOS A	0.7	4.8	0.50	0.36	54.4
3	R2	982	4.0	0.559	10.6	LOS B	5.3	38.5	0.66	0.64	50.0
Approach		1131	4.3	0.559	9.6	LOS A	5.3	38.5	0.63	0.60	49.0
East: Pacific Highway (SB Off-ramp, NB On-ramp)											
4	L2	934	5.0	0.328	2.2	LOS A	2.4	18.2	0.18	0.28	59.1
5	T1	169	17.0	0.328	3.2	LOS A	2.4	18.2	0.51	0.38	46.7
6	R2	82	9.0	0.328	10.0	LOS B	2.4	18.2	0.51	0.38	66.8
Approach		1185	7.0	0.328	2.9	LOS A	2.4	18.2	0.25	0.30	57.5
North: Chinderah Road (N)											
7	L2	55	6.0	0.087	8.7	LOS A	0.8	5.8	1.00	0.77	47.5
8	T1	73	14.0	0.187	8.2	LOS A	1.9	15.9	1.00	0.79	49.6
9	R2	68	30.0	0.187	13.4	LOS B	1.9	15.9	1.00	0.79	40.4
Approach		196	17.4	0.187	10.1	LOS B	1.9	15.9	1.00	0.79	45.4
West: Pacific Highway (NB Off-ramp, SB On-ramp)											
10	L2	68	7.0	0.111	6.9	LOS A	0.7	4.9	0.81	0.76	51.8
11	T1	1	0.0	0.207	6.0	LOS A	1.5	10.8	0.86	0.82	48.1
12	R2	178	5.0	0.207	13.0	LOS B	1.5	10.8	0.86	0.82	59.4
Approach		247	5.5	0.207	11.3	LOS B	1.5	10.8	0.84	0.81	57.3
All Vehicles		2759	6.5	0.559	6.9	LOS A	5.3	38.5	0.52	0.50	52.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2023 Design PVT]**

Tweed Coast Road - Pacific Highway, Chinderah
2023 PM Peak - Development Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1	L2	184	7.0	0.151	3.1	LOS A	1.0	7.5	0.51	0.36	40.3
2	T1	29	21.0	0.151	3.5	LOS A	1.0	7.5	0.51	0.36	54.4
3	R2	936	4.0	0.531	10.5	LOS B	5.0	36.1	0.64	0.63	50.0
Approach		1149	4.9	0.531	9.1	LOS A	5.0	36.1	0.61	0.58	48.3
East: Pacific Highway (SB Off-ramp, NB On-ramp)											
4	L2	1209	3.0	0.401	2.3	LOS A	3.2	23.0	0.21	0.28	58.9
5	T1	154	11.0	0.401	3.2	LOS A	3.2	23.0	0.53	0.39	46.8
6	R2	115	4.0	0.401	10.0	LOS B	3.2	23.0	0.53	0.39	66.6
Approach		1478	3.9	0.401	3.0	LOS A	3.2	23.0	0.27	0.30	57.9
North: Chinderah Road (N)											
7	L2	52	2.0	0.074	7.7	LOS A	0.7	4.7	0.99	0.75	48.3
8	T1	81	7.0	0.152	7.2	LOS A	1.6	11.8	1.00	0.75	50.1
9	R2	54	4.0	0.152	11.9	LOS B	1.6	11.8	1.00	0.75	41.5
Approach		186	4.8	0.152	8.7	LOS A	1.6	11.8	1.00	0.75	46.8
West: Pacific Highway (NB Off-ramp, SB On-ramp)											
10	L2	65	2.0	0.097	6.2	LOS A	0.6	4.1	0.79	0.73	51.9
11	T1	1	0.0	0.209	5.6	LOS A	1.5	10.6	0.83	0.80	48.2
12	R2	187	5.0	0.209	12.7	LOS B	1.5	10.6	0.83	0.80	59.5
Approach		254	4.2	0.209	11.0	LOS B	1.5	10.6	0.82	0.78	57.6
All Vehicles		3067	4.4	0.531	6.3	LOS A	5.0	36.1	0.49	0.47	52.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2033 Background AM]**

Tweed Coast Road - Pacific Highway, Chinderah
2033 AM Peak
Background Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1	L2	100	7.0	0.097	3.2	LOS A	0.6	4.6	0.52	0.37	40.2
2	T1	39	3.0	0.097	3.4	LOS A	0.6	4.6	0.52	0.37	54.3
3	R2	1021	4.0	0.590	10.8	LOS B	5.8	41.7	0.69	0.66	49.8
Approach		1160	4.2	0.590	9.9	LOS A	5.8	41.7	0.67	0.62	48.9
East: Pacific Highway (SB Off-ramp, NB On-ramp)											
4	L2	913	5.0	0.328	2.2	LOS A	2.4	18.4	0.17	0.27	59.2
5	T1	184	17.0	0.328	3.1	LOS A	2.4	18.4	0.50	0.37	46.7
6	R2	89	9.0	0.328	10.0	LOS A	2.4	18.4	0.50	0.37	66.8
Approach		1186	7.2	0.328	2.9	LOS A	2.4	18.4	0.25	0.29	57.4
North: Chinderah Road (N)											
7	L2	59	6.0	0.098	8.8	LOS A	0.9	6.5	1.00	0.78	47.4
8	T1	77	14.0	0.207	8.3	LOS A	2.2	17.9	1.00	0.80	49.5
9	R2	74	30.0	0.207	13.5	LOS B	2.2	17.9	1.00	0.80	40.4
Approach		209	17.4	0.207	10.3	LOS B	2.2	17.9	1.00	0.79	45.3
West: Pacific Highway (NB Off-ramp, SB On-ramp)											
10	L2	74	7.0	0.130	7.4	LOS A	0.8	5.8	0.83	0.80	51.7
11	T1	1	0.0	0.175	6.2	LOS A	1.3	9.2	0.87	0.83	48.1
12	R2	142	5.0	0.175	13.2	LOS B	1.3	9.2	0.87	0.83	59.3
Approach		217	5.7	0.175	11.2	LOS B	1.3	9.2	0.86	0.82	56.7
All Vehicles		2773	6.6	0.590	7.0	LOS A	5.8	41.7	0.53	0.51	52.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2033 Background PM]**

Tweed Coast Road - Pacific Highway, Chinderah
2033 PM Peak
Background Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1	L2	114	7.0	0.101	3.2	LOS A	0.6	4.9	0.51	0.37	40.3
2	T1	28	21.0	0.101	3.6	LOS A	0.6	4.9	0.51	0.37	54.4
3	R2	844	4.0	0.484	10.5	LOS B	4.3	31.4	0.63	0.64	50.1
Approach		986	4.8	0.484	9.5	LOS A	4.3	31.4	0.61	0.60	48.8
East: Pacific Highway (SB Off-ramp, NB On-ramp)											
4	L2	1141	3.0	0.384	2.2	LOS A	2.9	21.5	0.18	0.28	59.0
5	T1	166	11.0	0.384	3.0	LOS A	2.9	21.5	0.48	0.37	47.0
6	R2	124	4.0	0.384	9.8	LOS A	2.9	21.5	0.48	0.37	66.9
Approach		1432	4.0	0.384	2.9	LOS A	2.9	21.5	0.24	0.29	58.0
North: Chinderah Road (N)											
7	L2	56	2.0	0.068	5.3	LOS A	0.6	4.0	0.90	0.67	49.5
8	T1	84	7.0	0.133	4.8	LOS A	1.3	9.5	0.95	0.65	50.8
9	R2	58	4.0	0.133	9.5	LOS A	1.3	9.5	0.95	0.65	42.0
Approach		198	4.7	0.133	6.3	LOS A	1.3	9.5	0.93	0.66	47.5
West: Pacific Highway (NB Off-ramp, SB On-ramp)											
10	L2	72	2.0	0.103	5.8	LOS A	0.6	4.1	0.75	0.68	52.1
11	T1	1	0.0	0.122	4.9	LOS A	0.8	5.7	0.76	0.75	48.5
12	R2	118	5.0	0.122	11.9	LOS B	0.8	5.7	0.76	0.75	59.9
Approach		191	3.8	0.122	9.6	LOS A	0.8	5.7	0.76	0.72	57.0
All Vehicles		2806	4.3	0.484	5.9	LOS A	4.3	31.4	0.46	0.46	53.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2033 Design EVT]**

Tweed Coast Road - Pacific Highway, Chinderah
2033 PM Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1	L2	211	7.0	0.173	3.3	LOS A	1.2	8.8	0.54	0.38	40.2
2	T1	33	21.0	0.173	3.7	LOS A	1.2	8.8	0.54	0.38	54.3
3	R2	1034	4.0	0.594	10.7	LOS B	5.9	42.6	0.69	0.65	49.8
Approach		1277	4.9	0.594	9.3	LOS A	5.9	42.6	0.66	0.60	48.1
East: Pacific Highway (SB Off-ramp, NB On-ramp)											
4	L2	1222	3.0	0.409	2.2	LOS A	3.2	23.3	0.20	0.28	58.9
5	T1	166	11.0	0.409	3.1	LOS A	3.2	23.3	0.52	0.38	46.9
6	R2	124	4.0	0.409	10.0	LOS A	3.2	23.3	0.52	0.38	66.6
Approach		1513	4.0	0.409	3.0	LOS A	3.2	23.3	0.26	0.30	57.9
North: Chinderah Road (N)											
7	L2	56	2.0	0.094	9.4	LOS A	0.9	6.2	1.00	0.77	47.1
8	T1	84	7.0	0.186	8.8	LOS A	2.1	15.2	1.00	0.77	49.4
9	R2	58	4.0	0.186	13.6	LOS B	2.1	15.2	1.00	0.77	41.0
Approach		198	4.7	0.186	10.4	LOS B	2.1	15.2	1.00	0.77	46.0
West: Pacific Highway (NB Off-ramp, SB On-ramp)											
10	L2	72	2.0	0.122	7.2	LOS A	0.7	5.3	0.84	0.80	51.7
11	T1	1	0.0	0.198	6.3	LOS A	1.4	10.4	0.88	0.84	48.0
12	R2	159	5.0	0.198	13.3	LOS B	1.4	10.4	0.88	0.84	59.2
Approach		232	4.1	0.198	11.4	LOS B	1.4	10.4	0.87	0.83	56.9
All Vehicles		3219	4.4	0.594	6.5	LOS A	5.9	42.6	0.51	0.49	52.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2033 Design MVT]**

Tweed Coast Road - Pacific Highway, Chinderah
2033 AM Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1	L2	120	7.0	0.113	3.3	LOS A	0.7	5.4	0.53	0.37	40.2
2	T1	40	3.0	0.113	3.4	LOS A	0.7	5.4	0.53	0.37	54.3
3	R2	1060	4.0	0.615	10.9	LOS B	6.2	44.7	0.71	0.66	49.7
Approach		1220	4.3	0.615	9.9	LOS A	6.2	44.7	0.69	0.63	48.7
East: Pacific Highway (SB Off-ramp, NB On-ramp)											
4	L2	1003	5.0	0.356	2.3	LOS A	2.7	20.4	0.19	0.28	59.0
5	T1	184	17.0	0.356	3.3	LOS A	2.7	20.4	0.54	0.39	46.5
6	R2	89	9.0	0.356	10.2	LOS B	2.7	20.4	0.54	0.39	66.5
Approach		1277	7.0	0.356	3.0	LOS A	2.7	20.4	0.27	0.30	57.3
North: Chinderah Road (N)											
7	L2	59	6.0	0.110	11.1	LOS B	1.0	7.7	1.00	0.79	45.8
8	T1	79	14.0	0.239	10.6	LOS B	2.6	21.5	1.00	0.81	48.2
9	R2	74	30.0	0.239	15.8	LOS B	2.6	21.5	1.00	0.81	39.5
Approach		212	17.3	0.239	12.6	LOS B	2.6	21.5	1.00	0.81	44.1
West: Pacific Highway (NB Off-ramp, SB On-ramp)											
10	L2	74	7.0	0.132	7.6	LOS A	0.8	6.1	0.85	0.81	51.6
11	T1	1	0.0	0.242	6.6	LOS A	1.8	13.2	0.91	0.86	47.9
12	R2	188	5.0	0.242	13.7	LOS B	1.8	13.2	0.91	0.86	59.1
Approach		263	5.5	0.242	12.0	LOS B	1.8	13.2	0.89	0.85	57.0
All Vehicles		2972	6.5	0.615	7.3	LOS A	6.2	44.7	0.55	0.52	52.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2033 Design PVT]**

Tweed Coast Road - Pacific Highway, Chinderah
2033 PM Peak - Development Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1	L2	194	7.0	0.161	3.3	LOS A	1.1	8.2	0.54	0.38	40.2
2	T1	32	21.0	0.161	3.7	LOS A	1.1	8.2	0.54	0.38	54.3
3	R2	1000	4.0	0.577	10.7	LOS B	5.7	41.2	0.69	0.65	49.8
Approach		1225	4.9	0.577	9.3	LOS A	5.7	41.2	0.66	0.60	48.1
East: Pacific Highway (SB Off-ramp, NB On-ramp)											
4	L2	1297	3.0	0.434	2.3	LOS A	3.5	25.8	0.22	0.29	58.8
5	T1	166	11.0	0.434	3.3	LOS A	3.5	25.8	0.57	0.40	46.7
6	R2	124	4.0	0.434	10.2	LOS B	3.5	25.8	0.57	0.40	66.2
Approach		1587	3.9	0.434	3.0	LOS A	3.5	25.8	0.28	0.31	57.8
North: Chinderah Road (N)											
7	L2	56	2.0	0.092	9.4	LOS A	0.9	6.1	1.00	0.77	47.0
8	T1	87	7.0	0.188	8.9	LOS A	2.1	15.4	1.00	0.77	49.3
9	R2	58	4.0	0.188	13.7	LOS B	2.1	15.4	1.00	0.77	41.0
Approach		201	4.7	0.188	10.4	LOS B	2.1	15.4	1.00	0.77	46.0
West: Pacific Highway (NB Off-ramp, SB On-ramp)											
10	L2	72	2.0	0.115	6.8	LOS A	0.7	5.0	0.83	0.78	51.8
11	T1	1	0.0	0.237	6.1	LOS A	1.7	12.5	0.88	0.83	48.0
12	R2	197	5.0	0.237	13.2	LOS B	1.7	12.5	0.88	0.83	59.3
Approach		269	4.2	0.237	11.4	LOS B	1.7	12.5	0.86	0.82	57.3
All Vehicles		3283	4.4	0.577	6.5	LOS A	5.7	41.2	0.51	0.49	52.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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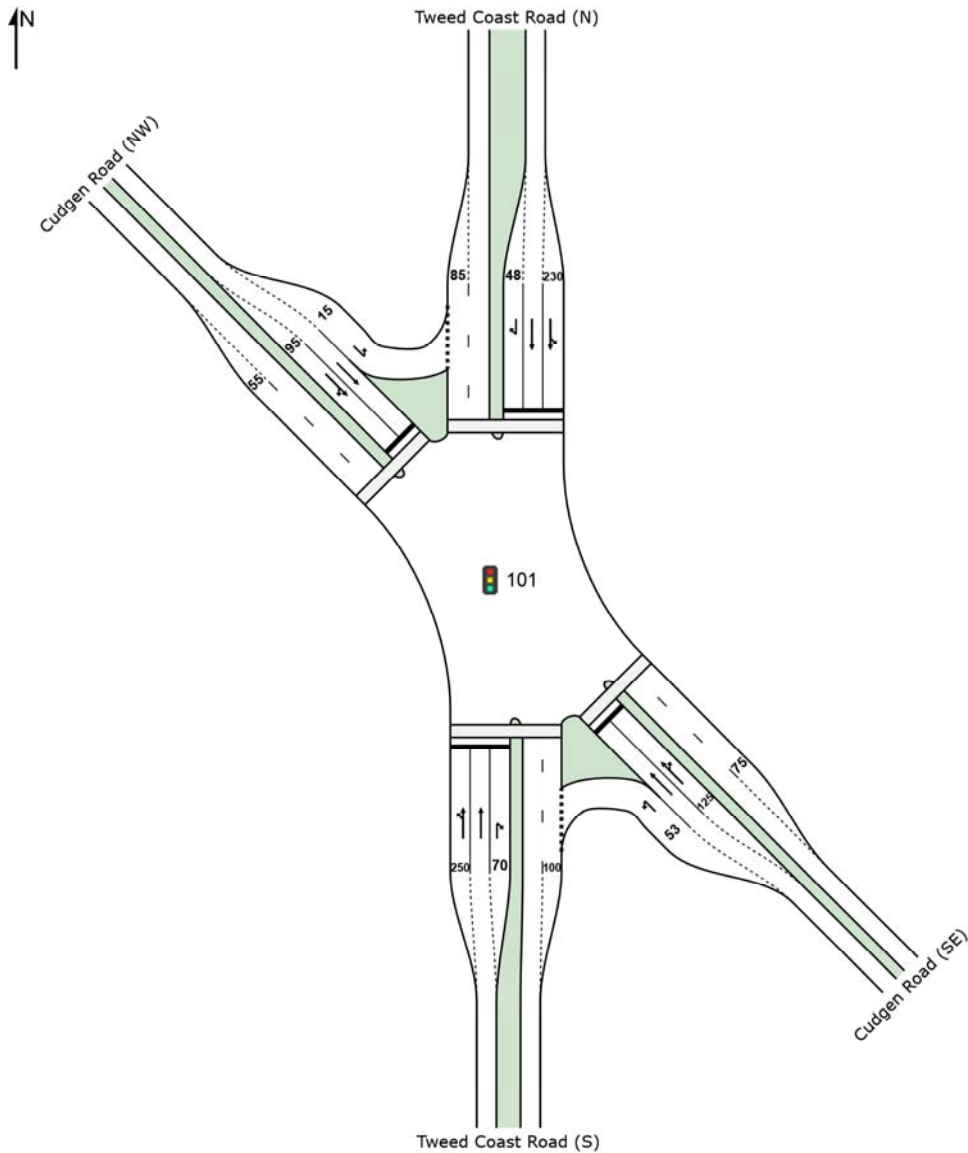
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Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Tweed Coast Road - M1 Interchange\IP3378.001M Tweed Coast Road - M1 Interchange.sip7

SITE LAYOUT

Site: 101 [2023 AM Background - Existing]

Tweed Coast Road - Cudgen Road
2023 AM Peak
Background Traffic
Signals - Fixed Time Isolated



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Organisation: BITZIOS CONSULTING | Created: Wednesday, 3 October 2018 3:50:25 PM

Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Tweed Coast Road - Cudgen Road\P3378.001M Tweed Coast Road - Cudgen Road.sip7

MOVEMENT SUMMARY

 **Site: 101 [2023 AM Background - Existing]**

Tweed Coast Road - Cudgen Road

2023 AM Peak

Background Traffic

Signals - Fixed Time Isolated Cycle Time = 115 seconds (Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1a	L1	28	4.0	0.428	39.8	LOS C	10.1	72.6	0.86	0.73	37.2
2	T1	595	3.0	0.897	48.9	LOS D	25.1	180.1	0.94	0.94	33.2
3b	R3	307	4.0	0.804	44.6	LOS D	13.9	100.6	1.00	0.93	34.2
Approach		931	3.4	0.897	47.2	LOS D	25.1	180.1	0.95	0.93	33.7
SouthEast: Cudgen Road (SE)											
21b	L3	125	5.0	0.095	8.8	LOS A	1.3	9.2	0.25	0.65	52.3
22	T1	118	3.0	0.277	39.8	LOS C	5.5	39.4	0.87	0.70	36.3
23a	R1	396	2.0	0.938	73.7	LOS F	27.7	197.5	1.00	1.09	27.2
Approach		639	2.8	0.938	54.7	LOS D	27.7	197.5	0.83	0.93	31.7
North: Tweed Coast Road (N)											
7a	L1	523	2.0	0.939	69.7	LOS E	36.7	261.0	1.00	1.05	27.6
8	T1	252	5.0	0.489	38.1	LOS C	11.9	86.7	0.89	0.75	36.9
9b	R3	31	7.0	0.073	23.9	LOS B	0.8	5.9	0.75	0.71	42.4
Approach		805	3.1	0.939	58.1	LOS E	36.7	261.0	0.96	0.94	30.4
NorthWest: Cudgen Road (NW)											
27b	L3	54	6.0	0.071	20.4	LOS B	1.4	10.5	0.56	0.69	44.9
28	T1	155	5.0	0.947	71.4	LOS F	8.5	62.0	1.00	0.96	27.5
29a	R1	20	6.0	0.947	82.4	LOS F	8.5	62.0	1.00	1.07	26.1
Approach		228	5.3	0.947	60.4	LOS E	8.5	62.0	0.89	0.91	30.2
All Vehicles		2603	3.3	0.947	53.6	LOS D	36.7	261.0	0.92	0.93	31.8

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

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

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

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

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	5	46.1	LOS E	0.0	0.0	0.90	0.90
P5	SouthEast Full Crossing	5	36.8	LOS D	0.0	0.0	0.80	0.80
P3	North Full Crossing	5	51.7	LOS E	0.0	0.0	0.95	0.95
P7	NorthWest Full Crossing	5	36.8	LOS D	0.0	0.0	0.80	0.80
All Pedestrians		21	42.9	LOS E			0.86	0.86

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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Organisation: BITZIOS CONSULTING | Processed: Thursday, 26 July 2018 2:12:53 PM

Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Tweed Coast Road - Cudgen Road\P3378.001M Tweed Coast Road - Cudgen Road.sip7

MOVEMENT SUMMARY

 **Site: 101 [2023 PM Background - Existing]**

Tweed Coast Road - Cudgen Road

2023 PM Peak

Background Traffic

Signals - Fixed Time Isolated Cycle Time = 120 seconds (Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1a	L1	13	0.0	0.192	28.2	LOS B	4.5	32.3	0.67	0.57	42.3
2	T1	359	4.0	0.401	26.0	LOS B	10.3	74.8	0.73	0.62	42.0
3b	R3	133	7.0	0.735	39.2	LOS C	4.4	32.6	1.00	0.83	36.0
Approach		504	4.7	0.735	29.5	LOS C	10.3	74.8	0.80	0.68	40.2
SouthEast: Cudgen Road (SE)											
21b	L3	198	6.0	0.249	25.0	LOS B	6.7	49.4	0.64	0.74	42.5
22	T1	105	7.0	0.229	38.6	LOS C	4.9	36.4	0.84	0.67	36.7
23a	R1	428	2.0	0.918	69.0	LOS E	29.8	211.9	1.00	1.05	28.2
Approach		732	3.8	0.918	52.7	LOS D	29.8	211.9	0.88	0.91	32.2
North: Tweed Coast Road (N)											
7a	L1	424	3.0	0.574	33.2	LOS C	19.6	140.5	0.82	0.81	38.3
8	T1	633	2.0	1.043	118.0	LOS F	61.3	436.3	1.00	1.47	20.2
9b	R3	57	6.0	0.134	23.4	LOS B	1.7	12.4	0.68	0.72	42.6
Approach		1114	2.6	1.043	80.9	LOS F	61.3	436.3	0.91	1.18	25.5
NorthWest: Cudgen Road (NW)											
27b	L3	43	8.0	0.057	17.1	LOS B	1.0	7.5	0.48	0.68	46.8
28	T1	112	3.0	0.943	73.4	LOS F	7.1	53.4	1.00	0.92	27.1
29a	R1	33	18.0	0.943	85.0	LOS F	7.1	53.4	1.00	1.04	25.5
Approach		187	6.8	0.943	62.4	LOS E	7.1	53.4	0.88	0.89	29.7
All Vehicles		2537	3.7	1.043	61.2	LOS E	61.3	436.3	0.88	0.98	29.8

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

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

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

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

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	5	45.1	LOS E	0.0	0.0	0.87	0.87
P5	SouthEast Full Crossing	5	27.3	LOS C	0.0	0.0	0.68	0.68
P3	North Full Crossing	5	54.2	LOS E	0.0	0.0	0.95	0.95
P7	NorthWest Full Crossing	5	27.3	LOS C	0.0	0.0	0.68	0.68
All Pedestrians		21	38.5	LOS D			0.79	0.79

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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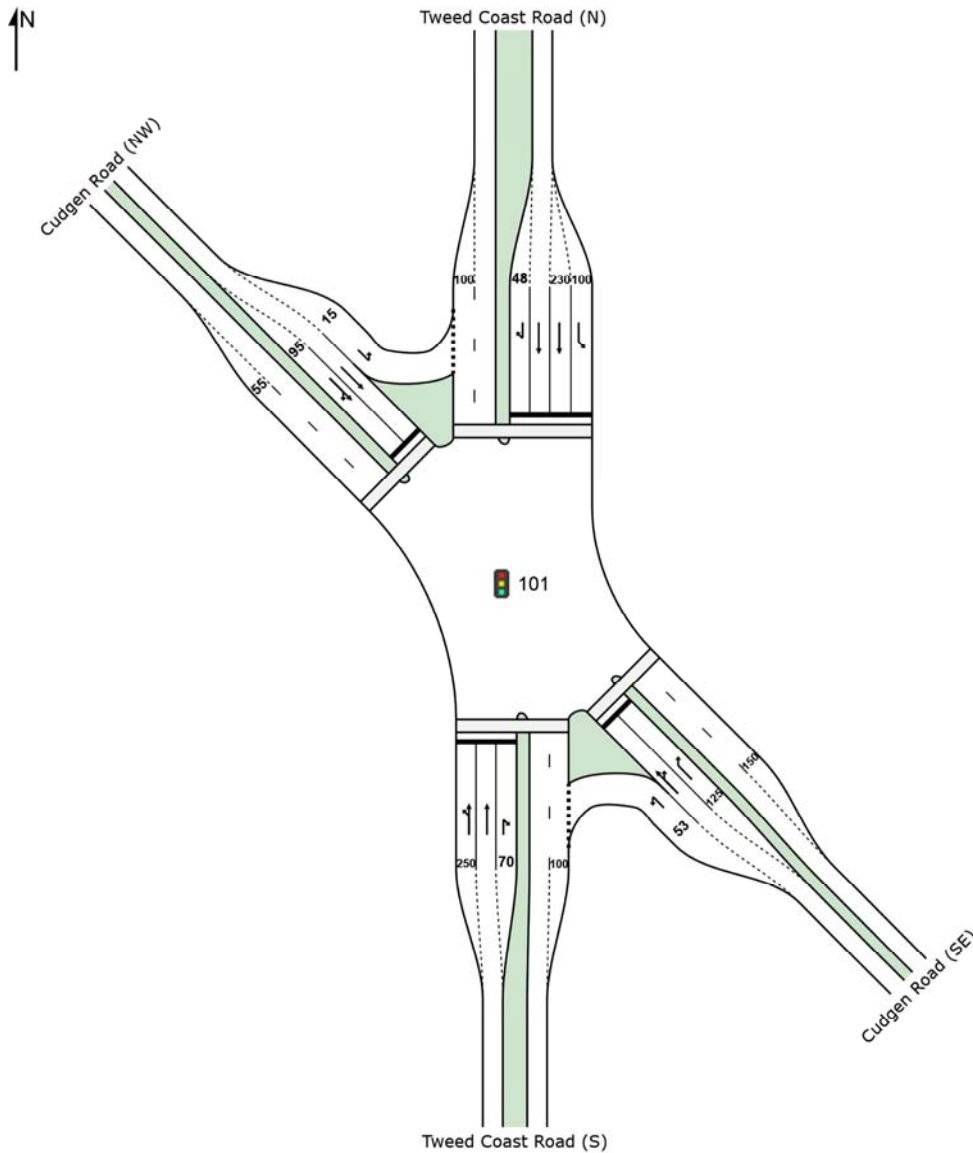
Organisation: BITZIOS CONSULTING | Processed: Thursday, 26 July 2018 2:12:55 PM

Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Tweed Coast Road - Cudgen Road\P3378.001M Tweed Coast Road - Cudgen Road.sip7

SITE LAYOUT

Site: 101 [2023 AM Background - Upgrade 1]

Tweed Coast Road - Cudgen Road
2023 AM Peak
Background Traffic
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [2023 AM Background - Upgrade 1]

Tweed Coast Road - Cudgen Road

2023 AM Peak

Background Traffic

Signals - Fixed Time Isolated Cycle Time = 90 seconds (Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1a	L1	28	4.0	0.468	35.5	LOS C	8.3	59.5	0.90	0.75	38.8
2	T1	595	3.0	0.851	38.6	LOS C	19.4	139.5	0.97	0.93	36.6
3b	R3	307	4.0	0.667	23.6	LOS B	8.2	59.4	0.92	0.84	42.5
Approach		931	3.4	0.851	33.6	LOS C	19.4	139.5	0.95	0.89	38.5
SouthEast: Cudgen Road (SE)											
21b	L3	125	5.0	0.095	8.3	LOS A	0.9	6.8	0.25	0.65	52.6
22	T1	118	3.0	0.512	35.4	LOS C	7.7	55.1	0.94	0.78	37.4
23a	R1	396	2.0	0.862	48.6	LOS D	15.9	113.3	0.99	0.97	33.6
Approach		639	2.8	0.862	38.3	LOS C	15.9	113.3	0.84	0.87	36.9
North: Tweed Coast Road (N)											
7a	L1	523	2.0	0.609	15.4	LOS B	11.2	79.8	0.81	0.81	46.9
8	T1	252	5.0	0.484	35.5	LOS C	6.5	47.7	0.92	0.74	37.9
9b	R3	31	7.0	0.073	21.3	LOS B	0.6	4.8	0.78	0.71	43.7
Approach		805	3.1	0.609	21.9	LOS B	11.2	79.8	0.84	0.78	43.6
NorthWest: Cudgen Road (NW)											
27b	L3	54	6.0	0.067	16.4	LOS B	1.0	7.7	0.54	0.69	47.2
28	T1	155	5.0	0.776	49.4	LOS D	4.7	34.2	1.00	0.84	33.0
29a	R1	20	6.0	0.776	54.9	LOS D	4.7	34.2	1.00	0.89	32.4
Approach		228	5.3	0.776	42.1	LOS C	4.7	34.2	0.89	0.81	35.5
All Vehicles		2603	3.3	0.862	31.9	LOS C	19.4	139.5	0.88	0.85	39.2

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

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

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

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

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	5	39.2	LOS D	0.0	0.0	0.93	0.93
P5	SouthEast Full Crossing	5	33.8	LOS D	0.0	0.0	0.87	0.87
P3	North Full Crossing	5	39.2	LOS D	0.0	0.0	0.93	0.93
P7	NorthWest Full Crossing	5	33.8	LOS D	0.0	0.0	0.87	0.87
All Pedestrians		21	36.5	LOS D			0.90	0.90

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

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

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

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Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Tweed Coast Road - Cudgen Road\P3378.001M Tweed Coast Road - Cudgen Road.sip7

MOVEMENT SUMMARY

Site: 101 [2023 PM Background - Upgrade 1]

Tweed Coast Road - Cudgen Road

2023 PM Peak

Background Traffic

Signals - Fixed Time Isolated Cycle Time = 70 seconds (Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1a	L1	13	0.0	0.304	27.7	LOS B	3.7	26.9	0.85	0.69	42.5
2	T1	359	4.0	0.554	24.5	LOS B	7.3	53.2	0.89	0.74	42.7
3b	R3	133	7.0	0.503	24.5	LOS B	3.0	22.5	0.97	0.78	42.0
Approach		504	4.7	0.554	24.6	LOS B	7.3	53.2	0.91	0.75	42.5
SouthEast: Cudgen Road (SE)											
21b	L3	198	6.0	0.187	11.1	LOS A	2.4	17.5	0.46	0.70	50.6
22	T1	105	7.0	0.499	27.0	LOS B	6.2	44.8	0.93	0.78	40.7
23a	R1	428	2.0	0.841	37.8	LOS C	12.9	91.9	0.98	0.96	37.3
Approach		732	3.8	0.841	29.0	LOS C	12.9	91.9	0.83	0.86	40.7
North: Tweed Coast Road (N)											
7a	L1	424	3.0	0.481	11.6	LOS A	5.3	37.7	0.73	0.77	49.4
8	T1	633	2.0	0.905	35.5	LOS C	17.1	121.9	0.97	0.99	37.9
9b	R3	57	6.0	0.163	21.3	LOS B	1.2	9.0	0.82	0.73	43.6
Approach		1114	2.6	0.905	25.7	LOS B	17.1	121.9	0.87	0.89	41.9
NorthWest: Cudgen Road (NW)											
27b	L3	43	8.0	0.052	12.4	LOS A	0.6	4.2	0.49	0.67	49.6
28	T1	112	3.0	0.505	35.4	LOS C	2.8	20.8	0.99	0.75	37.7
29a	R1	33	18.0	0.505	40.1	LOS C	2.8	20.8	1.00	0.76	36.9
Approach		187	6.8	0.505	31.0	LOS C	2.8	20.8	0.88	0.73	39.8
All Vehicles		2537	3.7	0.905	26.8	LOS B	17.1	121.9	0.87	0.84	41.5

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	5	29.3	LOS C	0.0	0.0	0.91	0.91	
P5	SouthEast Full Crossing	5	28.4	LOS C	0.0	0.0	0.90	0.90	
P3	North Full Crossing	5	29.3	LOS C	0.0	0.0	0.91	0.91	
P7	NorthWest Full Crossing	5	28.4	LOS C	0.0	0.0	0.90	0.90	
All Pedestrians		21	28.8	LOS C			0.91	0.91	

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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Organisation: BITZIOS CONSULTING | Processed: Wednesday, 3 October 2018 4:19:47 PM

Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Tweed Coast Road - Cudgen Road\P3378.001M Tweed Coast Road - Cudgen Road.sip7

MOVEMENT SUMMARY

Site: 101 [2023 Design EVT - Upgrade 1]

Tweed Coast Road - Cudgen Road

2023 PM Peak

Design Traffic

Signals - Fixed Time Isolated Cycle Time = 80 seconds (Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1a	L1	13	0.0	0.329	32.3	LOS C	4.4	31.5	0.87	0.71	40.3
2	T1	359	4.0	0.598	29.3	LOS C	8.6	62.1	0.92	0.76	40.4
3b	R3	156	7.0	0.678	30.3	LOS C	4.6	34.0	1.00	0.83	39.4
Approach		527	4.8	0.678	29.7	LOS C	8.6	62.1	0.94	0.78	40.1
SouthEast: Cudgen Road (SE)											
21b	L3	253	6.0	0.228	11.0	LOS A	3.3	24.4	0.43	0.70	50.6
22	T1	109	7.0	0.553	25.7	LOS B	10.2	73.8	0.89	0.79	41.0
23a	R1	718	2.0	0.930	46.9	LOS D	26.8	190.6	0.97	1.05	34.1
Approach		1080	3.4	0.930	36.4	LOS C	26.8	190.6	0.84	0.94	37.6
North: Tweed Coast Road (N)											
7a	L1	548	3.0	0.545	11.2	LOS A	7.4	53.4	0.70	0.77	49.6
8	T1	633	2.0	0.940	44.8	LOS D	20.6	146.6	0.97	1.03	34.6
9b	R3	57	6.0	0.190	25.8	LOS B	1.5	11.0	0.86	0.74	41.4
Approach		1238	2.6	0.940	29.1	LOS C	20.6	146.6	0.85	0.90	40.3
NorthWest: Cudgen Road (NW)											
27b	L3	43	8.0	0.061	16.5	LOS B	0.8	6.0	0.58	0.69	47.1
28	T1	113	3.0	0.581	41.6	LOS C	3.2	24.4	1.00	0.77	35.5
29a	R1	33	18.0	0.581	46.5	LOS D	3.2	24.4	1.00	0.79	34.7
Approach		188	6.7	0.581	36.7	LOS C	3.2	24.4	0.90	0.75	37.5
All Vehicles		3034	3.5	0.940	32.2	LOS C	26.8	190.6	0.86	0.89	39.1

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	5	30.6	LOS D	0.0	0.0	0.88	0.88	
P5	SouthEast Full Crossing	5	32.4	LOS D	0.0	0.0	0.90	0.90	
P3	North Full Crossing	5	34.2	LOS D	0.0	0.0	0.93	0.93	
P7	NorthWest Full Crossing	5	32.4	LOS D	0.0	0.0	0.90	0.90	
All Pedestrians		21	32.4	LOS D			0.90	0.90	

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

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

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

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Organisation: BITZIOS CONSULTING | Processed: Thursday, 16 August 2018 1:29:25 PM

Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Tweed Coast Road - Cudgen Road\P3378.001M Tweed Coast Road - Cudgen Road.sip7

MOVEMENT SUMMARY

Site: 101 [2023 Design MVT - Upgrade 1]

Tweed Coast Road - Cudgen Road

2023 AM Peak

Design Traffic

Signals - Fixed Time Isolated Cycle Time = 95 seconds (Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1a	L1	28	4.0	0.459	36.5	LOS C	8.7	62.2	0.89	0.75	38.4
2	T1	595	3.0	0.835	39.0	LOS C	19.9	142.8	0.96	0.91	36.5
3b	R3	334	4.0	0.765	29.4	LOS C	10.6	76.4	0.97	0.89	39.9
Approach		957	3.4	0.835	35.5	LOS C	19.9	142.8	0.97	0.90	37.7
SouthEast: Cudgen Road (SE)											
21b	L3	136	5.0	0.101	8.0	LOS A	0.9	6.9	0.23	0.64	52.8
22	T1	119	3.0	0.545	36.8	LOS C	9.1	64.8	0.94	0.79	36.8
23a	R1	456	2.0	0.917	56.3	LOS D	20.5	146.0	0.99	1.03	31.4
Approach		711	2.7	0.917	43.8	LOS D	20.5	146.0	0.84	0.92	35.0
North: Tweed Coast Road (N)											
7a	L1	662	2.0	0.741	16.6	LOS B	16.3	115.9	0.87	0.84	46.3
8	T1	252	5.0	0.452	37.8	LOS C	6.9	50.1	0.93	0.74	37.0
9b	R3	31	7.0	0.071	21.5	LOS B	0.7	5.0	0.76	0.71	43.5
Approach		944	3.0	0.741	22.4	LOS B	16.3	115.9	0.88	0.81	43.3
NorthWest: Cudgen Road (NW)											
27b	L3	54	6.0	0.068	17.3	LOS B	1.1	8.3	0.55	0.69	46.7
28	T1	157	5.0	0.829	53.4	LOS D	5.1	37.2	1.00	0.87	31.9
29a	R1	20	6.0	0.829	59.6	LOS E	5.1	37.2	1.00	0.92	31.1
Approach		231	5.3	0.829	45.5	LOS D	5.1	37.2	0.89	0.83	34.4
All Vehicles		2842	3.2	0.917	34.0	LOS C	20.5	146.0	0.90	0.87	38.3

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

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

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

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

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	5	41.7	LOS E	0.0	0.0	0.94	0.94
P5	SouthEast Full Crossing	5	34.5	LOS D	0.0	0.0	0.85	0.85
P3	North Full Crossing	5	41.7	LOS E	0.0	0.0	0.94	0.94
P7	NorthWest Full Crossing	5	34.5	LOS D	0.0	0.0	0.85	0.85
All Pedestrians		21	38.1	LOS D			0.89	0.89

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

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

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

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MOVEMENT SUMMARY

Site: 101 [2023 Design PVT - Upgrade 1]

Tweed Coast Road - Cudgen Road

2023 PM Peak - Development Peak

Design Traffic - Upgrade 1 - SB LT Lane w. Overlap, SE leg lane discipline changes, 150m SEB departure lane, 100m NB departure lane

Signals - Fixed Time Isolated Cycle Time = 80 seconds (Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1a	L1	13	0.0	0.329	32.3	LOS C	4.4	31.5	0.87	0.71	40.3
2	T1	359	4.0	0.598	29.3	LOS C	8.6	62.1	0.92	0.76	40.4
3b	R3	178	7.0	0.714	30.2	LOS C	5.2	38.9	1.00	0.85	39.4
Approach		549	4.9	0.714	29.7	LOS C	8.6	62.1	0.94	0.79	40.1
SouthEast: Cudgen Road (SE)											
21b	L3	243	6.0	0.220	11.3	LOS A	3.3	24.2	0.44	0.70	50.4
22	T1	108	7.0	0.541	26.4	LOS B	9.6	69.8	0.90	0.79	40.7
23a	R1	667	2.0	0.910	44.3	LOS D	23.8	169.3	0.97	1.02	35.0
Approach		1019	3.5	0.910	34.5	LOS C	23.8	169.3	0.84	0.92	38.4
North: Tweed Coast Road (N)											
7a	L1	662	3.0	0.674	12.3	LOS A	10.4	74.3	0.79	0.81	48.9
8	T1	633	2.0	0.948	46.2	LOS D	21.0	149.7	0.97	1.05	34.1
9b	R3	57	6.0	0.177	24.7	LOS B	1.5	10.7	0.84	0.74	41.9
Approach		1352	2.7	0.948	28.7	LOS C	21.0	149.7	0.88	0.92	40.4
NorthWest: Cudgen Road (NW)											
27b	L3	43	8.0	0.058	16.0	LOS B	0.8	5.8	0.56	0.69	47.4
28	T1	115	3.0	0.589	41.6	LOS C	3.3	24.8	1.00	0.77	35.5
29a	R1	33	18.0	0.589	46.6	LOS D	3.3	24.8	1.00	0.79	34.7
Approach		191	6.7	0.589	36.7	LOS C	3.3	24.8	0.90	0.75	37.5
All Vehicles		3111	3.6	0.948	31.3	LOS C	23.8	169.3	0.88	0.88	39.5

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	5	31.5	LOS D	0.0	0.0	0.89	0.89	
P5	SouthEast Full Crossing	5	32.4	LOS D	0.0	0.0	0.90	0.90	
P3	North Full Crossing	5	34.2	LOS D	0.0	0.0	0.93	0.93	
P7	NorthWest Full Crossing	5	32.4	LOS D	0.0	0.0	0.90	0.90	
All Pedestrians		21	32.6	LOS D			0.90	0.90	

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

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

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

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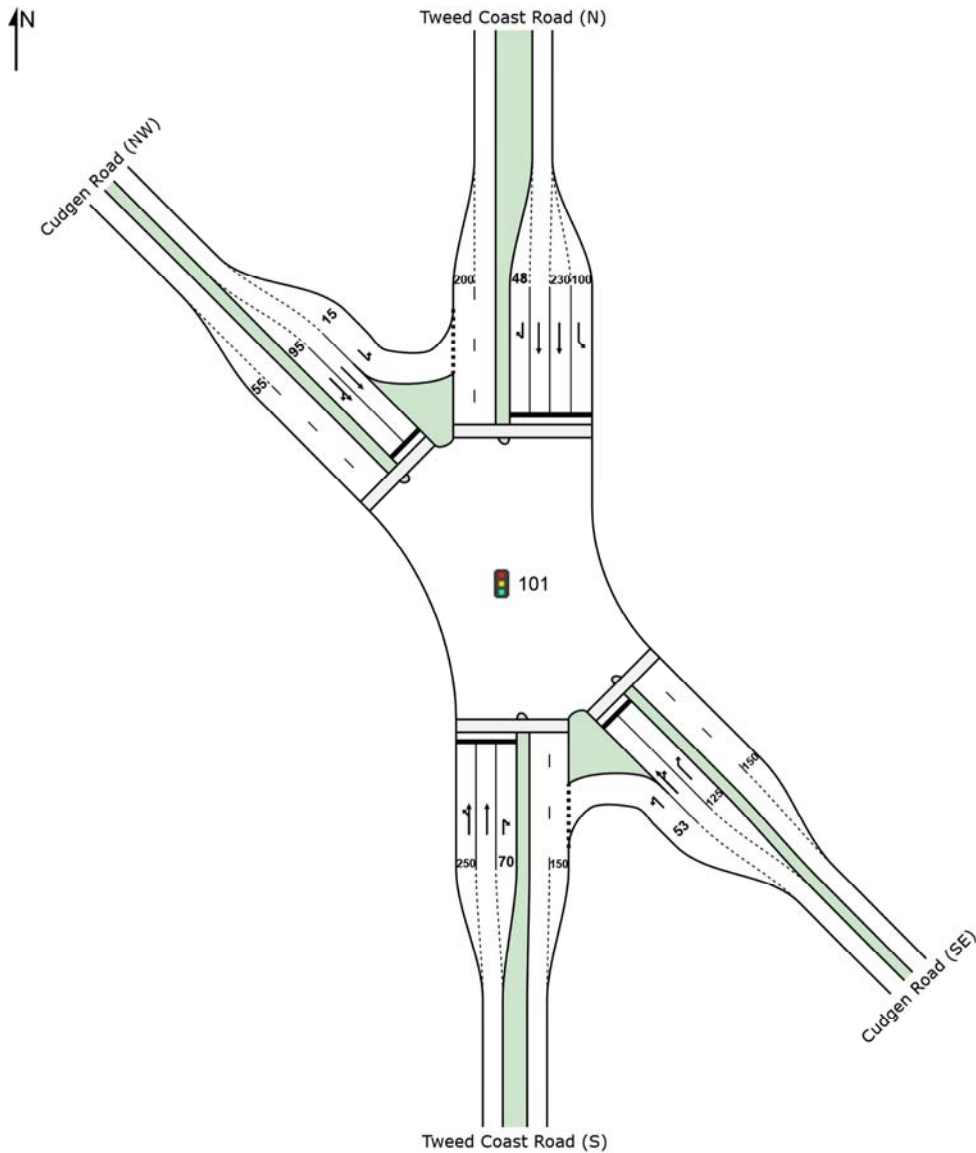
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Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Tweed Coast Road - Cudgen Road\P3378.001M Tweed Coast Road - Cudgen Road.sip7

SITE LAYOUT

 **Site: 101 [2023 Design MVT - Upgrade 2]**

Tweed Coast Road - Cudgen Road
2023 AM Peak
Design Traffic
Signals - Fixed Time Isolated



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MOVEMENT SUMMARY

Site: 101 [2023 Design EVT - Upgrade 2]

Tweed Coast Road - Cudgen Road

2023 PM Peak

Design Traffic

Signals - Fixed Time Isolated Cycle Time = 70 seconds (Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1a	L1	13	0.0	0.511	31.7	LOS C	5.8	42.0	0.93	0.77	40.7
2	T1	359	4.0	0.511	27.2	LOS B	5.8	42.3	0.93	0.76	41.4
3b	R3	156	7.0	0.599	26.5	LOS B	3.9	29.2	0.99	0.80	41.1
Approach		527	4.8	0.599	27.1	LOS B	5.8	42.3	0.95	0.77	41.3
SouthEast: Cudgen Road (SE)											
21b	L3	253	6.0	0.227	10.5	LOS A	2.8	21.0	0.44	0.70	51.0
22	T1	109	7.0	0.876	37.0	LOS C	16.4	118.0	1.00	1.07	36.3
23a	R1	718	2.0	0.876	41.2	LOS C	17.0	120.8	1.00	1.07	36.0
Approach		1080	3.4	0.876	33.6	LOS C	17.0	120.8	0.87	0.98	38.7
North: Tweed Coast Road (N)											
7a	L1	548	3.0	0.621	12.3	LOS A	7.5	54.0	0.80	0.80	48.9
8	T1	633	2.0	0.856	33.3	LOS C	13.7	97.2	0.99	0.95	38.8
9b	R3	57	6.0	0.170	23.0	LOS B	1.3	9.6	0.83	0.73	42.8
Approach		1238	2.6	0.856	23.5	LOS B	13.7	97.2	0.90	0.88	42.9
NorthWest: Cudgen Road (NW)											
27b	L3	43	8.0	0.053	12.9	LOS A	0.6	4.4	0.51	0.67	49.3
28	T1	113	3.0	0.508	35.4	LOS C	2.8	21.0	0.99	0.75	37.7
29a	R1	33	18.0	0.508	40.2	LOS C	2.8	21.0	1.00	0.76	36.9
Approach		188	6.7	0.508	31.1	LOS C	2.8	21.0	0.88	0.74	39.7
All Vehicles		3034	3.5	0.876	28.2	LOS B	17.0	120.8	0.90	0.89	40.8

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	5	29.3	LOS C	0.0	0.0	0.91	0.91	
P5	SouthEast Full Crossing	5	29.3	LOS C	0.0	0.0	0.91	0.91	
P3	North Full Crossing	5	29.3	LOS C	0.0	0.0	0.91	0.91	
P7	NorthWest Full Crossing	5	29.3	LOS C	0.0	0.0	0.91	0.91	
All Pedestrians		21	29.3	LOS C			0.91	0.91	

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: 101 [2023 Design MVT - Upgrade 2]

Tweed Coast Road - Cudgen Road

2023 AM Peak

Design Traffic

Signals - Fixed Time Isolated Cycle Time = 85 seconds (Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1a	L1	28	4.0	0.709	37.9	LOS C	12.4	88.9	0.97	0.86	38.0
2	T1	595	3.0	0.709	33.3	LOS C	12.4	89.4	0.97	0.86	38.7
3b	R3	334	4.0	0.741	26.8	LOS B	9.4	67.9	0.96	0.88	41.0
Approach		957	3.4	0.741	31.2	LOS C	12.4	89.4	0.97	0.87	39.4
SouthEast: Cudgen Road (SE)											
21b	L3	136	5.0	0.102	8.0	LOS A	0.9	6.4	0.24	0.64	52.8
22	T1	119	3.0	0.872	46.6	LOS D	13.7	98.2	1.00	1.04	33.3
23a	R1	456	2.0	0.872	50.8	LOS D	13.7	98.2	1.00	1.04	33.0
Approach		711	2.7	0.872	41.9	LOS C	13.7	98.2	0.86	0.96	35.6
North: Tweed Coast Road (N)											
7a	L1	662	2.0	0.829	22.4	LOS B	18.6	132.5	0.95	0.92	43.1
8	T1	252	5.0	0.366	32.9	LOS C	5.1	37.5	0.91	0.72	39.0
9b	R3	31	7.0	0.065	19.0	LOS B	0.6	4.5	0.72	0.70	44.9
Approach		944	3.0	0.829	25.1	LOS B	18.6	132.5	0.93	0.86	42.0
NorthWest: Cudgen Road (NW)											
27b	L3	54	6.0	0.061	13.7	LOS A	0.9	6.3	0.48	0.68	48.9
28	T1	157	5.0	0.742	46.0	LOS D	4.4	32.3	1.00	0.83	34.1
29a	R1	20	6.0	0.742	51.3	LOS D	4.4	32.3	1.00	0.87	33.5
Approach		231	5.3	0.742	38.9	LOS C	4.4	32.3	0.88	0.80	36.6
All Vehicles		2842	3.2	0.872	32.5	LOS C	18.6	132.5	0.92	0.88	38.9

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	5	36.7	LOS D	0.0	0.0	0.93	0.93	
P5	SouthEast Full Crossing	5	33.1	LOS D	0.0	0.0	0.88	0.88	
P3	North Full Crossing	5	36.7	LOS D	0.0	0.0	0.93	0.93	
P7	NorthWest Full Crossing	5	33.1	LOS D	0.0	0.0	0.88	0.88	
All Pedestrians		21	34.9	LOS D			0.91	0.91	

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: 101 [2023 Design PVT - Upgrade 2]

Tweed Coast Road - Cudgen Road

2023 PM Peak - Development Peak

Design Traffic

Signals - Fixed Time Isolated Cycle Time = 85 seconds (Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1a	L1	13	0.0	0.443	33.6	LOS C	6.6	47.8	0.89	0.74	39.9
2	T1	359	4.0	0.443	29.1	LOS C	6.6	47.8	0.89	0.73	40.5
3b	R3	178	7.0	0.737	31.7	LOS C	5.6	41.2	1.00	0.87	38.8
Approach		549	4.9	0.737	30.0	LOS C	6.6	47.8	0.92	0.78	40.0
SouthEast: Cudgen Road (SE)											
21b	L3	243	6.0	0.212	10.4	LOS A	3.0	22.2	0.39	0.69	51.0
22	T1	108	7.0	0.732	30.6	LOS C	14.5	104.2	0.94	0.87	38.8
23a	R1	667	2.0	0.732	34.9	LOS C	15.7	112.0	0.95	0.87	38.4
Approach		1019	3.5	0.732	28.6	LOS C	15.7	112.0	0.82	0.83	40.9
North: Tweed Coast Road (N)											
7a	L1	662	3.0	0.639	11.8	LOS A	10.3	73.8	0.74	0.79	49.2
8	T1	633	2.0	0.837	37.5	LOS C	15.4	109.4	0.99	0.92	37.1
9b	R3	57	6.0	0.161	24.8	LOS B	1.5	11.1	0.80	0.73	41.9
Approach		1352	2.7	0.837	24.4	LOS B	15.4	109.4	0.86	0.85	42.4
NorthWest: Cudgen Road (NW)											
27b	L3	43	8.0	0.054	12.9	LOS A	0.6	4.9	0.46	0.67	49.3
28	T1	115	3.0	0.626	44.7	LOS D	3.5	26.6	1.00	0.78	34.4
29a	R1	33	18.0	0.626	49.8	LOS D	3.5	26.6	1.00	0.80	33.6
Approach		191	6.7	0.626	38.4	LOS C	3.5	26.6	0.88	0.76	36.8
All Vehicles		3111	3.6	0.837	27.6	LOS B	15.7	112.0	0.86	0.82	41.1

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	5	32.2	LOS D	0.0	0.0	0.87	0.87	
P5	SouthEast Full Crossing	5	32.2	LOS D	0.0	0.0	0.87	0.87	
P3	North Full Crossing	5	36.7	LOS D	0.0	0.0	0.93	0.93	
P7	NorthWest Full Crossing	5	32.2	LOS D	0.0	0.0	0.87	0.87	
All Pedestrians		21	33.3	LOS D			0.89	0.89	

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

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

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

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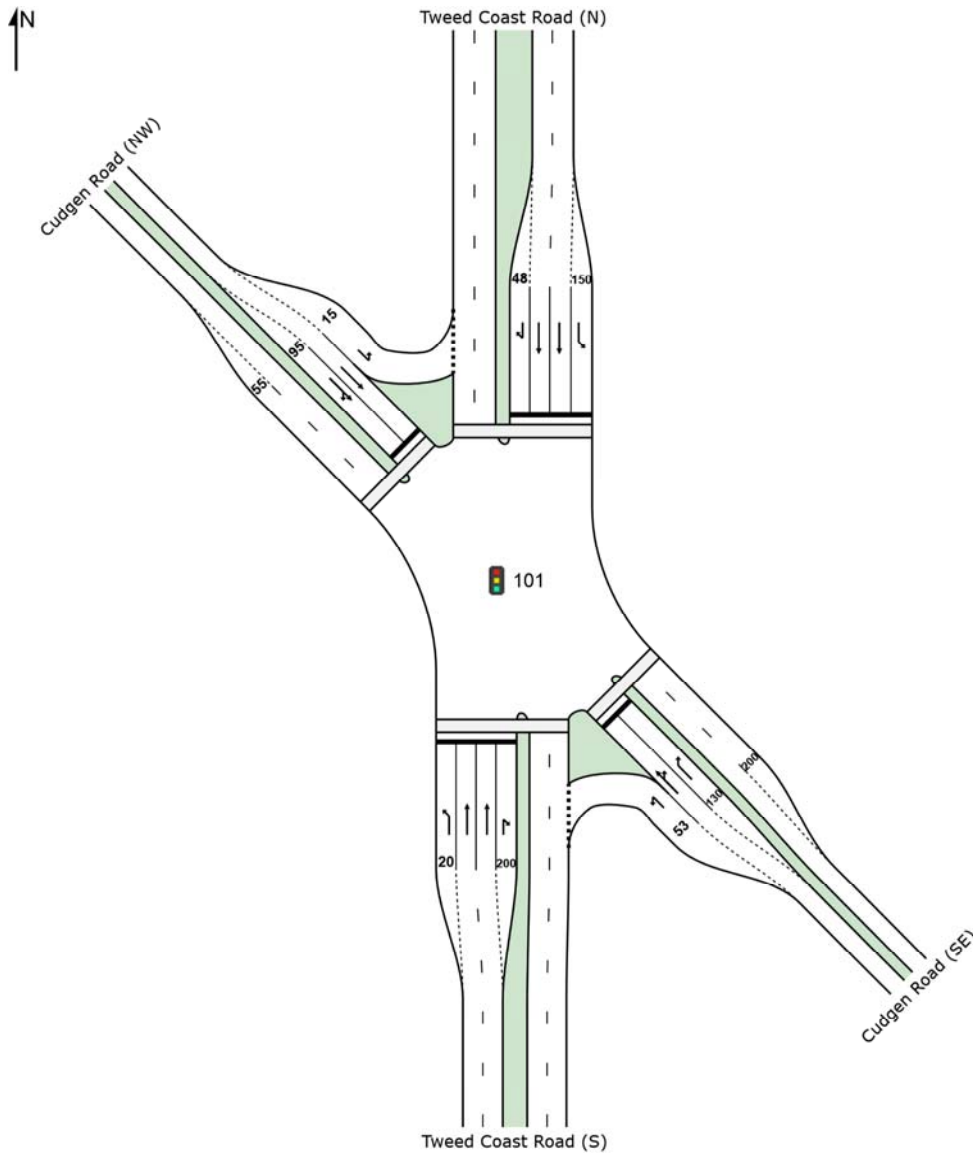
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SITE LAYOUT

 **Site: 101 [2033 AM Background - Upgrade 3]**

Tweed Coast Road - Cudgen Road
2033 AM Peak
Background Traffic
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [2033 AM Background - Upgrade 3]

Tweed Coast Road - Cudgen Road

2033 AM Peak

Background Traffic

Signals - Fixed Time Isolated Cycle Time = 90 seconds (Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1a	L1	34	4.0	0.041	17.3	LOS B	0.8	5.7	0.59	0.64	45.8
2	T1	644	3.0	0.463	22.7	LOS B	11.0	79.0	0.80	0.68	43.7
3b	R3	365	4.0	0.907	58.3	LOS E	19.9	144.1	1.00	1.03	30.3
Approach		1043	3.4	0.907	35.0	LOS C	19.9	144.1	0.86	0.80	37.9
SouthEast: Cudgen Road (SE)											
21b	L3	148	5.0	0.112	8.0	LOS A	1.0	7.1	0.23	0.64	52.8
22	T1	140	3.0	0.920	55.8	LOS D	16.6	118.6	1.00	1.12	30.8
23a	R1	469	2.0	0.920	60.0	LOS E	16.6	118.5	1.00	1.12	30.5
Approach		758	2.8	0.920	49.0	LOS D	16.6	118.6	0.85	1.02	33.3
North: Tweed Coast Road (N)											
7a	L1	621	2.0	0.801	21.7	LOS B	17.9	127.5	0.94	0.89	43.4
8	T1	273	5.0	0.311	31.2	LOS C	5.0	36.9	0.87	0.70	39.7
9b	R3	37	7.0	0.216	47.8	LOS D	1.6	11.5	0.95	0.73	33.2
Approach		931	3.1	0.801	25.5	LOS B	17.9	127.5	0.92	0.83	41.7
NorthWest: Cudgen Road (NW)											
27b	L3	64	6.0	0.081	13.0	LOS A	1.0	7.5	0.45	0.68	49.3
28	T1	184	5.0	0.880	55.2	LOS D	5.6	40.9	1.00	0.98	31.4
29a	R1	23	6.0	0.880	59.5	LOS E	5.6	40.9	1.00	0.98	31.2
Approach		272	5.3	0.880	45.6	LOS D	5.6	40.9	0.87	0.91	34.4
All Vehicles		3003	3.3	0.920	36.6	LOS C	19.9	144.1	0.88	0.88	37.3

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	5	39.2	LOS D	0.0	0.0	0.93	0.93	
P5	SouthEast Full Crossing	5	35.6	LOS D	0.0	0.0	0.89	0.89	
P3	North Full Crossing	5	39.2	LOS D	0.0	0.0	0.93	0.93	
P7	NorthWest Full Crossing	5	24.9	LOS C	0.0	0.0	0.74	0.74	
All Pedestrians		21	34.7	LOS D			0.88	0.88	

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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Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Tweed Coast Road - Cudgen Road\P3378.001M Tweed Coast Road - Cudgen Road.sip7

MOVEMENT SUMMARY

Site: 101 [2033 AM Design MVT - Upgrade 3]

Tweed Coast Road - Cudgen Road

2033 AM Peak

Design Traffic

Signals - Fixed Time Isolated Cycle Time = 105 seconds (Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1a	L1	34	4.0	0.048	23.7	LOS B	1.0	7.5	0.65	0.66	42.3
2	T1	644	3.0	0.560	32.2	LOS C	14.3	102.4	0.88	0.75	39.3
3b	R3	391	4.0	0.929	69.5	LOS E	25.5	184.5	1.00	1.04	27.8
Approach		1068	3.4	0.929	45.5	LOS D	25.5	184.5	0.92	0.85	34.2
SouthEast: Cudgen Road (SE)											
21b	L3	160	5.0	0.117	8.1	LOS A	1.2	9.0	0.22	0.64	52.8
22	T1	141	3.0	0.700	37.6	LOS C	15.0	106.9	0.94	0.83	36.3
23a	R1	529	2.0	0.700	42.1	LOS C	16.4	116.6	0.95	0.84	35.8
Approach		831	2.7	0.700	34.8	LOS C	16.4	116.6	0.81	0.80	38.3
North: Tweed Coast Road (N)											
7a	L1	760	2.0	0.920	43.8	LOS D	32.0	227.6	1.00	1.07	34.4
8	T1	273	5.0	0.423	42.8	LOS D	6.4	46.8	0.94	0.76	35.3
9b	R3	37	7.0	0.193	52.6	LOS D	1.8	13.0	0.93	0.74	31.8
Approach		1069	2.9	0.920	43.8	LOS D	32.0	227.6	0.98	0.98	34.5
NorthWest: Cudgen Road (NW)											
27b	L3	64	6.0	0.087	15.1	LOS B	1.3	9.4	0.47	0.69	48.0
28	T1	185	5.0	0.912	66.6	LOS E	6.9	50.2	1.00	1.01	28.6
29a	R1	23	6.0	0.912	70.8	LOS F	6.9	50.2	1.00	1.02	28.5
Approach		273	5.3	0.912	54.8	LOS D	6.9	50.2	0.88	0.94	31.6
All Vehicles		3241	3.2	0.929	43.0	LOS D	32.0	227.6	0.91	0.89	35.0

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

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

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

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

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	5	41.2	LOS E	0.0	0.0	0.89	0.89
P5	SouthEast Full Crossing	5	45.7	LOS E	0.0	0.0	0.93	0.93
P3	North Full Crossing	5	46.7	LOS E	0.0	0.0	0.94	0.94
P7	NorthWest Full Crossing	5	32.8	LOS D	0.0	0.0	0.79	0.79
All Pedestrians		21	41.6	LOS E			0.89	0.89

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

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

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

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MOVEMENT SUMMARY

Site: 101 [2033 PM Background - Upgrade 3]

Tweed Coast Road - Cudgen Road

2033 PM Peak

Background Traffic

Signals - Fixed Time Isolated Cycle Time = 70 seconds (Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1a	L1	15	0.0	0.019	18.0	LOS B	0.3	2.1	0.63	0.64	45.5
2	T1	389	4.0	0.456	25.8	LOS B	5.9	43.0	0.91	0.74	42.2
3b	R3	158	7.0	0.794	44.5	LOS D	6.0	44.9	1.00	0.94	34.2
Approach		562	4.7	0.794	30.8	LOS C	6.0	44.9	0.93	0.80	39.6
SouthEast: Cudgen Road (SE)											
21b	L3	236	6.0	0.215	10.4	LOS A	2.6	19.5	0.44	0.70	51.0
22	T1	125	7.0	0.798	33.0	LOS C	11.6	83.6	1.00	0.96	38.0
23a	R1	509	2.0	0.798	37.1	LOS C	11.7	83.0	1.00	0.96	37.6
Approach		871	3.8	0.798	29.3	LOS C	11.7	83.6	0.85	0.89	40.6
North: Tweed Coast Road (N)											
7a	L1	504	3.0	0.608	12.9	LOS A	7.4	52.9	0.81	0.80	48.5
8	T1	685	2.0	0.783	31.4	LOS C	12.3	87.5	1.00	0.94	39.6
9b	R3	68	6.0	0.344	38.5	LOS C	2.3	16.7	0.95	0.76	36.3
Approach		1258	2.6	0.783	24.4	LOS B	12.3	87.5	0.92	0.88	42.5
NorthWest: Cudgen Road (NW)											
27b	L3	52	8.0	0.058	11.3	LOS A	0.6	4.5	0.45	0.67	50.4
28	T1	132	3.0	0.537	35.9	LOS C	3.1	22.2	1.00	0.78	37.6
29a	R1	38	18.0	0.537	40.3	LOS C	2.9	22.3	1.00	0.78	36.9
Approach		221	6.7	0.537	30.9	LOS C	3.1	22.3	0.87	0.75	39.8
All Vehicles		2912	3.7	0.798	27.6	LOS B	12.3	87.5	0.90	0.86	41.1

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	5	29.3	LOS C	0.0	0.0	0.91	0.91	
P5	SouthEast Full Crossing	5	29.3	LOS C	0.0	0.0	0.91	0.91	
P3	North Full Crossing	5	29.3	LOS C	0.0	0.0	0.91	0.91	
P7	NorthWest Full Crossing	5	29.3	LOS C	0.0	0.0	0.91	0.91	
All Pedestrians		21	29.3	LOS C			0.91	0.91	

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: 101 [2033 PM Design EVT - Upgrade 3]

Tweed Coast Road - Cudgen Road

2033 PM Peak

Design Traffic

Signals - Fixed Time Isolated Cycle Time = 85 seconds (Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1a	L1	15	0.0	0.022	23.5	LOS B	0.4	2.8	0.67	0.65	42.5
2	T1	389	4.0	0.495	32.5	LOS C	7.4	53.4	0.93	0.76	39.1
3b	R3	181	7.0	0.905	60.7	LOS E	9.3	68.7	1.00	1.04	29.7
Approach		585	4.8	0.905	41.0	LOS C	9.3	68.7	0.94	0.85	35.7
SouthEast: Cudgen Road (SE)											
21b	L3	289	6.0	0.254	10.9	LOS A	3.9	28.9	0.42	0.70	50.7
22	T1	129	7.0	0.904	45.1	LOS D	20.0	144.5	0.95	1.09	33.7
23a	R1	798	2.0	0.904	49.1	LOS D	25.9	184.6	0.98	1.08	33.4
Approach		1217	3.5	0.904	39.6	LOS C	25.9	184.6	0.85	0.99	36.4
North: Tweed Coast Road (N)											
7a	L1	627	3.0	0.647	12.9	LOS A	11.0	78.9	0.78	0.80	48.5
8	T1	685	2.0	0.863	43.7	LOS D	16.5	117.4	1.00	1.03	35.0
9b	R3	68	6.0	0.342	44.7	LOS D	2.7	20.1	0.95	0.76	34.2
Approach		1381	2.7	0.863	29.7	LOS C	16.5	117.4	0.90	0.91	40.0
NorthWest: Cudgen Road (NW)											
27b	L3	52	8.0	0.067	15.5	LOS B	0.9	7.0	0.53	0.69	47.7
28	T1	134	3.0	0.660	45.7	LOS D	3.9	28.1	1.00	0.82	34.1
29a	R1	38	18.0	0.660	50.2	LOS D	3.7	28.2	1.00	0.82	33.5
Approach		223	6.7	0.660	39.5	LOS C	3.9	28.2	0.89	0.79	36.4
All Vehicles		3406	3.6	0.905	35.8	LOS C	25.9	184.6	0.89	0.92	37.6

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	5	33.1	LOS D	0.0	0.0	0.88	0.88	
P5	SouthEast Full Crossing	5	35.8	LOS D	0.0	0.0	0.92	0.92	
P3	North Full Crossing	5	36.7	LOS D	0.0	0.0	0.93	0.93	
P7	NorthWest Full Crossing	5	35.8	LOS D	0.0	0.0	0.92	0.92	
All Pedestrians		21	35.4	LOS D			0.91	0.91	

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: 101 [2033 PM Design PVT - Upgrade 3]

Tweed Coast Road - Cudgen Road

2033 PM Peak - Development Peak

Design Traffic

Signals - Fixed Time Isolated Cycle Time = 90 seconds (Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tweed Coast Road (S)											
1a	L1	15	0.0	0.021	23.1	LOS B	0.4	2.8	0.65	0.65	42.8
2	T1	389	4.0	0.429	31.4	LOS C	7.4	53.8	0.89	0.73	39.6
3b	R3	202	7.0	0.905	62.7	LOS E	10.9	80.8	1.00	1.03	29.2
Approach		606	4.9	0.905	41.6	LOS C	10.9	80.8	0.92	0.83	35.5
SouthEast: Cudgen Road (SE)											
21b	L3	280	6.0	0.245	11.0	LOS A	3.9	29.0	0.41	0.69	50.6
22	T1	128	7.0	0.938	56.8	LOS E	21.9	157.9	0.98	1.17	30.4
23a	R1	747	2.0	0.938	60.7	LOS E	28.0	199.6	0.99	1.15	30.3
Approach		1156	3.5	0.938	48.2	LOS D	28.0	199.6	0.85	1.04	33.6
North: Tweed Coast Road (N)											
7a	L1	742	3.0	0.759	14.2	LOS A	15.5	111.0	0.85	0.84	47.7
8	T1	685	2.0	0.750	36.3	LOS C	15.2	108.3	0.98	0.89	37.6
9b	R3	68	6.0	0.306	45.2	LOS D	2.8	20.7	0.94	0.76	34.0
Approach		1496	2.7	0.759	25.8	LOS B	15.5	111.0	0.91	0.86	41.8
NorthWest: Cudgen Road (NW)											
27b	L3	52	8.0	0.064	15.0	LOS B	0.9	7.0	0.51	0.68	48.0
28	T1	135	3.0	0.710	49.3	LOS D	4.2	30.0	1.00	0.84	33.0
29a	R1	38	18.0	0.710	53.8	LOS D	4.0	30.7	1.00	0.84	32.5
Approach		224	6.7	0.710	42.2	LOS C	4.2	30.7	0.89	0.81	35.5
All Vehicles		3482	3.6	0.938	37.0	LOS C	28.0	199.6	0.89	0.91	37.2

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	5	36.5	LOS D	0.0	0.0	0.90	0.90	
P5	SouthEast Full Crossing	5	34.7	LOS D	0.0	0.0	0.88	0.88	
P3	North Full Crossing	5	39.2	LOS D	0.0	0.0	0.93	0.93	
P7	NorthWest Full Crossing	5	34.7	LOS D	0.0	0.0	0.88	0.88	
All Pedestrians		21	36.3	LOS D			0.90	0.90	

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

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

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

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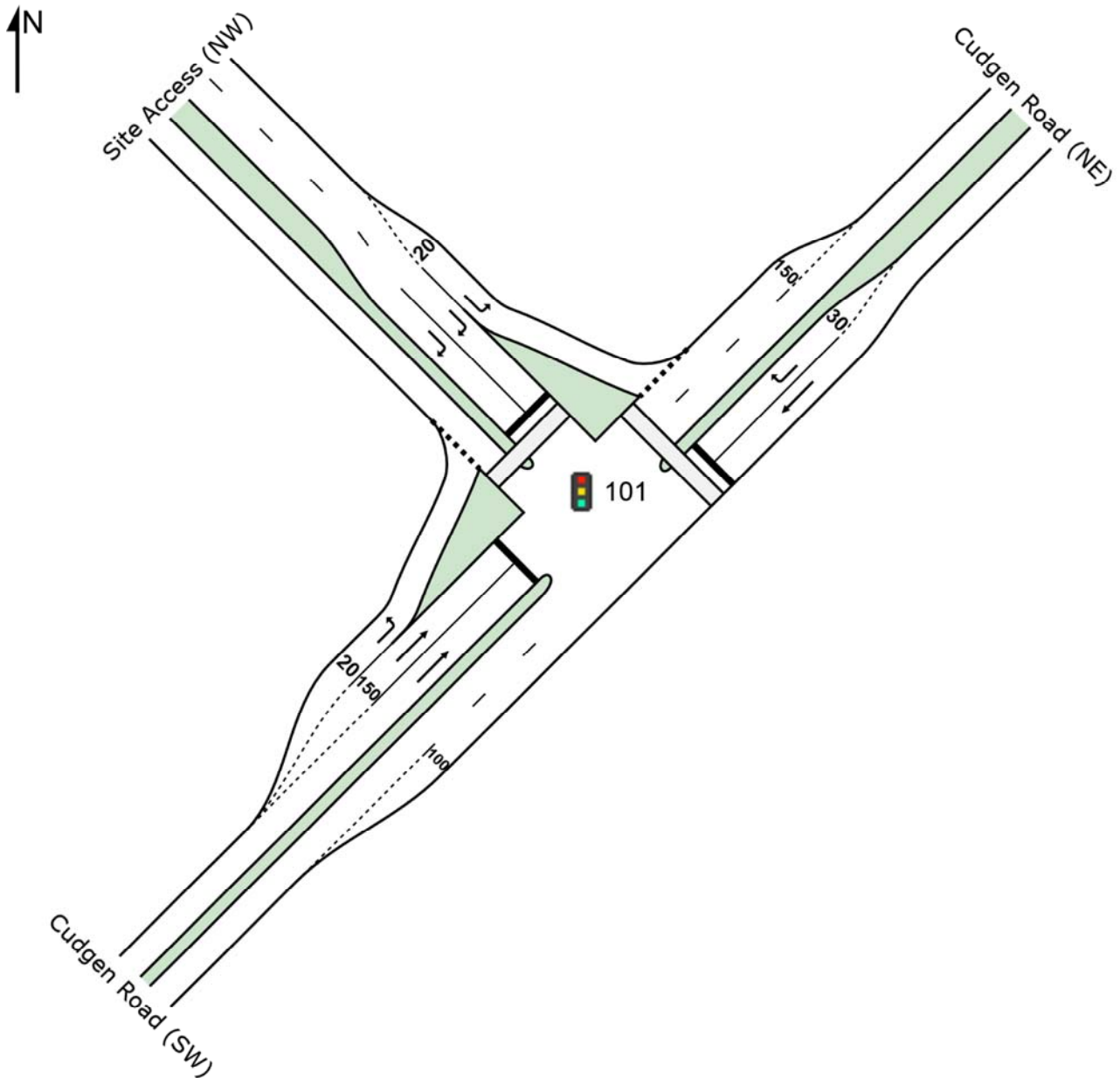
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Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Tweed Coast Road - Cudgen Road\P3378.001M Tweed Coast Road - Cudgen Road.sip7

SITE LAYOUT

 **Site: 101 [2023 Design MVT]**

Cudgen Road - Site Access
2023 AM Peak
Design Traffic
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [2023 Design EVT]

Cudgen Road - Site Access

2023 PM Peak

Design Traffic

Signals - Fixed Time Isolated Cycle Time = 80 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		veh	m		per veh	km/h
NorthEast: Cudgen Road (NE)											
25	T1	836	3.0	0.616	5.7	LOS A	15.8	113.3	0.53	0.49	54.9
26	R2	9	2.0	0.020	13.7	LOS A	0.2	1.1	0.51	0.65	36.4
Approach		845	3.0	0.616	5.8	LOS A	15.8	113.3	0.53	0.49	54.8
NorthWest: Site Access (NW)											
27	L2	23	2.0	0.028	2.2	LOS A	0.2	1.4	0.31	0.23	43.2
29	R2	239	2.0	0.576	37.3	LOS C	5.1	36.6	0.98	0.78	27.7
Approach		262	2.0	0.576	34.2	LOS C	5.1	36.6	0.92	0.74	28.4
SouthWest: Cudgen Road (SW)											
30	L2	29	2.0	0.021	7.0	LOS A	0.1	0.6	0.16	0.64	46.1
31	T1	734	6.0	0.438	9.9	LOS A	10.4	76.8	0.58	0.51	51.8
Approach		763	5.8	0.438	9.7	LOS A	10.4	76.8	0.56	0.51	51.6
All Vehicles		1871	4.0	0.616	11.4	LOS A	15.8	113.3	0.60	0.53	49.3

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Back of Queue Distance	Prop. Queued	Effective Stop Rate	
		ped/h	sec		Pedestrian	m		per ped	
P6	NorthEast Full Crossing	53	34.3	LOS D	0.1	0.1	0.93	0.93	
P7	NorthWest Full Crossing	53	11.6	LOS B	0.1	0.1	0.54	0.54	
All Pedestrians		105	22.9	LOS C			0.73	0.73	

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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Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Cudgen Road - Site Access\P3378.001M Site Access - Cudgen Road.sip7

MOVEMENT SUMMARY

Site: 101 [2023 Design MVT]

Cudgen Road - Site Access

2023 AM Peak

Design Traffic

Signals - Fixed Time Isolated Cycle Time = 80 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
NorthEast: Cudgen Road (NE)											
25	T1	692	5.0	0.524	5.1	LOS A	11.6	84.6	0.47	0.43	55.5
26	R2	12	2.0	0.032	15.4	LOS B	0.2	1.5	0.55	0.67	35.2
Approach		703	5.0	0.524	5.3	LOS A	11.6	84.6	0.47	0.43	55.2
NorthWest: Site Access (NW)											
27	L2	5	2.0	0.007	2.9	LOS A	0.1	0.4	0.34	0.23	42.5
29	R2	49	2.0	0.139	34.7	LOS C	1.2	8.2	0.92	0.66	28.6
Approach		55	2.0	0.139	31.6	LOS C	1.2	8.2	0.86	0.62	29.3
SouthWest: Cudgen Road (SW)											
30	L2	34	2.0	0.024	7.0	LOS A	0.1	0.7	0.16	0.64	46.1
31	T1	1019	6.0	0.530	10.7	LOS A	13.6	100.2	0.63	0.56	51.2
Approach		1053	5.9	0.530	10.6	LOS A	13.6	100.2	0.62	0.56	51.1
All Vehicles		1811	5.4	0.530	9.2	LOS A	13.6	100.2	0.57	0.51	51.9

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P6	NorthEast Full Crossing	53	34.3	LOS D	0.1	0.1	0.93	0.93	
P7	NorthWest Full Crossing	53	11.6	LOS B	0.1	0.1	0.54	0.54	
All Pedestrians		105	22.9	LOS C			0.73	0.73	

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: 101 [2023 Design PVT]**

Cudgen Road - Site Access

2023 PM Peak - Development Peak

Design Traffic

Signals - Fixed Time Isolated Cycle Time = 80 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
NorthEast: Cudgen Road (NE)											
25	T1	817	3.0	0.618	5.6	LOS A	15.2	108.8	0.52	0.48	55.0
26	R2	19	2.0	0.043	14.4	LOS A	0.3	2.4	0.53	0.67	35.9
Approach		836	3.0	0.618	5.8	LOS A	15.2	108.8	0.52	0.48	54.7
NorthWest: Site Access (NW)											
27	L2	19	2.0	0.024	2.5	LOS A	0.2	1.2	0.32	0.23	42.9
29	R2	197	2.0	0.474	36.7	LOS C	4.2	29.6	0.97	0.76	27.9
Approach		216	2.0	0.474	33.7	LOS C	4.2	29.6	0.91	0.71	28.6
SouthWest: Cudgen Road (SW)											
30	L2	57	2.0	0.041	7.0	LOS A	0.2	1.2	0.16	0.64	46.1
31	T1	788	6.0	0.474	10.1	LOS A	11.6	85.5	0.59	0.52	51.6
Approach		845	5.7	0.474	9.9	LOS A	11.6	85.5	0.56	0.53	51.4
All Vehicles		1897	4.1	0.618	10.8	LOS A	15.2	108.8	0.58	0.53	49.8

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P6	NorthEast Full Crossing	53	34.3	LOS D	0.1	0.1	0.93	0.93	
P7	NorthWest Full Crossing	53	11.6	LOS B	0.1	0.1	0.54	0.54	
All Pedestrians		105	22.9	LOS C			0.73	0.73	

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: 101 [2033 Design EVT]

Cudgen Road - Site Access

2033 PM Peak

Design Traffic

Signals - Fixed Time Isolated Cycle Time = 80 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
NorthEast: Cudgen Road (NE)											
25	T1	973	3.0	0.718	6.6	LOS A	21.1	151.2	0.61	0.56	54.3
26	R2	9	2.0	0.023	15.3	LOS B	0.2	1.2	0.55	0.66	35.3
Approach		982	3.0	0.718	6.7	LOS A	21.1	151.2	0.61	0.56	54.1
NorthWest: Site Access (NW)											
27	L2	23	2.0	0.030	3.0	LOS A	0.2	1.7	0.35	0.26	42.4
29	R2	239	2.0	0.576	37.3	LOS C	5.1	36.6	0.98	0.78	27.7
Approach		262	2.0	0.576	34.3	LOS C	5.1	36.6	0.93	0.74	28.4
SouthWest: Cudgen Road (SW)											
30	L2	29	2.0	0.021	7.0	LOS A	0.1	0.6	0.16	0.64	46.1
31	T1	860	6.0	0.516	10.4	LOS A	13.1	96.4	0.61	0.54	51.4
Approach		889	5.9	0.516	10.3	LOS A	13.1	96.4	0.60	0.54	51.3
All Vehicles		2134	4.1	0.718	11.6	LOS A	21.1	151.2	0.64	0.58	49.3

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P6	NorthEast Full Crossing	53	34.3	LOS D	0.1	0.1	0.93	0.93	
P7	NorthWest Full Crossing	53	11.6	LOS B	0.1	0.1	0.54	0.54	
All Pedestrians		105	22.9	LOS C			0.73	0.73	

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: 101 [2033 Design MVT]

Cudgen Road - Site Access

2033 AM Peak

Design Traffic

Signals - Fixed Time Isolated Cycle Time = 80 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		veh	m		per veh	km/h
NorthEast: Cudgen Road (NE)											
25	T1	818	5.0	0.621	5.7	LOS A	15.3	112.0	0.53	0.48	55.0
26	R2	12	2.0	0.039	21.6	LOS B	0.3	2.0	0.69	0.68	31.2
Approach		829	5.0	0.621	5.9	LOS A	15.3	112.0	0.53	0.48	54.7
NorthWest: Site Access (NW)											
27	L2	5	2.0	0.008	6.4	LOS A	0.1	0.6	0.47	0.32	39.2
29	R2	49	2.0	0.119	34.6	LOS C	1.0	7.0	0.92	0.66	28.6
Approach		55	2.0	0.119	31.9	LOS C	1.0	7.0	0.87	0.63	29.2
SouthWest: Cudgen Road (SW)											
30	L2	34	2.0	0.023	7.0	LOS A	0.1	0.7	0.16	0.64	46.1
31	T1	1197	6.0	0.723	12.1	LOS A	22.1	162.9	0.72	0.64	50.2
Approach		1231	5.9	0.723	12.0	LOS A	22.1	162.9	0.70	0.64	50.1
All Vehicles		2115	5.4	0.723	10.1	LOS A	22.1	162.9	0.64	0.58	51.2

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Back of Queue Distance	Prop. Queued	Effective Stop Rate	
		ped/h	sec		Pedestrian	m		per ped	
P6	NorthEast Full Crossing	53	34.3	LOS D	0.1	0.1	0.93	0.93	
P7	NorthWest Full Crossing	53	11.6	LOS B	0.1	0.1	0.54	0.54	
All Pedestrians		105	22.9	LOS C			0.73	0.73	

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: 101 [2033 Design PVT]**

Cudgen Road - Site Access

2033 PM Peak - Development Peak

Design Traffic

Signals - Fixed Time Isolated Cycle Time = 80 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
NorthEast: Cudgen Road (NE)											
25	T1	954	3.0	0.723	6.4	LOS A	20.2	145.4	0.60	0.55	54.4
26	R2	19	2.0	0.050	16.1	LOS B	0.4	2.6	0.57	0.68	34.7
Approach		973	3.0	0.723	6.6	LOS A	20.2	145.4	0.60	0.55	54.1
NorthWest: Site Access (NW)											
27	L2	19	2.0	0.026	3.3	LOS A	0.2	1.4	0.36	0.26	42.1
29	R2	197	2.0	0.474	36.7	LOS C	4.2	29.6	0.97	0.76	27.9
Approach		216	2.0	0.474	33.7	LOS C	4.2	29.6	0.91	0.71	28.6
SouthWest: Cudgen Road (SW)											
30	L2	57	2.0	0.040	7.1	LOS A	0.2	1.4	0.18	0.64	46.1
31	T1	915	6.0	0.554	10.7	LOS A	14.5	106.9	0.63	0.56	51.2
Approach		972	5.8	0.554	10.4	LOS A	14.5	106.9	0.60	0.56	51.0
All Vehicles		2160	4.1	0.723	11.1	LOS A	20.2	145.4	0.63	0.57	49.8

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P6	NorthEast Full Crossing	53	34.3	LOS D	0.1	0.1	0.93	0.93	
P7	NorthWest Full Crossing	53	11.6	LOS B	0.1	0.1	0.54	0.54	
All Pedestrians		105	22.9	LOS C			0.73	0.73	

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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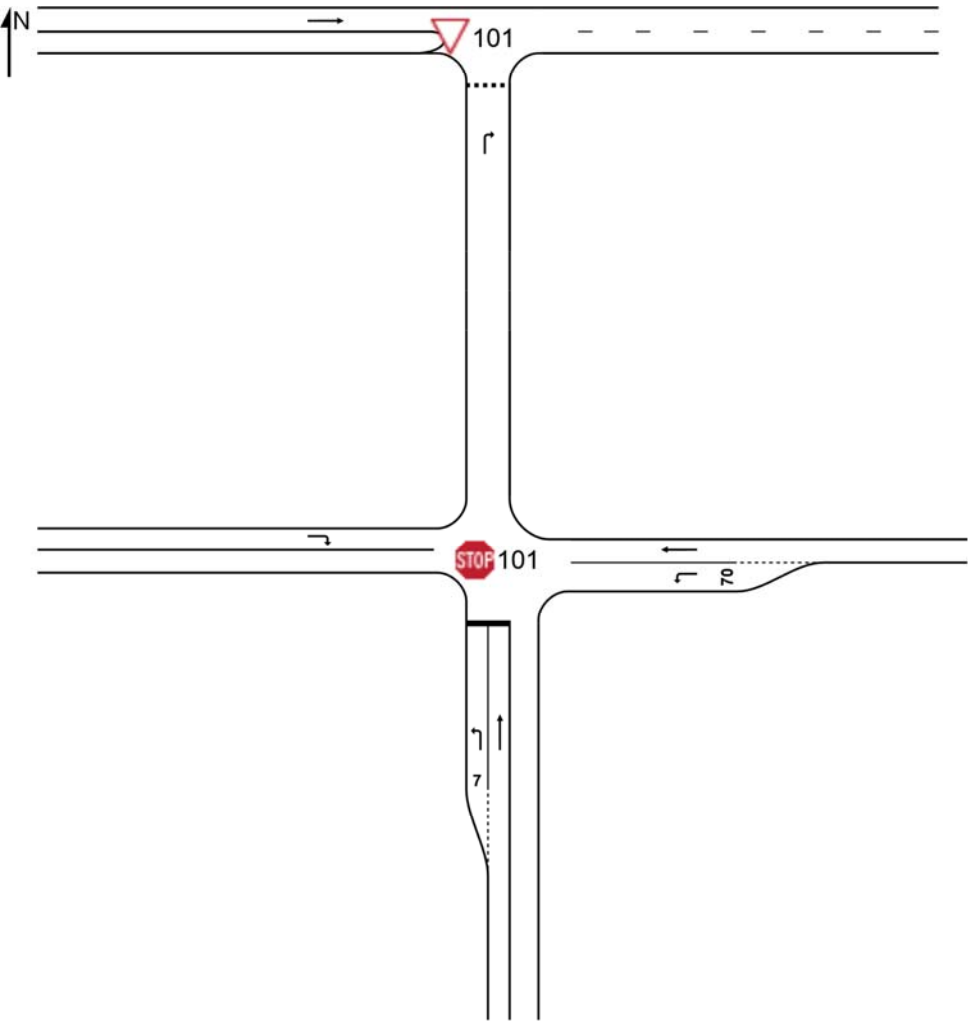
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NETWORK LAYOUT

Network: N101 [2023 Background AM]

New Network

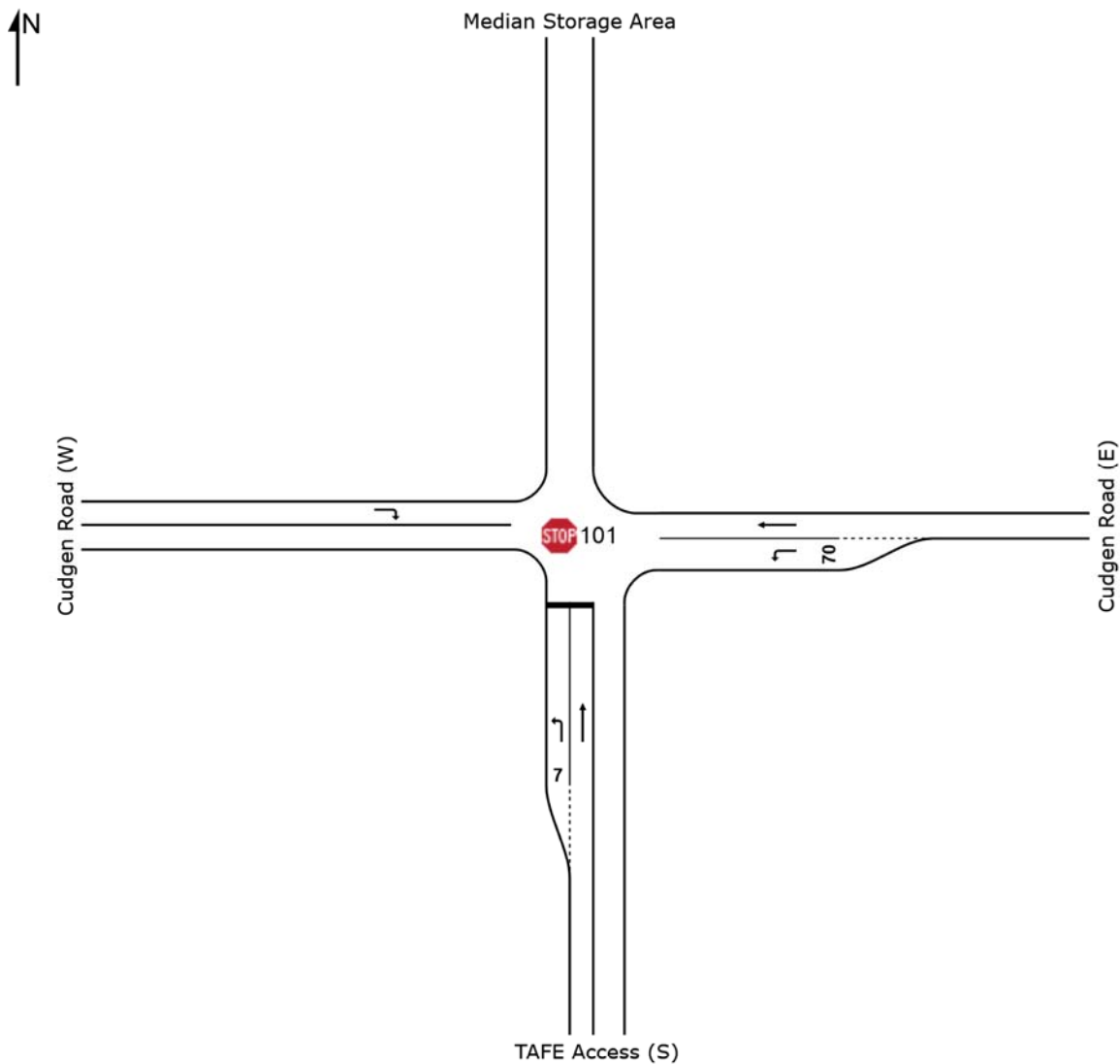


SITES IN NETWORK		
Site ID	CCG ID	Site Name
101	NA	2023 Background AM - S1
101	NA	2023 Background AM - S2

SITE LAYOUT

 **Site: 101 [2023 Background AM - S1]**

Cudgen Road - TAFE Access
Stage 1 of Crossing
2023 AM Peak
Stop (Two-Way)



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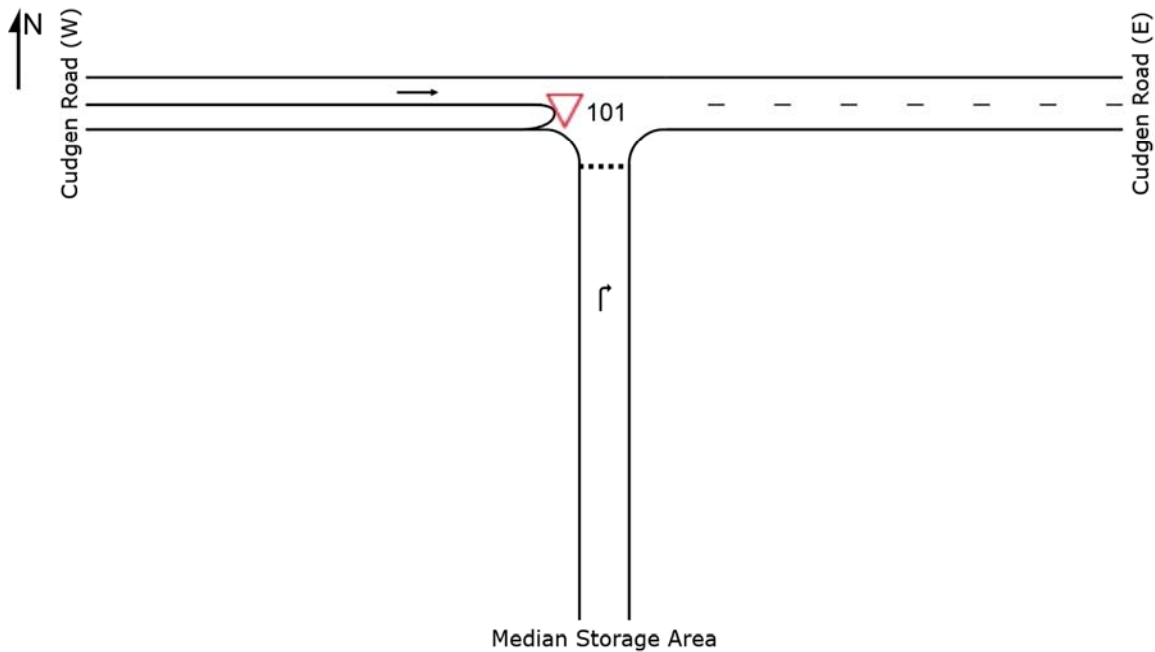
Organisation: BITZIOS CONSULTING | Created: Wednesday, 3 October 2018 3:18:32 PM

Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Cudgen Road - TAFE Access\P3378.001M Cudgen Road - TAFE Access.sip7

SITE LAYOUT

▽ Site: 101 [2023 Background AM - S2]

Cudgen Road - TAFE Access
Stage 2 of Crossing
2023 AM Peak
Giveway / Yield (Two-Way)



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Organisation: BITZIOS CONSULTING | Created: Wednesday, 3 October 2018 3:19:03 PM

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MOVEMENT SUMMARY

 Site: 101 [2023 Background AM - S1]

 Network: N101 [2023 Background AM]

Cudgen Road - TAFE Access
Stage 1 of Crossing
2023 AM Peak
Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: TAFE Access (S)													
1	L2	36	0.0	36	0.0	0.052	9.2	LOS A	0.2	1.3	0.55	0.94	36.0
2	T1	5	5.0	5	5.0	0.020	18.2	LOS B	0.1	0.5	0.76	0.98	13.5
Approach		41	0.6	41	0.6	0.052	10.3	LOS A	0.2	1.3	0.58	0.94	33.8
East: Cudgen Road (E)													
4	L2	62	7.0	62	7.0	0.034	5.6	LOS A	0.0	0.0	0.00	0.57	37.3
5	T1	603	4.0	603	4.0	0.317	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		665	4.3	665	4.3	0.317	0.5	NA	0.0	0.0	0.00	0.05	58.1
West: Cudgen Road (W)													
12	R2	222	3.0	222	3.0	0.350	11.3	LOS A	1.7	12.0	0.66	0.91	36.3
Approach		222	3.0	222	3.0	0.350	11.3	NA	1.7	12.0	0.66	0.91	36.3
All Vehicles		928	3.8	928	3.8	0.350	3.5	NA	1.7	12.0	0.18	0.30	49.5

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

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

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MOVEMENT SUMMARY

Site: 101 [2023 Background AM - S2]

Network: N101 [2023 Background AM]

Cudgen Road - TAFE Access
Stage 2 of Crossing
2023 AM Peak
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: Median Storage Area													
3	R2	5	5.0	5	5.0	0.008	5.0	LOS A	0.0	0.2	0.56	0.64	28.2
Approach		5	5.0	5	5.0	0.008	5.0	LOS A	0.0	0.2	0.56	0.64	28.2
West: Cudgen Road (W)													
11	T1	767	3.0	767	3.0	0.401	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		767	3.0	767	3.0	0.401	0.0	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles		773	3.0	773	3.0	0.401	0.1	NA	0.0	0.2	0.00	0.00	59.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %
Number of Iterations: 5 (maximum specified: 10)

MOVEMENT SUMMARY

 Site: 101 [2023 Background PM - S1]

 Network: N101 [2023 Background PM]

Cudgen Road - TAFE Access
Stage 1 of Crossing
2023 PM Peak
Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: TAFE Access (S)													
1	L2	112	0.0	112	0.0	0.168	9.8	LOS A	0.6	4.4	0.59	1.00	35.5
2	T1	34	5.0	34	5.0	0.091	14.4	LOS A	0.3	2.4	0.68	1.03	15.4
Approach		145	1.2	145	1.2	0.168	10.9	LOS A	0.6	4.4	0.61	1.01	32.4
East: Cudgen Road (E)													
4	L2	11	10.0	11	10.0	0.006	5.6	LOS A	0.0	0.0	0.00	0.57	37.2
5	T1	633	3.0	633	3.0	0.331	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		643	3.1	643	3.1	0.331	0.1	NA	0.0	0.0	0.00	0.01	59.6
West: Cudgen Road (W)													
12	R2	23	3.0	23	3.0	0.036	9.4	LOS A	0.1	0.9	0.56	0.75	38.1
Approach		23	3.0	23	3.0	0.036	9.4	NA	0.1	0.9	0.56	0.75	38.1
All Vehicles		812	2.8	812	2.8	0.331	2.3	NA	0.6	4.4	0.13	0.21	52.1

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

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

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Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Cudgen Road - TAFE Access\P3378.001M Cudgen Road - TAFE Access.sip7

MOVEMENT SUMMARY

Site: 101 [2023 Background PM - S2]

Network: N101 [2023 Background PM]

Cudgen Road - TAFE Access
Stage 2 of Crossing
2023 PM Peak
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: Median Storage Area													
3	R2	34	0.0	34	0.0	0.046	4.3	LOS A	0.1	1.0	0.51	0.67	29.9
Approach		34	0.0	34	0.0	0.046	4.3	LOS A	0.1	1.0	0.51	0.67	29.9
West: Cudgen Road (W)													
11	T1	686	4.0	686	4.0	0.361	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		686	4.0	686	4.0	0.361	0.0	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles		720	3.8	720	3.8	0.361	0.2	NA	0.1	1.0	0.02	0.03	59.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %
Number of Iterations: 5 (maximum specified: 10)

MOVEMENT SUMMARY

 Site: 101 [2023 Design EVT - S1]

 Network: N101 [2023 Design EVT]

Cudgen Road - TAFE Access
Stage 1 of Crossing
2023 PM Peak
Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: TAFE Access (S)													
1	L2	112	0.0	112	0.0	0.206	11.5	LOS A	0.8	5.3	0.68	1.01	34.3
2	T1	34	5.0	34	5.0	0.119	18.0	LOS B	0.4	3.1	0.77	1.03	13.6
Approach		145	1.2	145	1.2	0.206	13.0	LOS A	0.8	5.3	0.70	1.01	30.8
East: Cudgen Road (E)													
4	L2	11	10.0	11	10.0	0.006	5.6	LOS A	0.0	0.0	0.00	0.57	37.2
5	T1	751	3.0	751	3.0	0.392	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		761	3.1	761	3.1	0.392	0.1	NA	0.0	0.0	0.00	0.01	59.6
West: Cudgen Road (W)													
12	R2	23	3.0	23	3.0	0.044	10.9	LOS A	0.2	1.1	0.64	0.82	36.7
Approach		23	3.0	23	3.0	0.044	10.9	NA	0.2	1.1	0.64	0.82	36.7
All Vehicles		929	2.8	929	2.8	0.392	2.4	NA	0.8	5.3	0.12	0.19	52.4

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

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

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MOVEMENT SUMMARY

Site: 101 [2023 Design EVT - S2]

Network: N101 [2023 Design EVT]

Cudgen Road - TAFE Access
Stage 2 of Crossing
2023 PM Peak
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: Median Storage Area													
3	R2	34	0.0	34	0.0	0.048	4.5	LOS A	0.1	1.0	0.52	0.69	29.5
Approach		34	0.0	34	0.0	0.048	4.5	LOS A	0.1	1.0	0.52	0.69	29.5
West: Cudgen Road (W)													
11	T1	709	4.0	709	4.0	0.373	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		709	4.0	709	4.0	0.373	0.0	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles		743	3.8	743	3.8	0.373	0.2	NA	0.1	1.0	0.02	0.03	59.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %
Number of Iterations: 5 (maximum specified: 10)

MOVEMENT SUMMARY

 Site: 101 [2023 Design MVT - S1]

 Network: N101 [2023 Design MVT]

Cudgen Road - TAFE Access
Stage 1 of Crossing
2023 AM Peak
Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: TAFE Access (S)													
1	L2	36	0.0	36	0.0	0.054	9.5	LOS A	0.2	1.4	0.57	0.95	35.7
2	T1	5	5.0	5	5.0	0.022	19.4	LOS B	0.1	0.5	0.78	1.00	13.0
Approach		41	0.6	41	0.6	0.054	10.8	LOS A	0.2	1.4	0.59	0.95	33.5
East: Cudgen Road (E)													
4	L2	62	7.0	62	7.0	0.034	5.6	LOS A	0.0	0.0	0.00	0.57	37.3
5	T1	637	4.0	637	4.0	0.335	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		699	4.3	699	4.3	0.335	0.5	NA	0.0	0.0	0.00	0.05	58.2
West: Cudgen Road (W)													
12	R2	222	3.0	222	3.0	0.369	12.0	LOS A	1.8	12.8	0.68	0.93	35.7
Approach		222	3.0	222	3.0	0.369	12.0	NA	1.8	12.8	0.68	0.93	35.7
All Vehicles		962	3.8	962	3.8	0.369	3.6	NA	1.8	12.8	0.18	0.29	49.5

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

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

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MOVEMENT SUMMARY

Site: 101 [2023 Design MVT - S2]

Network: N101 [2023 Design MVT]

Cudgen Road - TAFE Access
Stage 2 of Crossing
2023 AM Peak
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: Median Storage Area													
3	R2	5	5.0	5	5.0	0.009	5.0	LOS A	0.0	0.2	0.56	0.64	28.1
Approach		5	5.0	5	5.0	0.009	5.0	LOS A	0.0	0.2	0.56	0.64	28.1
West: Cudgen Road (W)													
11	T1	772	3.0	772	3.0	0.403	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		772	3.0	772	3.0	0.403	0.0	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles		777	3.0	777	3.0	0.403	0.1	NA	0.0	0.2	0.00	0.00	59.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %
Number of Iterations: 5 (maximum specified: 10)

MOVEMENT SUMMARY

 Site: 101 [2023 Design PVT - S1]

 Network: N101 [2023 Design PVT]

Cudgen Road - TAFE Access
Stage 1 of Crossing
2023 PM Peak - Development Peak
Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: TAFE Access (S)													
1	L2	112	0.0	112	0.0	0.203	11.3	LOS A	0.7	5.2	0.67	1.00	34.4
2	T1	34	5.0	34	5.0	0.116	17.6	LOS B	0.4	3.0	0.76	1.03	13.7
Approach		145	1.2	145	1.2	0.203	12.8	LOS A	0.7	5.2	0.69	1.01	31.0
East: Cudgen Road (E)													
4	L2	11	10.0	11	10.0	0.006	5.6	LOS A	0.0	0.0	0.00	0.57	37.2
5	T1	741	3.0	741	3.0	0.387	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		752	3.1	752	3.1	0.387	0.1	NA	0.0	0.0	0.00	0.01	59.6
West: Cudgen Road (W)													
12	R2	23	3.0	23	3.0	0.043	10.7	LOS A	0.1	1.1	0.63	0.81	36.8
Approach		23	3.0	23	3.0	0.043	10.7	NA	0.1	1.1	0.63	0.81	36.8
All Vehicles		920	2.8	920	2.8	0.387	2.4	NA	0.7	5.2	0.12	0.19	52.4

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

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

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MOVEMENT SUMMARY

Site: 101 [2023 Design PVT - S2]

Network: N101 [2023 Design PVT]

Cudgen Road - TAFE Access
Stage 2 of Crossing
2023 PM Peak - Development Peak
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: Median Storage Area													
3	R2	34	0.0	34	0.0	0.047	4.5	LOS A	0.1	1.0	0.52	0.69	29.6
Approach		34	0.0	34	0.0	0.047	4.5	LOS A	0.1	1.0	0.52	0.69	29.6
West: Cudgen Road (W)													
11	T1	705	4.0	705	4.0	0.371	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		705	4.0	705	4.0	0.371	0.0	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles		739	3.8	739	3.8	0.371	0.2	NA	0.1	1.0	0.02	0.03	59.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %
Number of Iterations: 5 (maximum specified: 10)

MOVEMENT SUMMARY

 Site: 101 [2033 Background AM - S1]

 Network: N101 [2033 Background AM]

Cudgen Road - TAFE Access
Stage 1 of Crossing
2033 AM Peak
Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: TAFE Access (S)													
1	L2	42	0.0	42	0.0	0.073	10.5	LOS A	0.3	1.8	0.62	0.99	34.9
2	T1	6	5.0	6	5.0	0.034	24.7	LOS B	0.1	0.8	0.84	1.02	11.1
Approach		48	0.7	48	0.7	0.073	12.4	LOS A	0.3	1.8	0.65	0.99	32.3
East: Cudgen Road (E)													
4	L2	74	7.0	74	7.0	0.040	5.6	LOS A	0.0	0.0	0.00	0.57	37.3
5	T1	716	4.0	716	4.0	0.377	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		789	4.3	789	4.3	0.377	0.5	NA	0.0	0.0	0.00	0.05	58.1
West: Cudgen Road (W)													
12	R2	264	3.0	264	3.0	0.511	15.0	LOS B	2.8	19.9	0.78	1.04	33.3
Approach		264	3.0	264	3.0	0.511	15.0	NA	2.8	19.9	0.78	1.04	33.3
All Vehicles		1102	3.8	1102	3.8	0.511	4.5	NA	2.8	19.9	0.22	0.33	47.9

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

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

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MOVEMENT SUMMARY

Site: 101 [2033 Background AM - S2]

Network: N101 [2033 Background AM]

Cudgen Road - TAFE Access
Stage 2 of Crossing
2033 AM Peak
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: Median Storage Area													
3	R2	6	5.0	6	5.0	0.013	6.6	LOS A	0.0	0.3	0.65	0.74	25.7
Approach		6	5.0	6	5.0	0.013	6.6	LOS A	0.0	0.3	0.65	0.74	25.7
West: Cudgen Road (W)													
11	T1	911	3.0	911	3.0	0.476	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		911	3.0	911	3.0	0.476	0.0	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles		917	3.0	917	3.0	0.476	0.1	NA	0.0	0.3	0.00	0.01	59.7

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

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

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MOVEMENT SUMMARY

 Site: 101 [2033 Background PM - S1]

 Network: N101 [2033 Background PM]

Cudgen Road - TAFE Access
Stage 1 of Crossing
2033 PM Peak
Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: TAFE Access (S)													
1	L2	132	0.0	132	0.0	0.244	11.8	LOS A	0.9	6.6	0.69	1.03	34.0
2	T1	40	5.0	40	5.0	0.143	18.2	LOS B	0.5	3.7	0.77	1.02	13.5
Approach		172	1.2	172	1.2	0.244	13.3	LOS A	0.9	6.6	0.71	1.03	30.5
East: Cudgen Road (E)													
4	L2	13	10.0	13	10.0	0.007	5.6	LOS A	0.0	0.0	0.00	0.57	37.2
5	T1	752	3.0	752	3.0	0.393	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		764	3.1	764	3.1	0.393	0.1	NA	0.0	0.0	0.00	0.01	59.6
West: Cudgen Road (W)													
12	R2	27	3.0	27	3.0	0.052	10.9	LOS A	0.2	1.3	0.64	0.83	36.6
Approach		27	3.0	27	3.0	0.052	10.9	NA	0.2	1.3	0.64	0.83	36.6
All Vehicles		963	2.8	963	2.8	0.393	2.8	NA	0.9	6.6	0.14	0.21	51.3

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

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

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Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Cudgen Road - TAFE Access\P3378.001M Cudgen Road - TAFE Access.sip7

MOVEMENT SUMMARY

Site: 101 [2033 Background PM - S2]

Network: N101 [2033 Background PM]

Cudgen Road - TAFE Access
Stage 2 of Crossing
2033 PM Peak
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: Median Storage Area													
3	R2	40	0.0	40	0.0	0.066	5.5	LOS A	0.2	1.4	0.60	0.77	27.9
Approach		40	0.0	40	0.0	0.066	5.5	LOS A	0.2	1.4	0.60	0.77	27.9
West: Cudgen Road (W)													
11	T1	814	4.0	814	4.0	0.428	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		814	4.0	814	4.0	0.428	0.0	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles		854	3.8	854	3.8	0.428	0.3	NA	0.2	1.4	0.03	0.04	58.9

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

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

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Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Cudgen Road - TAFE Access\P3378.001M Cudgen Road - TAFE Access.sip7

MOVEMENT SUMMARY

 Site: 101 [2033 Design EVT - S1]

 Network: N101 [2033 Design EVT]

Cudgen Road - TAFE Access
Stage 1 of Crossing
2033 PM Peak
Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: TAFE Access (S)													
1	L2	132	0.0	132	0.0	0.309	14.8	LOS B	1.2	8.6	0.77	1.07	32.0
2	T1	40	5.0	40	5.0	0.192	23.9	LOS B	0.7	4.9	0.84	1.03	11.3
Approach		172	1.2	172	1.2	0.309	16.9	LOS B	1.2	8.6	0.79	1.06	28.2
East: Cudgen Road (E)													
4	L2	13	10.0	13	10.0	0.007	5.6	LOS A	0.0	0.0	0.00	0.57	37.2
5	T1	869	3.0	869	3.0	0.455	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		882	3.1	882	3.1	0.455	0.1	NA	0.0	0.0	0.00	0.01	59.6
West: Cudgen Road (W)													
12	R2	27	3.0	27	3.0	0.065	13.0	LOS A	0.2	1.6	0.72	0.88	34.9
Approach		27	3.0	27	3.0	0.065	13.0	NA	0.2	1.6	0.72	0.88	34.9
All Vehicles		1081	2.8	1081	2.8	0.455	3.1	NA	1.2	8.6	0.14	0.20	51.1

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

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

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MOVEMENT SUMMARY

Site: 101 [2033 Design EVT - S2]

Network: N101 [2033 Design EVT]

Cudgen Road - TAFE Access
Stage 2 of Crossing
2033 PM Peak
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: Median Storage Area													
3	R2	40	0.0	40	0.0	0.069	5.7	LOS A	0.2	1.4	0.61	0.78	27.5
Approach		40	0.0	40	0.0	0.069	5.7	LOS A	0.2	1.4	0.61	0.78	27.5
West: Cudgen Road (W)													
11	T1	837	4.0	837	4.0	0.440	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		837	4.0	837	4.0	0.440	0.0	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles		877	3.8	877	3.8	0.440	0.3	NA	0.2	1.4	0.03	0.04	58.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %
Number of Iterations: 5 (maximum specified: 10)

NETWORK SUMMARY

Network: N101 [2033 Design MVT]

New Network

Network Performance - Hourly Values			
Performance Measure	Vehicles	Per Unit Distance	Persons
Network Level of Service (LOS)	LOS B		
Travel Time Index	8.61		
Speed Efficiency	0.88		
Congestion Coefficient	1.14		
Travel Speed (Average)	52.5 km/h		52.5 km/h
Travel Distance (Total)	855.4 veh-km/h		1026.5 pers-km/h
Travel Time (Total)	16.3 veh-h/h		19.5 pers-h/h
Desired Speed	60.0 km/h		
Demand Flows (Total for all Sites)	2058 veh/h		2469 pers/h
Arrival Flows (Total for all Sites)	2058 veh/h		2469 pers/h
Demand Flows (Entry Total)	2052 veh/h		
Midblock Inflows (Total)	0 veh/h		
Midblock Outflows (Total)	0 veh/h		
Percent Heavy Vehicles (Demand)	3.5 %		
Percent Heavy Vehicles (Arrival)	3.5 %		
Degree of Saturation	0.543		
Control Delay (Total)	1.51 veh-h/h		1.81 pers-h/h
Control Delay (Average)	2.6 sec		2.6 sec
Control Delay (Worst Lane)	26.6 sec		
Control Delay (Worst Movement)	26.6 sec		26.6 sec
Geometric Delay (Average)	1.0 sec		
Stop-Line Delay (Average)	1.6 sec		
Queue Storage Ratio (Worst Lane)	0.03		
Total Effective Stops	376 veh/h		452 pers/h
Effective Stop Rate	0.18 per veh	0.4 per km	0.18 per pers
Proportion Queued	0.12		0.12
Performance Index	20.8		20.8
Cost (Total)	404.35 \$/h	0.47 \$/km	404.35 \$/h
Fuel Consumption (Total)	62.3 L/h	72.9 mL/km	
Fuel Economy	7.3 L/100km		
Carbon Dioxide (Total)	147.9 kg/h	172.9 g/km	
Hydrocarbons (Total)	0.011 kg/h	0.013 g/km	
Carbon Monoxide (Total)	0.168 kg/h	0.197 g/km	
NOx (Total)	0.188 kg/h	0.220 g/km	

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

Network Level of Service (LOS) Method: SIDRA Speed Efficiency.

Software Setup used: New South Wales.

Network Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total for all Sites)	987,790 veh/y	1,185,348 pers/y
Delay	723 veh-h/y	867 pers-h/y
Effective Stops	180,686 veh/y	216,824 pers/y
Travel Distance	410,596 veh-km/y	492,715 pers-km/y
Travel Time	7,818 veh-h/y	9,382 pers-h/y
Cost	194,090 \$/y	194,090 \$/y
Fuel Consumption	29,916 L/y	
Carbon Dioxide	71,009 kg/y	
Hydrocarbons	5 kg/y	
Carbon Monoxide	81 kg/y	
NOx	90 kg/y	

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Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Cudgen Road - TAFE Access\P3378.001M Cudgen Road - TAFE Access.sip7

MOVEMENT SUMMARY

 Site: 101 [2033 Design MVT - S1]

 Network: N101 [2033 Design MVT]

Cudgen Road - TAFE Access
Stage 1 of Crossing
2033 AM Peak
Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: TAFE Access (S)													
1	L2	42	0.0	42	0.0	0.078	11.0	LOS A	0.3	1.9	0.64	1.00	34.6
2	T1	6	5.0	6	5.0	0.037	26.6	LOS B	0.1	0.9	0.85	1.02	10.6
Approach		48	0.7	48	0.7	0.078	13.0	LOS A	0.3	1.9	0.67	1.00	31.8
East: Cudgen Road (E)													
4	L2	74	7.0	74	7.0	0.040	5.6	LOS A	0.0	0.0	0.00	0.57	37.3
5	T1	749	4.0	749	4.0	0.394	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		823	4.3	823	4.3	0.394	0.5	NA	0.0	0.0	0.00	0.05	58.1
West: Cudgen Road (W)													
12	R2	264	3.0	264	3.0	0.543	16.2	LOS B	3.0	21.4	0.81	1.06	32.4
Approach		264	3.0	264	3.0	0.543	16.2	NA	3.0	21.4	0.81	1.06	32.4
All Vehicles		1136	3.8	1136	3.8	0.543	4.7	NA	3.0	21.4	0.22	0.33	47.7

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

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

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MOVEMENT SUMMARY

Site: 101 [2033 Design MVT - S2]

Network: N101 [2033 Design MVT]

Cudgen Road - TAFE Access
Stage 2 of Crossing
2033 AM Peak
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: Median Storage Area													
3	R2	6	5.0	6	5.0	0.013	6.6	LOS A	0.0	0.3	0.66	0.75	25.6
Approach		6	5.0	6	5.0	0.013	6.6	LOS A	0.0	0.3	0.66	0.75	25.6
West: Cudgen Road (W)													
11	T1	916	3.0	916	3.0	0.479	0.0	LOS A	0.0	0.0	0.00	0.00	59.8
Approach		916	3.0	916	3.0	0.479	0.0	NA	0.0	0.0	0.00	0.00	59.8
All Vehicles		922	3.0	922	3.0	0.479	0.1	NA	0.0	0.3	0.00	0.01	59.7

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

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

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Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Cudgen Road - TAFE Access\P3378.001M Cudgen Road - TAFE Access.sip7

MOVEMENT SUMMARY

 Site: 101 [2033 Design PVT - S1]

 Network: N101 [2033 Design PVT]

Cudgen Road - TAFE Access
Stage 1 of Crossing
2033 PM Peak - Development Peak
Stop (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: TAFE Access (S)													
1	L2	132	0.0	132	0.0	0.302	14.5	LOS A	1.2	8.4	0.77	1.07	32.2
2	T1	40	5.0	40	5.0	0.187	23.3	LOS B	0.7	4.8	0.84	1.03	11.5
Approach		172	1.2	172	1.2	0.302	16.5	LOS B	1.2	8.4	0.78	1.06	28.4
East: Cudgen Road (E)													
4	L2	13	10.0	13	10.0	0.007	5.6	LOS A	0.0	0.0	0.00	0.57	37.2
5	T1	860	3.0	860	3.0	0.450	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		873	3.1	873	3.1	0.450	0.1	NA	0.0	0.0	0.00	0.01	59.6
West: Cudgen Road (W)													
12	R2	27	3.0	27	3.0	0.064	12.8	LOS A	0.2	1.5	0.71	0.88	35.1
Approach		27	3.0	27	3.0	0.064	12.8	NA	0.2	1.5	0.71	0.88	35.1
All Vehicles		1072	2.8	1072	2.8	0.450	3.1	NA	1.2	8.4	0.14	0.20	51.2

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

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

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MOVEMENT SUMMARY

Site: 101 [2033 Design PVT - S2]

Network: N101 [2033 Design PVT]

Cudgen Road - TAFE Access
Stage 2 of Crossing
2033 PM Peak - Development Peak
Giveaway / Yield (Two-Way)

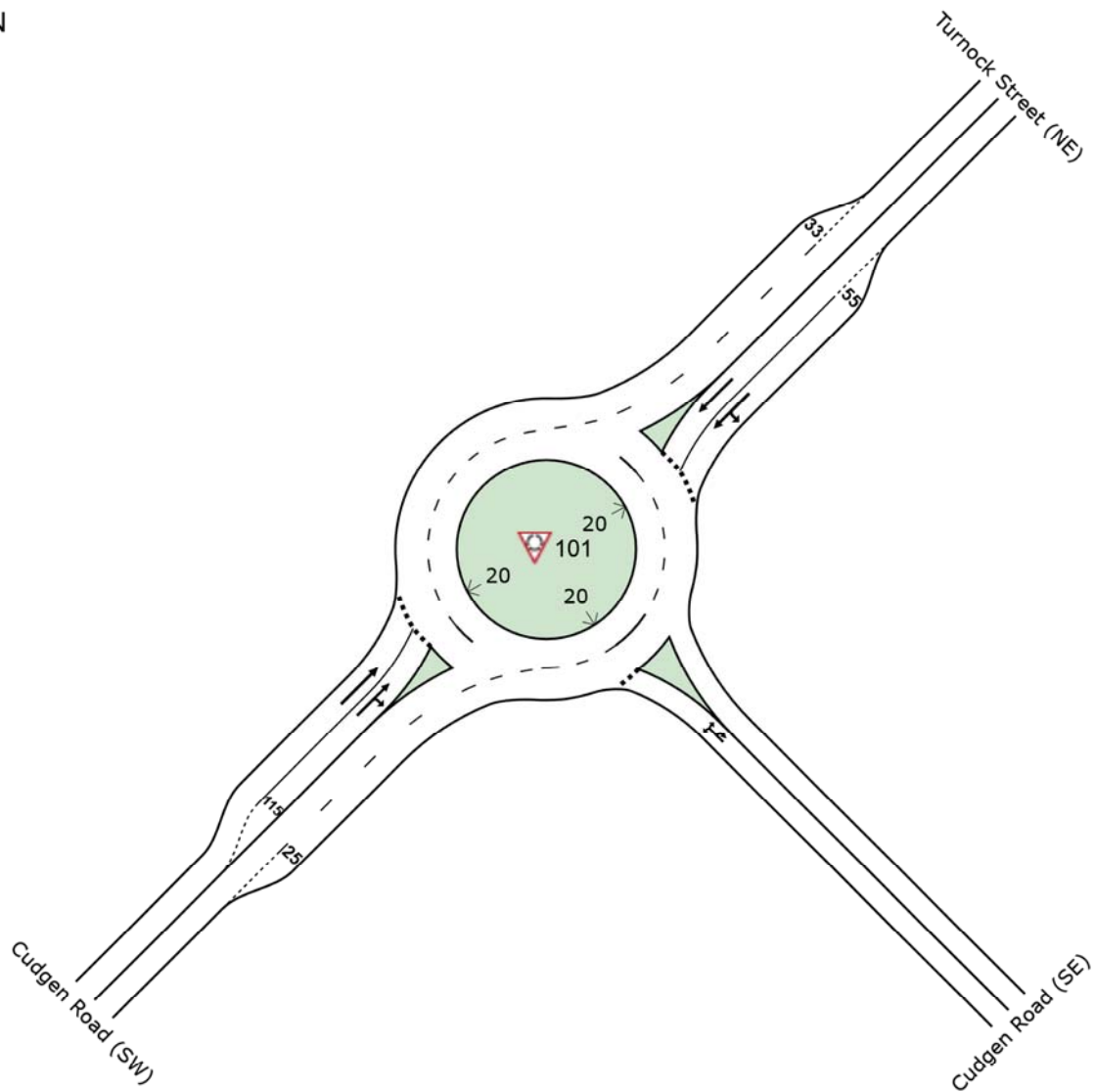
Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		veh/h	%	veh/h	%	v/c	sec		veh	m			
South: Median Storage Area													
3	R2	40	0.0	40	0.0	0.068	5.7	LOS A	0.2	1.4	0.61	0.77	27.5
Approach		40	0.0	40	0.0	0.068	5.7	LOS A	0.2	1.4	0.61	0.77	27.5
West: Cudgen Road (W)													
11	T1	834	4.0	834	4.0	0.439	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		834	4.0	834	4.0	0.439	0.0	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles		874	3.8	874	3.8	0.439	0.3	NA	0.2	1.4	0.03	0.04	58.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %
Number of Iterations: 5 (maximum specified: 10)

SITE LAYOUT

 **Site: 101 [2023 Background AM]**

Cudgen Road - Turnock Street
2023 AM Peak
Background Traffic
Roundabout



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Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Cudgen Road - Turnock Street\P3378.001M Cudgen Road - Turnock Street.sip7

MOVEMENT SUMMARY

 **Site: 101 [2023 Background AM]**

Cudgen Road - Turnock Street
2023 AM Peak
Background Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total Flows veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Cudgen Road (SE)											
21	L2	525	2.0	0.590	4.6	LOS A	5.5	39.4	0.64	0.59	48.7
23	R2	97	2.0	0.590	9.1	LOS A	5.5	39.4	0.64	0.59	50.1
23u	U	9	0.0	0.590	10.9	LOS A	5.5	39.4	0.64	0.59	51.3
Approach		632	2.0	0.590	5.4	LOS A	5.5	39.4	0.64	0.59	49.0
NorthEast: Turnock Street (NE)											
24	L2	102	2.0	0.138	7.5	LOS A	0.8	5.4	0.63	0.70	48.8
25	T1	165	6.0	0.193	7.1	LOS A	1.1	8.3	0.64	0.67	53.1
Approach		267	4.5	0.193	7.2	LOS A	1.1	8.3	0.63	0.68	51.3
SouthWest: Cudgen Road (SW)											
31	T1	271	3.0	0.490	5.0	LOS A	4.2	30.4	0.40	0.54	53.0
32	R2	502	4.0	0.490	9.4	LOS A	4.2	30.4	0.42	0.59	48.7
Approach		773	3.6	0.490	7.9	LOS A	4.2	30.4	0.42	0.57	50.1
All Vehicles		1672	3.1	0.590	6.8	LOS A	5.5	39.4	0.53	0.60	49.9

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

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MOVEMENT SUMMARY

 **Site: 101 [2023 Background PM]**

Cudgen Road - Turnock Street
2023 PM Peak
Background Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total Flows veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Cudgen Road (SE)											
21	L2	422	4.0	0.522	5.0	LOS A	4.2	30.6	0.64	0.63	48.6
23	R2	85	3.0	0.522	9.5	LOS A	4.2	30.6	0.64	0.63	50.0
23u	U	2	0.0	0.522	11.2	LOS A	4.2	30.6	0.64	0.63	51.2
Approach		509	3.8	0.522	5.8	LOS A	4.2	30.6	0.64	0.63	48.9
NorthEast: Turnock Street (NE)											
24	L2	63	6.0	0.107	8.0	LOS A	0.5	3.8	0.58	0.69	48.4
25	T1	218	1.0	0.223	6.3	LOS A	1.3	9.2	0.57	0.62	53.6
Approach		281	2.1	0.223	6.7	LOS A	1.3	9.2	0.58	0.63	52.2
SouthWest: Cudgen Road (SW)											
31	T1	323	2.0	0.447	4.7	LOS A	3.7	26.6	0.35	0.52	53.3
32	R2	399	5.0	0.447	9.3	LOS A	3.7	26.6	0.37	0.56	49.2
Approach		722	3.7	0.447	7.3	LOS A	3.7	26.6	0.36	0.55	50.9
All Vehicles		1513	3.4	0.522	6.6	LOS A	4.2	30.6	0.49	0.59	50.4

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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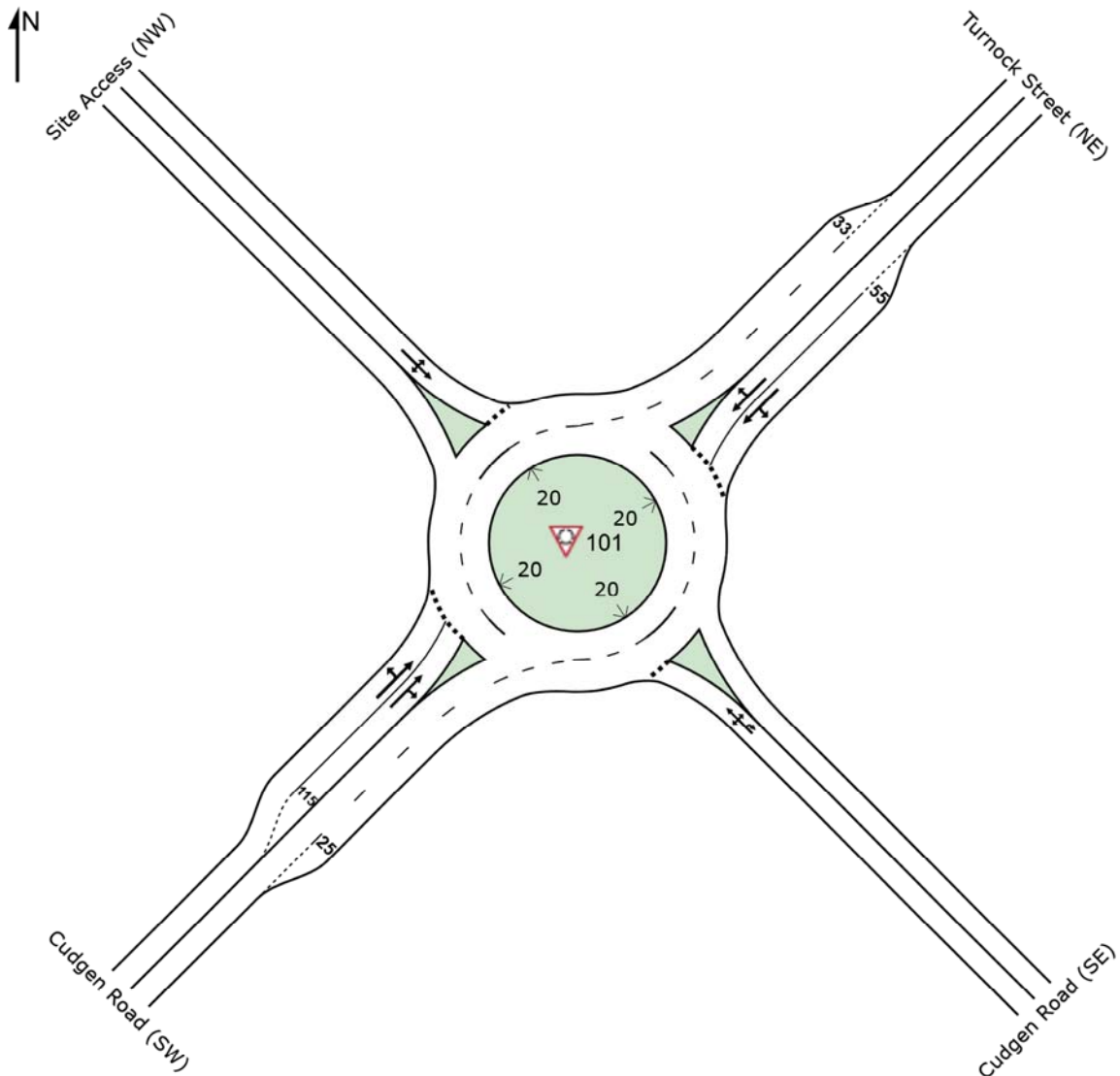
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SITE LAYOUT

 **Site: 101 [2023 Design MVT]**

Cudgen Road - Turnock Street
2023 AM Peak
Design Traffic
Roundabout



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MOVEMENT SUMMARY

 **Site: 101 [2023 Design EVT]**

Cudgen Road - Turnock Street
2023 PM Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Cudgen Road (SE)											
21	L2	424	4.0	0.609	7.9	LOS A	5.8	41.8	0.79	0.83	46.9
22	T1	1	2.0	0.609	7.8	LOS A	5.8	41.8	0.79	0.83	42.2
23	R2	85	3.0	0.609	12.3	LOS A	5.8	41.8	0.79	0.83	48.3
23u	U	2	0.0	0.609	14.0	LOS A	5.8	41.8	0.79	0.83	49.4
Approach		513	3.8	0.609	8.7	LOS A	5.8	41.8	0.79	0.83	47.1
NorthEast: Turnock Street (NE)											
24	L2	63	6.0	0.123	9.4	LOS A	0.6	4.4	0.64	0.75	47.5
25	T1	223	1.0	0.258	7.1	LOS A	1.6	11.0	0.65	0.69	53.1
26	R2	7	2.0	0.258	11.8	LOS A	1.6	11.0	0.65	0.69	48.2
Approach		294	2.1	0.258	7.7	LOS A	1.6	11.0	0.65	0.70	51.6
NorthWest: Site Access (NW)											
27	L2	13	2.0	0.207	6.7	LOS A	1.0	7.4	0.71	0.85	42.1
28	T1	3	2.0	0.207	6.3	LOS A	1.0	7.4	0.71	0.85	40.3
29	R2	108	2.0	0.207	10.6	LOS A	1.0	7.4	0.71	0.85	42.3
Approach		124	2.0	0.207	10.1	LOS A	1.0	7.4	0.71	0.85	42.2
SouthWest: Cudgen Road (SW)											
30	L2	1	2.0	0.148	5.1	LOS A	0.8	5.8	0.35	0.46	46.7
31	T1	342	2.0	0.468	4.8	LOS A	4.0	29.1	0.38	0.53	53.2
32	R2	403	5.0	0.468	9.4	LOS A	4.0	29.1	0.40	0.57	49.2
Approach		746	3.6	0.468	7.3	LOS A	4.0	29.1	0.39	0.55	50.9
All Vehicles		1677	3.3	0.609	8.0	LOS A	5.8	41.8	0.58	0.68	49.2

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2023 Design MVT]**

Cudgen Road - Turnock Street
2023 AM Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Cudgen Road (SE)											
21	L2	527	2.0	0.624	5.2	LOS A	5.9	42.2	0.71	0.65	48.5
22	T1	1	2.0	0.624	5.2	LOS A	5.9	42.2	0.71	0.65	43.9
23	R2	97	2.0	0.624	9.7	LOS A	5.9	42.2	0.71	0.65	49.9
23u	U	9	0.0	0.624	11.5	LOS A	5.9	42.2	0.71	0.65	51.0
Approach		635	2.0	0.624	6.0	LOS A	5.9	42.2	0.71	0.65	48.8
NorthEast: Turnock Street (NE)											
24	L2	102	2.0	0.146	7.8	LOS A	0.8	5.6	0.65	0.72	48.5
25	T1	174	6.0	0.215	7.3	LOS A	1.3	9.4	0.66	0.69	52.9
26	R2	6	2.0	0.215	11.8	LOS A	1.3	9.4	0.66	0.69	48.2
Approach		282	4.5	0.215	7.6	LOS A	1.3	9.4	0.65	0.70	51.1
NorthWest: Site Access (NW)											
27	L2	2	2.0	0.044	6.5	LOS A	0.2	1.5	0.68	0.75	42.2
28	T1	1	2.0	0.044	6.0	LOS A	0.2	1.5	0.68	0.75	40.5
29	R2	22	2.0	0.044	10.3	LOS A	0.2	1.5	0.68	0.75	42.5
Approach		25	2.0	0.044	9.8	LOS A	0.2	1.5	0.68	0.75	42.3
SouthWest: Cudgen Road (SW)											
30	L2	1	2.0	0.158	5.4	LOS A	0.9	6.2	0.38	0.48	46.5
31	T1	275	3.0	0.500	5.1	LOS A	4.3	31.4	0.42	0.54	53.0
32	R2	503	4.0	0.500	9.5	LOS A	4.3	31.4	0.45	0.59	48.7
Approach		779	3.6	0.500	7.9	LOS A	4.3	31.4	0.44	0.58	50.1
All Vehicles		1721	3.1	0.624	7.2	LOS A	5.9	42.2	0.58	0.63	49.6

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2023 Design PVT]**

Cudgen Road - Turnock Street
2023 PM Peak - Development Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Cudgen Road (SE)											
21	L2	424	4.0	0.606	7.7	LOS A	5.7	41.4	0.78	0.82	47.0
22	T1	2	2.0	0.606	7.6	LOS A	5.7	41.4	0.78	0.82	42.4
23	R2	85	3.0	0.606	12.2	LOS A	5.7	41.4	0.78	0.82	48.4
23u	U	2	0.0	0.606	13.9	LOS A	5.7	41.4	0.78	0.82	49.5
Approach		514	3.8	0.606	8.5	LOS A	5.7	41.4	0.78	0.82	47.2
NorthEast: Turnock Street (NE)											
24	L2	63	6.0	0.125	9.3	LOS A	0.6	4.4	0.64	0.75	47.5
25	T1	231	1.0	0.268	7.0	LOS A	1.6	11.5	0.64	0.69	53.1
26	R2	13	2.0	0.268	11.7	LOS A	1.6	11.5	0.64	0.69	48.2
Approach		306	2.1	0.268	7.7	LOS A	1.6	11.5	0.64	0.70	51.6
NorthWest: Site Access (NW)											
27	L2	11	2.0	0.168	6.5	LOS A	0.8	5.9	0.70	0.83	42.2
28	T1	2	2.0	0.168	6.1	LOS A	0.8	5.9	0.70	0.83	40.4
29	R2	88	2.0	0.168	10.4	LOS A	0.8	5.9	0.70	0.83	42.4
Approach		101	2.0	0.168	9.9	LOS A	0.8	5.9	0.70	0.83	42.3
SouthWest: Cudgen Road (SW)											
30	L2	1	2.0	0.149	5.2	LOS A	0.8	5.7	0.36	0.47	46.6
31	T1	339	2.0	0.469	4.9	LOS A	4.0	28.7	0.39	0.54	53.2
32	R2	401	5.0	0.469	9.4	LOS A	4.0	28.7	0.41	0.57	49.1
Approach		741	3.6	0.469	7.3	LOS A	4.0	28.7	0.40	0.55	50.9
All Vehicles		1662	3.3	0.606	7.9	LOS A	5.7	41.4	0.58	0.68	49.4

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2033 Design EVT]**

Cudgen Road - Turnock Street
2033 PM Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Cudgen Road (SE)											
21	L2	503	4.0	0.756	12.2	LOS A	10.2	73.5	0.94	1.05	44.3
22	T1	1	2.0	0.756	12.0	LOS A	10.2	73.5	0.94	1.05	39.5
23	R2	101	3.0	0.756	16.6	LOS B	10.2	73.5	0.94	1.05	45.7
23u	U	3	0.0	0.756	18.3	LOS B	10.2	73.5	0.94	1.05	46.7
Approach		608	3.8	0.756	12.9	LOS A	10.2	73.5	0.94	1.05	44.5
NorthEast: Turnock Street (NE)											
24	L2	75	6.0	0.159	10.3	LOS A	0.8	5.9	0.69	0.80	46.9
25	T1	264	1.0	0.331	7.9	LOS A	2.2	15.2	0.73	0.76	52.7
26	R2	8	2.0	0.331	12.6	LOS A	2.2	15.2	0.73	0.76	47.8
Approach		347	2.1	0.331	8.5	LOS A	2.2	15.2	0.72	0.77	51.2
NorthWest: Site Access (NW)											
27	L2	13	2.0	0.238	7.9	LOS A	1.2	8.8	0.77	0.89	41.2
28	T1	3	2.0	0.238	7.5	LOS A	1.2	8.8	0.77	0.89	39.6
29	R2	108	2.0	0.238	11.8	LOS A	1.2	8.8	0.77	0.89	41.4
Approach		124	2.0	0.238	11.3	LOS A	1.2	8.8	0.77	0.89	41.3
SouthWest: Cudgen Road (SW)											
30	L2	1	2.0	0.179	5.4	LOS A	1.0	7.3	0.40	0.49	46.4
31	T1	402	2.0	0.565	5.1	LOS A	5.6	40.8	0.47	0.55	52.9
32	R2	476	5.0	0.565	9.6	LOS A	5.6	40.8	0.51	0.58	48.8
Approach		879	3.6	0.565	7.5	LOS A	5.6	40.8	0.49	0.56	50.6
All Vehicles		1959	3.3	0.756	9.6	LOS A	10.2	73.5	0.69	0.77	48.1

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2033 Design MVT]**

Cudgen Road - Turnock Street
2033 AM Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Cudgen Road (SE)											
21	L2	625	2.0	0.767	8.6	LOS A	11.2	79.8	0.90	0.84	46.6
22	T1	1	2.0	0.767	8.5	LOS A	11.2	79.8	0.90	0.84	41.8
23	R2	115	2.0	0.767	13.0	LOS A	11.2	79.8	0.90	0.84	47.9
23u	U	11	0.0	0.767	14.8	LOS B	11.2	79.8	0.90	0.84	49.0
Approach		752	2.0	0.767	9.3	LOS A	11.2	79.8	0.90	0.84	46.8
NorthEast: Turnock Street (NE)											
24	L2	121	2.0	0.195	8.8	LOS A	1.1	8.1	0.73	0.79	47.9
25	T1	205	6.0	0.283	8.2	LOS A	1.8	13.5	0.75	0.77	52.4
26	R2	6	2.0	0.283	12.7	LOS A	1.8	13.5	0.75	0.77	47.7
Approach		333	4.5	0.283	8.5	LOS A	1.8	13.5	0.74	0.78	50.6
NorthWest: Site Access (NW)											
27	L2	2	2.0	0.052	7.8	LOS A	0.3	1.8	0.75	0.79	41.3
28	T1	1	2.0	0.052	7.3	LOS A	0.3	1.8	0.75	0.79	39.7
29	R2	22	2.0	0.052	11.6	LOS A	0.3	1.8	0.75	0.79	41.5
Approach		25	2.0	0.052	11.1	LOS A	0.3	1.8	0.75	0.79	41.4
SouthWest: Cudgen Road (SW)											
30	L2	1	2.0	0.192	5.6	LOS A	1.1	7.9	0.43	0.51	46.2
31	T1	325	3.0	0.608	5.3	LOS A	6.3	45.7	0.51	0.56	52.6
32	R2	597	4.0	0.608	9.8	LOS A	6.3	45.7	0.58	0.61	48.3
Approach		923	3.6	0.608	8.2	LOS A	6.3	45.7	0.55	0.59	49.7
All Vehicles		2033	3.1	0.767	8.7	LOS A	11.2	79.8	0.72	0.72	48.6

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2033 Design PVT]**

Cudgen Road - Turnock Street
2033 PM Peak - Development Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Cudgen Road (SE)											
21	L2	503	4.0	0.753	11.9	LOS A	10.1	72.9	0.94	1.03	44.5
22	T1	2	2.0	0.753	11.7	LOS A	10.1	72.9	0.94	1.03	39.6
23	R2	101	3.0	0.753	16.3	LOS B	10.1	72.9	0.94	1.03	45.8
23u	U	3	0.0	0.753	18.0	LOS B	10.1	72.9	0.94	1.03	46.9
Approach		609	3.8	0.753	12.6	LOS A	10.1	72.9	0.94	1.03	44.7
NorthEast: Turnock Street (NE)											
24	L2	75	6.0	0.161	10.3	LOS A	0.8	5.9	0.69	0.80	46.9
25	T1	272	1.0	0.342	7.8	LOS A	2.2	15.8	0.73	0.76	52.6
26	R2	14	2.0	0.342	12.5	LOS A	2.2	15.8	0.73	0.76	47.7
Approach		360	2.1	0.342	8.5	LOS A	2.2	15.8	0.72	0.77	51.1
NorthWest: Site Access (NW)											
27	L2	11	2.0	0.194	7.8	LOS A	1.0	7.1	0.76	0.89	41.3
28	T1	2	2.0	0.194	7.3	LOS A	1.0	7.1	0.76	0.89	39.7
29	R2	88	2.0	0.194	11.6	LOS A	1.0	7.1	0.76	0.89	41.5
Approach		101	2.0	0.194	11.1	LOS A	1.0	7.1	0.76	0.89	41.4
SouthWest: Cudgen Road (SW)											
30	L2	1	2.0	0.180	5.5	LOS A	1.0	7.3	0.40	0.49	46.4
31	T1	399	2.0	0.570	5.1	LOS A	5.6	40.7	0.48	0.55	52.8
32	R2	479	5.0	0.570	9.7	LOS A	5.6	40.7	0.52	0.58	48.8
Approach		879	3.6	0.570	7.6	LOS A	5.6	40.7	0.50	0.57	50.5
All Vehicles		1949	3.3	0.753	9.5	LOS A	10.1	72.9	0.69	0.77	48.2

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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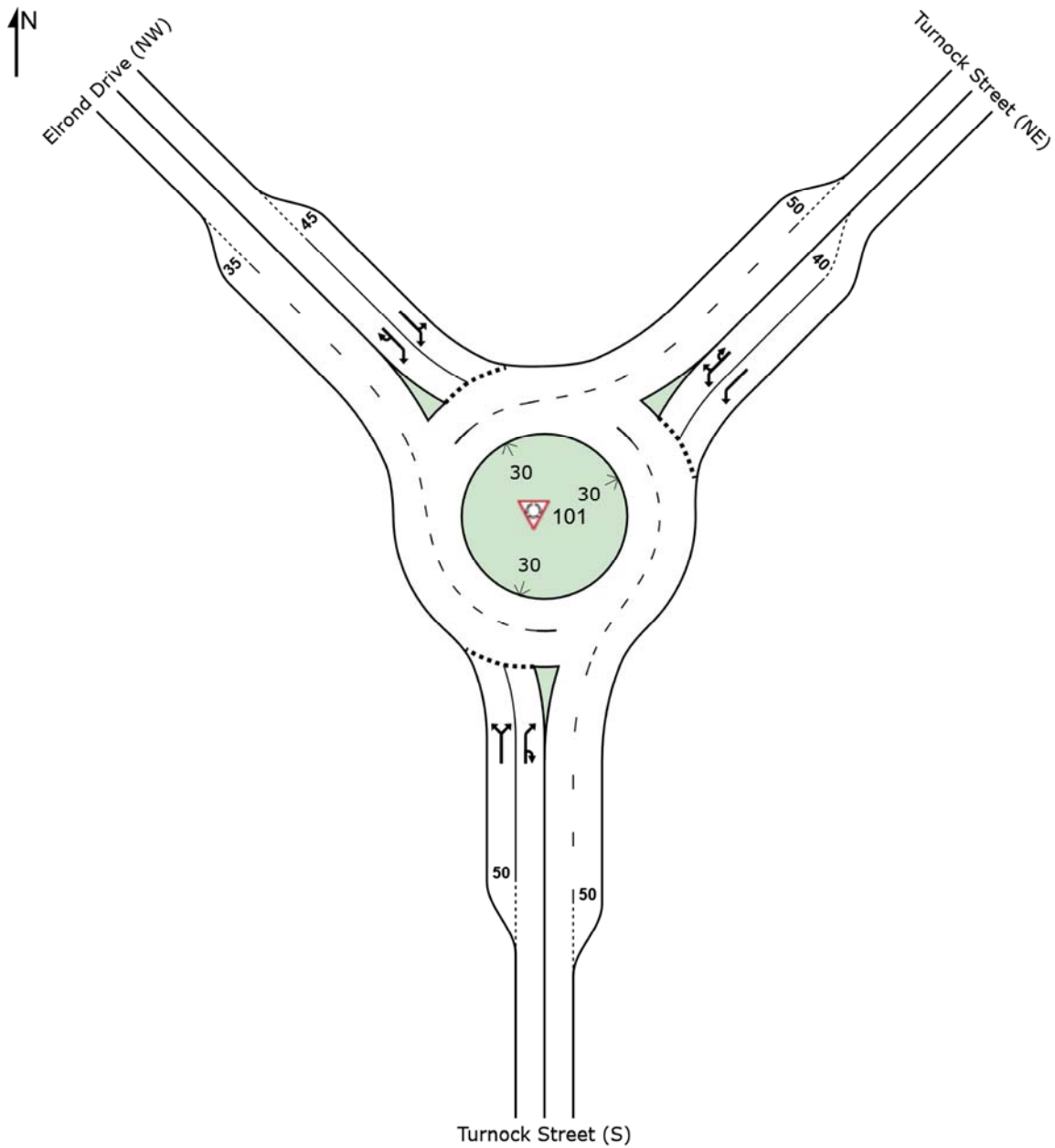
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Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Cudgen Road - Turnock Street\P3378.001M Cudgen Road - Turnock Street.sip7

SITE LAYOUT

 **Site: 101 [2023 Background AM]**

Turnock Street - Elrond Drive, Kingscliff
2023AM Peak
Background Traffic
Roundabout



MOVEMENT SUMMARY

 **Site: 101 [2023 Background AM]**

Turnock Street - Elrond Drive, Kingscliff
2023AM Peak
Background Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		veh	m		per veh	km/h
South: Turnock Street (S)											
1a	L1	81	6.0	0.092	3.4	LOS A	0.4	2.8	0.16	0.42	55.8
3a	R1	293	2.0	0.180	8.2	LOS A	0.8	6.0	0.15	0.57	53.8
3u	U	4	0.0	0.180	11.7	LOS A	0.8	6.0	0.15	0.58	55.7
Approach		378	2.8	0.180	7.2	LOS A	0.8	6.0	0.15	0.54	54.2
NorthEast: Turnock Street (NE)											
24a	L1	181	2.0	0.130	3.5	LOS A	0.6	4.2	0.23	0.44	56.0
26	R2	49	0.0	0.130	9.5	LOS A	0.6	4.2	0.22	0.46	56.2
26u	U	1	0.0	0.130	11.8	LOS A	0.6	4.2	0.22	0.46	58.3
Approach		232	1.6	0.130	4.8	LOS A	0.6	4.2	0.23	0.45	56.1
NorthWest: Elrond Drive (NW)											
27	L2	79	1.0	0.070	4.6	LOS A	0.3	2.0	0.36	0.51	54.2
29a	R1	94	5.0	0.077	8.9	LOS A	0.3	2.3	0.35	0.62	51.7
29u	U	1	0.0	0.077	12.4	LOS A	0.3	2.3	0.35	0.62	53.2
Approach		174	3.2	0.077	7.0	LOS A	0.3	2.3	0.35	0.57	52.8
All Vehicles		783	2.5	0.180	6.4	LOS A	0.8	6.0	0.22	0.52	54.4

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

MOVEMENT SUMMARY

 **Site: 101 [2023 Background PM]**

Turnock Street - Elrond Drive, Kingscliff
2023PM Peak
Background Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Turnock Street (S)											
1a	L1	129	1.0	0.115	3.5	LOS A	0.5	3.4	0.22	0.38	56.5
3a	R1	295	2.0	0.203	8.3	LOS A	0.9	6.7	0.21	0.58	53.4
3u	U	1	0.0	0.203	11.8	LOS A	0.9	6.7	0.21	0.58	55.5
Approach		425	1.7	0.203	6.8	LOS A	0.9	6.7	0.21	0.52	54.2
NorthEast: Turnock Street (NE)											
24a	L1	218	2.0	0.163	3.3	LOS A	0.8	5.6	0.17	0.44	56.0
26	R2	88	3.0	0.163	9.4	LOS A	0.8	5.6	0.17	0.48	55.4
26u	U	1	0.0	0.163	11.7	LOS A	0.8	5.6	0.17	0.48	58.1
Approach		307	2.3	0.163	5.1	LOS A	0.8	5.6	0.17	0.45	55.8
NorthWest: Elrond Drive (NW)											
27	L2	49	2.0	0.045	4.7	LOS A	0.2	1.3	0.37	0.50	54.1
29a	R1	56	2.0	0.046	8.9	LOS A	0.2	1.4	0.36	0.61	51.7
29u	U	1	0.0	0.046	12.4	LOS A	0.2	1.4	0.36	0.61	53.2
Approach		106	2.0	0.046	7.0	LOS A	0.2	1.4	0.37	0.56	52.8
All Vehicles		839	1.9	0.203	6.2	LOS A	0.9	6.7	0.22	0.50	54.6

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

MOVEMENT SUMMARY

 **Site: 101 [2023 Design EVT]**

Turnock Street - Elrond Drive, Kingscliff
2023PM Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Turnock Street (S)											
1a	L1	129	1.0	0.119	3.5	LOS A	0.5	3.5	0.22	0.38	56.5
3a	R1	325	2.0	0.223	8.3	LOS A	1.1	7.6	0.21	0.59	53.4
3u	U	1	0.0	0.223	11.8	LOS A	1.1	7.6	0.21	0.59	55.5
Approach		456	1.7	0.223	7.0	LOS A	1.1	7.6	0.22	0.53	54.1
NorthEast: Turnock Street (NE)											
24a	L1	218	2.0	0.164	3.3	LOS A	0.8	5.7	0.17	0.44	56.0
26	R2	88	3.0	0.164	9.4	LOS A	0.8	5.7	0.17	0.48	55.4
26u	U	1	0.0	0.164	11.7	LOS A	0.8	5.7	0.17	0.48	58.1
Approach		307	2.3	0.164	5.1	LOS A	0.8	5.7	0.17	0.45	55.8
NorthWest: Elrond Drive (NW)											
27	L2	49	2.0	0.046	4.8	LOS A	0.2	1.4	0.39	0.51	54.0
29a	R1	56	2.0	0.047	9.0	LOS A	0.2	1.5	0.38	0.62	51.6
29u	U	1	0.0	0.047	12.5	LOS A	0.2	1.5	0.38	0.62	53.1
Approach		106	2.0	0.047	7.1	LOS A	0.2	1.5	0.39	0.57	52.7
All Vehicles		869	1.9	0.223	6.3	LOS A	1.1	7.6	0.22	0.51	54.6

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

MOVEMENT SUMMARY

 **Site: 101 [2023 Design MVT]**

Turnock Street - Elrond Drive, Kingscliff
2023AM Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Turnock Street (S)											
1a	L1	81	6.0	0.094	3.4	LOS A	0.4	2.9	0.16	0.42	55.7
3a	R1	299	2.0	0.183	8.2	LOS A	0.9	6.1	0.15	0.57	53.8
3u	U	4	0.0	0.183	11.7	LOS A	0.9	6.1	0.15	0.58	55.7
Approach		384	2.8	0.183	7.2	LOS A	0.9	6.1	0.15	0.54	54.2
NorthEast: Turnock Street (NE)											
24a	L1	191	2.0	0.135	3.5	LOS A	0.6	4.4	0.23	0.44	56.0
26	R2	49	0.0	0.135	9.5	LOS A	0.6	4.4	0.22	0.46	56.3
26u	U	1	0.0	0.135	11.8	LOS A	0.6	4.4	0.22	0.46	58.3
Approach		241	1.6	0.135	4.8	LOS A	0.6	4.4	0.23	0.44	56.1
NorthWest: Elrond Drive (NW)											
27	L2	79	1.0	0.071	4.6	LOS A	0.3	2.0	0.36	0.52	54.1
29a	R1	94	5.0	0.078	8.9	LOS A	0.3	2.3	0.35	0.62	51.7
29u	U	1	0.0	0.078	12.4	LOS A	0.3	2.3	0.35	0.62	53.2
Approach		174	3.2	0.078	7.0	LOS A	0.3	2.3	0.36	0.57	52.8
All Vehicles		799	2.5	0.183	6.4	LOS A	0.9	6.1	0.22	0.52	54.5

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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Project: P:\P3378 Tweed Valley Hospital\Technical Work\Models\Turnock Street - Elrond Drive\P3378.001M Turnock Street - Elrond Drive.sip7

MOVEMENT SUMMARY

 **Site: 101 [2023 Design PVT]**

Turnock Street - Elrond Drive, Kingscliff
2023PM Peak - Development Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Turnock Street (S)											
1a	L1	129	1.0	0.118	3.5	LOS A	0.5	3.5	0.22	0.38	56.5
3a	R1	320	2.0	0.220	8.3	LOS A	1.0	7.4	0.21	0.59	53.4
3u	U	1	0.0	0.220	11.8	LOS A	1.0	7.4	0.21	0.59	55.5
Approach		451	1.7	0.220	6.9	LOS A	1.0	7.4	0.21	0.53	54.1
NorthEast: Turnock Street (NE)											
24a	L1	238	2.0	0.174	3.3	LOS A	0.8	6.1	0.18	0.44	56.0
26	R2	88	3.0	0.174	9.4	LOS A	0.8	6.1	0.17	0.47	55.5
26u	U	1	0.0	0.174	11.7	LOS A	0.8	6.1	0.17	0.47	58.2
Approach		327	2.3	0.174	5.0	LOS A	0.8	6.1	0.17	0.45	55.9
NorthWest: Elrond Drive (NW)											
27	L2	49	2.0	0.045	4.8	LOS A	0.2	1.4	0.39	0.51	54.0
29a	R1	56	2.0	0.047	9.0	LOS A	0.2	1.5	0.38	0.61	51.7
29u	U	1	0.0	0.047	12.5	LOS A	0.2	1.5	0.38	0.61	53.1
Approach		106	2.0	0.047	7.1	LOS A	0.2	1.5	0.38	0.57	52.7
All Vehicles		884	1.9	0.220	6.2	LOS A	1.0	7.4	0.22	0.50	54.6

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

MOVEMENT SUMMARY

 **Site: 101 [2033 Background AM]**

Turnock Street - Elrond Drive, Kingscliff
2033AM Peak
Background Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		veh	m		per veh	km/h
South: Turnock Street (S)											
1a	L1	97	6.0	0.111	3.4	LOS A	0.5	3.5	0.18	0.42	55.7
3a	R1	347	2.0	0.216	8.2	LOS A	1.1	7.5	0.17	0.57	53.7
3u	U	5	0.0	0.216	11.7	LOS A	1.1	7.5	0.17	0.58	55.6
Approach		449	2.8	0.216	7.2	LOS A	1.1	7.5	0.18	0.54	54.1
NorthEast: Turnock Street (NE)											
24a	L1	215	2.0	0.157	3.6	LOS A	0.7	5.3	0.26	0.45	55.9
26	R2	59	0.0	0.157	9.5	LOS A	0.7	5.3	0.25	0.47	56.1
26u	U	1	0.0	0.157	11.9	LOS A	0.7	5.3	0.25	0.47	58.1
Approach		275	1.6	0.157	4.9	LOS A	0.7	5.3	0.26	0.46	55.9
NorthWest: Elrond Drive (NW)											
27	L2	94	1.0	0.087	4.8	LOS A	0.4	2.5	0.39	0.54	54.0
29a	R1	112	5.0	0.095	9.1	LOS A	0.4	2.9	0.39	0.64	51.5
29u	U	1	0.0	0.095	12.5	LOS A	0.4	2.9	0.39	0.64	53.1
Approach		206	3.2	0.095	7.2	LOS A	0.4	2.9	0.39	0.60	52.6
All Vehicles		931	2.5	0.216	6.5	LOS A	1.1	7.5	0.25	0.53	54.3

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

MOVEMENT SUMMARY

 **Site: 101 [2033 Background PM]**

Turnock Street - Elrond Drive, Kingscliff
2033PM Peak
Background Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Turnock Street (S)											
1a	L1	154	1.0	0.139	3.6	LOS A	0.6	4.2	0.25	0.39	56.3
3a	R1	349	2.0	0.243	8.4	LOS A	1.2	8.5	0.24	0.59	53.3
3u	U	1	0.0	0.243	11.9	LOS A	1.2	8.5	0.24	0.59	55.3
Approach		504	1.7	0.243	6.9	LOS A	1.2	8.5	0.24	0.53	54.1
NorthEast: Turnock Street (NE)											
24a	L1	259	2.0	0.196	3.4	LOS A	1.0	7.0	0.20	0.45	55.9
26	R2	105	3.0	0.196	9.4	LOS A	1.0	7.0	0.19	0.48	55.3
26u	U	1	0.0	0.196	11.7	LOS A	1.0	7.0	0.19	0.48	58.0
Approach		365	2.3	0.196	5.1	LOS A	1.0	7.0	0.20	0.46	55.7
NorthWest: Elrond Drive (NW)											
27	L2	59	2.0	0.055	4.9	LOS A	0.2	1.7	0.41	0.53	53.9
29a	R1	66	2.0	0.057	9.1	LOS A	0.3	1.8	0.40	0.63	51.6
29u	U	1	0.0	0.057	12.6	LOS A	0.3	1.8	0.40	0.63	53.0
Approach		126	2.0	0.057	7.2	LOS A	0.3	1.8	0.41	0.58	52.6
All Vehicles		996	1.9	0.243	6.3	LOS A	1.2	8.5	0.25	0.51	54.5

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

MOVEMENT SUMMARY

 **Site: 101 [2033 Design EVT]**

Turnock Street - Elrond Drive, Kingscliff
2033PM Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Turnock Street (S)											
1a	L1	154	1.0	0.142	3.6	LOS A	0.6	4.3	0.25	0.39	56.3
3a	R1	381	2.0	0.264	8.4	LOS A	1.3	9.4	0.25	0.59	53.3
3u	U	1	0.0	0.264	11.9	LOS A	1.3	9.4	0.25	0.59	55.3
Approach		536	1.7	0.264	7.0	LOS A	1.3	9.4	0.25	0.53	54.0
NorthEast: Turnock Street (NE)											
24a	L1	259	2.0	0.197	3.4	LOS A	1.0	7.1	0.20	0.45	55.9
26	R2	105	3.0	0.197	9.4	LOS A	1.0	7.1	0.19	0.48	55.3
26u	U	1	0.0	0.197	11.7	LOS A	1.0	7.1	0.19	0.48	58.0
Approach		365	2.3	0.197	5.1	LOS A	1.0	7.1	0.20	0.46	55.7
NorthWest: Elrond Drive (NW)											
27	L2	59	2.0	0.057	5.1	LOS A	0.3	1.8	0.43	0.54	53.8
29a	R1	66	2.0	0.058	9.2	LOS A	0.3	1.9	0.42	0.63	51.5
29u	U	1	0.0	0.058	12.7	LOS A	0.3	1.9	0.42	0.63	52.9
Approach		126	2.0	0.058	7.3	LOS A	0.3	1.9	0.43	0.59	52.5
All Vehicles		1027	1.9	0.264	6.4	LOS A	1.3	9.4	0.25	0.51	54.5

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

MOVEMENT SUMMARY

 **Site: 101 [2033 Design MVT]**

Turnock Street - Elrond Drive, Kingscliff
2033AM Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Turnock Street (S)											
1a	L1	97	6.0	0.112	3.4	LOS A	0.5	3.5	0.18	0.42	55.6
3a	R1	354	2.0	0.219	8.2	LOS A	1.1	7.6	0.17	0.57	53.7
3u	U	5	0.0	0.219	11.7	LOS A	1.1	7.6	0.17	0.58	55.6
Approach		456	2.8	0.219	7.2	LOS A	1.1	7.6	0.18	0.54	54.1
NorthEast: Turnock Street (NE)											
24a	L1	224	2.0	0.162	3.6	LOS A	0.8	5.5	0.26	0.45	55.9
26	R2	59	0.0	0.162	9.5	LOS A	0.8	5.5	0.25	0.47	56.1
26u	U	1	0.0	0.162	11.9	LOS A	0.8	5.5	0.25	0.47	58.2
Approach		284	1.6	0.162	4.9	LOS A	0.8	5.5	0.26	0.46	55.9
NorthWest: Elrond Drive (NW)											
27	L2	94	1.0	0.087	4.9	LOS A	0.4	2.5	0.40	0.54	54.0
29a	R1	112	5.0	0.095	9.1	LOS A	0.4	2.9	0.39	0.64	51.5
29u	U	1	0.0	0.095	12.5	LOS A	0.4	2.9	0.39	0.64	53.0
Approach		206	3.2	0.095	7.2	LOS A	0.4	2.9	0.39	0.60	52.6
All Vehicles		946	2.5	0.219	6.5	LOS A	1.1	7.6	0.25	0.53	54.3

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

MOVEMENT SUMMARY

 **Site: 101 [2033 Design PVT]**

Turnock Street - Elrond Drive, Kingscliff
2033PM Peak - Development Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Turnock Street (S)											
1a	L1	154	1.0	0.142	3.6	LOS A	0.6	4.3	0.25	0.39	56.3
3a	R1	376	2.0	0.261	8.4	LOS A	1.3	9.3	0.25	0.59	53.3
3u	U	1	0.0	0.261	11.9	LOS A	1.3	9.3	0.25	0.59	55.3
Approach		531	1.7	0.261	7.0	LOS A	1.3	9.3	0.25	0.53	54.0
NorthEast: Turnock Street (NE)											
24a	L1	279	2.0	0.206	3.4	LOS A	1.1	7.5	0.20	0.45	55.9
26	R2	105	3.0	0.206	9.4	LOS A	1.1	7.5	0.20	0.47	55.4
26u	U	1	0.0	0.206	11.7	LOS A	1.1	7.5	0.20	0.47	58.1
Approach		385	2.3	0.206	5.1	LOS A	1.1	7.5	0.20	0.45	55.8
NorthWest: Elrond Drive (NW)											
27	L2	59	2.0	0.056	5.0	LOS A	0.3	1.8	0.43	0.54	53.8
29a	R1	66	2.0	0.058	9.2	LOS A	0.3	1.9	0.42	0.63	51.5
29u	U	1	0.0	0.058	12.7	LOS A	0.3	1.9	0.42	0.63	52.9
Approach		126	2.0	0.058	7.3	LOS A	0.3	1.9	0.42	0.59	52.6
All Vehicles		1042	1.9	0.261	6.3	LOS A	1.3	9.3	0.25	0.51	54.5

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

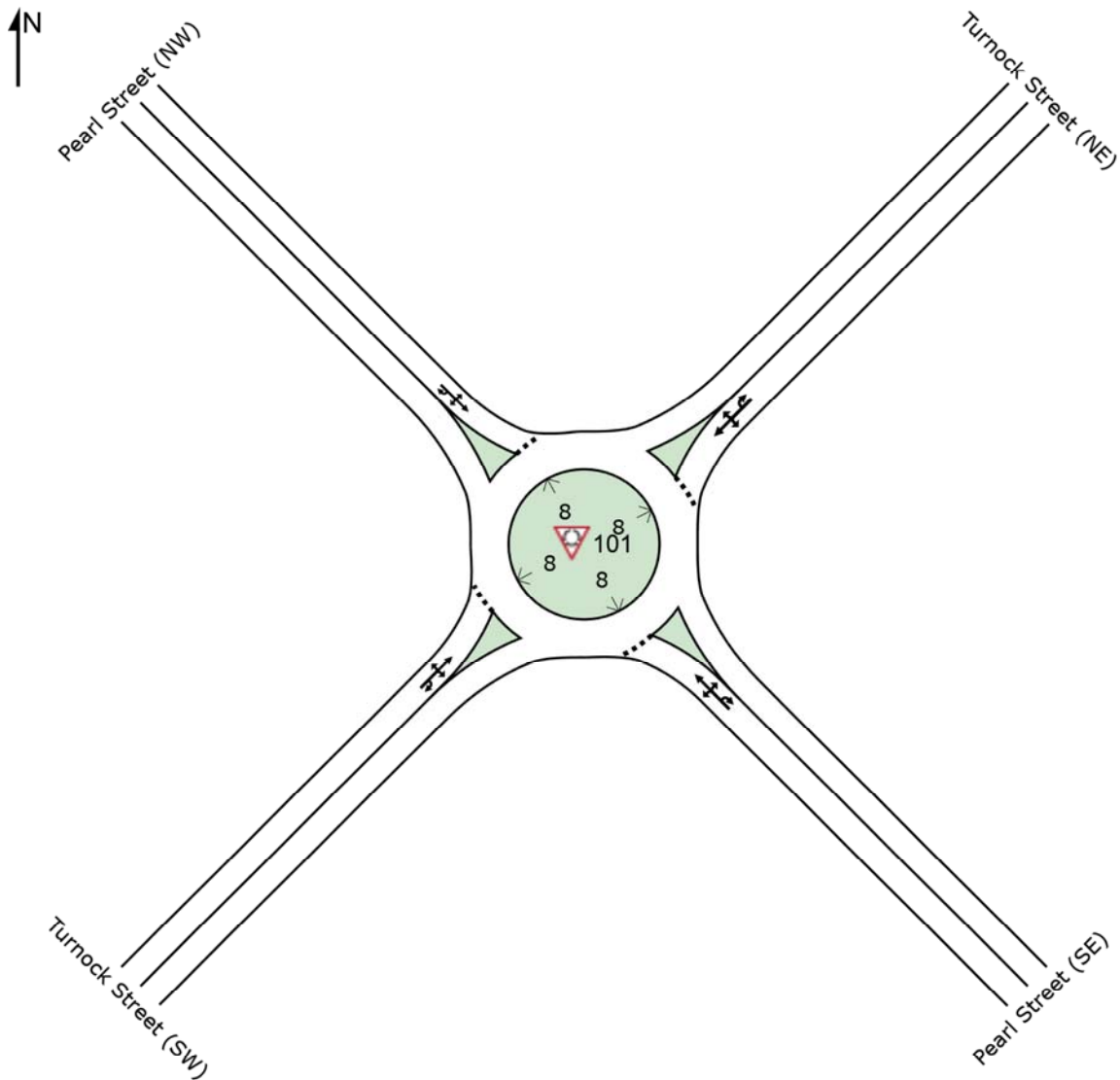
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

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

SITE LAYOUT

 **Site: 101 [2023 Background AM]**

Turnock Street - Pearl Street, Kingscliff
2023 AM Peak
Background Traffic
Roundabout



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MOVEMENT SUMMARY

 **Site: 101 [2023 Background AM]**

Turnock Street - Pearl Street, Kingscliff
2023 AM Peak
Background Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m	per veh	km/h	
SouthEast: Pearl Street (SE)											
21	L2	64	10.0	0.517	4.8	LOS A	4.4	32.0	0.59	0.59	41.0
22	T1	307	4.0	0.517	4.4	LOS A	4.4	32.0	0.59	0.59	41.7
23	R2	183	3.0	0.517	7.3	LOS A	4.4	32.0	0.59	0.59	26.1
23u	U	9	0.0	0.517	8.4	LOS A	4.4	32.0	0.59	0.59	43.0
Approach		564	4.3	0.517	5.4	LOS A	4.4	32.0	0.59	0.59	37.2
NorthEast: Turnock Street (NE)											
24	L2	64	4.0	0.172	6.3	LOS A	1.0	7.2	0.60	0.66	35.5
25	T1	67	0.0	0.172	6.0	LOS A	1.0	7.2	0.60	0.66	43.3
26	R2	13	0.0	0.172	9.0	LOS A	1.0	7.2	0.60	0.66	42.9
26u	U	2	0.0	0.172	10.4	LOS A	1.0	7.2	0.60	0.66	10.5
Approach		146	1.8	0.172	6.5	LOS A	1.0	7.2	0.60	0.66	39.4
NorthWest: Pearl Street (NW)											
27	L2	15	0.0	0.364	8.0	LOS A	2.6	18.4	0.75	0.77	25.9
28	T1	171	2.0	0.364	8.0	LOS A	2.6	18.4	0.75	0.77	40.8
29	R2	92	0.0	0.364	10.9	LOS A	2.6	18.4	0.75	0.77	44.4
29u	U	4	0.0	0.364	12.3	LOS A	2.6	18.4	0.75	0.77	47.6
Approach		281	1.2	0.364	9.0	LOS A	2.6	18.4	0.75	0.77	41.3
SouthWest: Turnock Street (SW)											
30	L2	105	2.0	0.487	10.0	LOS A	4.0	28.4	0.84	0.90	43.1
31	T1	131	1.0	0.487	9.8	LOS A	4.0	28.4	0.84	0.90	26.1
32	R2	103	4.0	0.487	12.9	LOS A	4.0	28.4	0.84	0.90	39.8
32u	U	5	0.0	0.487	14.1	LOS A	4.0	28.4	0.84	0.90	46.5
Approach		344	2.2	0.487	10.9	LOS A	4.0	28.4	0.84	0.90	35.8
All Vehicles		1336	2.8	0.517	7.7	LOS A	4.4	32.0	0.69	0.71	37.9

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2023 Background PM]**

Turnock Street - Pearl Street, Kingscliff
2023 PM Peak
Background Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Pearl Street (SE)											
21	L2	156	4.0	0.580	5.0	LOS A	5.3	38.0	0.66	0.61	41.0
22	T1	305	2.0	0.580	4.7	LOS A	5.3	38.0	0.66	0.61	41.6
23	R2	156	5.0	0.580	7.7	LOS A	5.3	38.0	0.66	0.61	26.0
23u	U	11	0.0	0.580	8.8	LOS A	5.3	38.0	0.66	0.61	43.0
Approach		627	3.2	0.580	5.6	LOS A	5.3	38.0	0.66	0.61	38.1
NorthEast: Turnock Street (NE)											
24	L2	51	0.0	0.159	5.8	LOS A	0.9	6.5	0.56	0.62	35.7
25	T1	78	0.0	0.159	5.7	LOS A	0.9	6.5	0.56	0.62	43.5
26	R2	14	0.0	0.159	8.7	LOS A	0.9	6.5	0.56	0.62	43.2
26u	U	1	0.0	0.159	10.1	LOS A	0.9	6.5	0.56	0.62	10.1
Approach		143	0.0	0.159	6.0	LOS A	0.9	6.5	0.56	0.62	40.5
NorthWest: Pearl Street (NW)											
27	L2	15	0.0	0.334	7.5	LOS A	2.4	16.8	0.71	0.74	26.1
28	T1	146	4.0	0.334	7.6	LOS A	2.4	16.8	0.71	0.74	41.0
29	R2	100	0.0	0.334	10.4	LOS A	2.4	16.8	0.71	0.74	44.6
29u	U	7	0.0	0.334	11.8	LOS A	2.4	16.8	0.71	0.74	47.8
Approach		268	2.2	0.334	8.7	LOS A	2.4	16.8	0.71	0.74	41.7
SouthWest: Turnock Street (SW)											
30	L2	126	0.0	0.477	9.3	LOS A	3.8	27.3	0.83	0.87	43.5
31	T1	151	0.0	0.477	9.2	LOS A	3.8	27.3	0.83	0.87	26.3
32	R2	68	7.0	0.477	12.5	LOS A	3.8	27.3	0.83	0.87	40.2
32u	U	1	0.0	0.477	13.6	LOS A	3.8	27.3	0.83	0.87	47.0
Approach		346	1.4	0.477	9.9	LOS A	3.8	27.3	0.83	0.87	35.6
All Vehicles		1385	2.2	0.580	7.3	LOS A	5.3	38.0	0.70	0.70	38.4

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2023 Design EVT]**

Turnock Street - Pearl Street, Kingscliff
2023 PM Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Pearl Street (SE)											
21	L2	162	4.0	0.591	5.1	LOS A	5.4	39.2	0.68	0.62	41.0
22	T1	305	2.0	0.591	4.8	LOS A	5.4	39.2	0.68	0.62	41.6
23	R2	156	5.0	0.591	7.8	LOS A	5.4	39.2	0.68	0.62	25.9
23u	U	11	0.0	0.591	8.9	LOS A	5.4	39.2	0.68	0.62	42.9
Approach		634	3.2	0.591	5.7	LOS A	5.4	39.2	0.68	0.62	38.1
NorthEast: Turnock Street (NE)											
24	L2	51	0.0	0.162	6.0	LOS A	1.0	6.7	0.57	0.63	35.6
25	T1	78	0.0	0.162	5.8	LOS A	1.0	6.7	0.57	0.63	43.5
26	R2	14	0.0	0.162	8.8	LOS A	1.0	6.7	0.57	0.63	43.1
26u	U	1	0.0	0.162	10.2	LOS A	1.0	6.7	0.57	0.63	10.1
Approach		143	0.0	0.162	6.2	LOS A	1.0	6.7	0.57	0.63	40.5
NorthWest: Pearl Street (NW)											
27	L2	15	0.0	0.347	7.7	LOS A	2.5	17.6	0.73	0.76	26.0
28	T1	146	4.0	0.347	7.8	LOS A	2.5	17.6	0.73	0.76	40.9
29	R2	106	0.0	0.347	10.5	LOS A	2.5	17.6	0.73	0.76	44.5
29u	U	7	0.0	0.347	12.0	LOS A	2.5	17.6	0.73	0.76	47.7
Approach		275	2.1	0.347	8.9	LOS A	2.5	17.6	0.73	0.76	41.7
SouthWest: Turnock Street (SW)											
30	L2	139	0.0	0.514	9.9	LOS A	4.4	31.4	0.85	0.90	43.2
31	T1	151	0.0	0.514	9.8	LOS A	4.4	31.4	0.85	0.90	26.1
32	R2	81	7.0	0.514	13.1	LOS A	4.4	31.4	0.85	0.90	39.8
32u	U	1	0.0	0.514	14.2	LOS A	4.4	31.4	0.85	0.90	46.6
Approach		372	1.5	0.514	10.6	LOS A	4.4	31.4	0.85	0.90	35.7
All Vehicles		1423	2.2	0.591	7.6	LOS A	5.4	39.2	0.72	0.72	38.3

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2023 Design MVT]**

Turnock Street - Pearl Street, Kingscliff
2023 AM Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
SouthEast: Pearl Street (SE)											
21	L2	72	10.0	0.529	4.9	LOS A	4.6	33.2	0.61	0.60	40.9
22	T1	307	4.0	0.529	4.5	LOS A	4.6	33.2	0.61	0.60	41.6
23	R2	183	3.0	0.529	7.4	LOS A	4.6	33.2	0.61	0.60	26.0
23u	U	9	0.0	0.529	8.5	LOS A	4.6	33.2	0.61	0.60	43.0
Approach		572	4.4	0.529	5.5	LOS A	4.6	33.2	0.61	0.60	37.2
NorthEast: Turnock Street (NE)											
24	L2	64	4.0	0.174	6.4	LOS A	1.0	7.3	0.60	0.66	35.4
25	T1	67	0.0	0.174	6.1	LOS A	1.0	7.3	0.60	0.66	43.2
26	R2	13	0.0	0.174	9.1	LOS A	1.0	7.3	0.60	0.66	42.9
26u	U	2	0.0	0.174	10.5	LOS A	1.0	7.3	0.60	0.66	10.5
Approach		146	1.8	0.174	6.5	LOS A	1.0	7.3	0.60	0.66	39.4
NorthWest: Pearl Street (NW)											
27	L2	15	0.0	0.375	8.1	LOS A	2.7	19.1	0.76	0.78	25.9
28	T1	171	2.0	0.375	8.1	LOS A	2.7	19.1	0.76	0.78	40.7
29	R2	99	0.0	0.375	11.0	LOS A	2.7	19.1	0.76	0.78	44.3
29u	U	4	0.0	0.375	12.4	LOS A	2.7	19.1	0.76	0.78	47.5
Approach		288	1.2	0.375	9.1	LOS A	2.7	19.1	0.76	0.78	41.3
SouthWest: Turnock Street (SW)											
30	L2	108	2.0	0.497	10.2	LOS A	4.2	29.6	0.85	0.91	43.0
31	T1	131	1.0	0.497	10.0	LOS A	4.2	29.6	0.85	0.91	26.0
32	R2	106	4.0	0.497	13.1	LOS A	4.2	29.6	0.85	0.91	39.7
32u	U	5	0.0	0.497	14.3	LOS A	4.2	29.6	0.85	0.91	46.4
Approach		351	2.2	0.497	11.1	LOS A	4.2	29.6	0.85	0.91	35.9
All Vehicles		1357	2.8	0.529	7.8	LOS A	4.6	33.2	0.70	0.72	37.9

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2023 Design PVT]**

Turnock Street - Pearl Street, Kingscliff
2023 PM Peak - Development Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Pearl Street (SE)											
21	L2	168	4.0	0.602	5.2	LOS A	5.6	40.3	0.69	0.63	40.9
22	T1	305	2.0	0.602	4.9	LOS A	5.6	40.3	0.69	0.63	41.6
23	R2	156	5.0	0.602	7.9	LOS A	5.6	40.3	0.69	0.63	25.9
23u	U	11	0.0	0.602	9.0	LOS A	5.6	40.3	0.69	0.63	42.9
Approach		640	3.2	0.602	5.8	LOS A	5.6	40.3	0.69	0.63	38.1
NorthEast: Turnock Street (NE)											
24	L2	51	0.0	0.163	6.0	LOS A	1.0	6.7	0.58	0.64	35.6
25	T1	78	0.0	0.163	5.8	LOS A	1.0	6.7	0.58	0.64	43.4
26	R2	14	0.0	0.163	8.8	LOS A	1.0	6.7	0.58	0.64	43.1
26u	U	1	0.0	0.163	10.3	LOS A	1.0	6.7	0.58	0.64	10.1
Approach		143	0.0	0.163	6.2	LOS A	1.0	6.7	0.58	0.64	40.4
NorthWest: Pearl Street (NW)											
27	L2	15	0.0	0.355	7.7	LOS A	2.5	18.1	0.73	0.76	26.0
28	T1	146	4.0	0.355	7.8	LOS A	2.5	18.1	0.73	0.76	40.8
29	R2	113	0.0	0.355	10.6	LOS A	2.5	18.1	0.73	0.76	44.5
29u	U	7	0.0	0.355	12.0	LOS A	2.5	18.1	0.73	0.76	47.6
Approach		281	2.1	0.355	9.0	LOS A	2.5	18.1	0.73	0.76	41.7
SouthWest: Turnock Street (SW)											
30	L2	139	0.0	0.515	9.9	LOS A	4.5	31.6	0.86	0.91	43.2
31	T1	151	0.0	0.515	9.8	LOS A	4.5	31.6	0.86	0.91	26.1
32	R2	81	7.0	0.515	13.1	LOS A	4.5	31.6	0.86	0.91	39.8
32u	U	1	0.0	0.515	14.2	LOS A	4.5	31.6	0.86	0.91	46.6
Approach		372	1.5	0.515	10.6	LOS A	4.5	31.6	0.86	0.91	35.7
All Vehicles		1436	2.2	0.602	7.7	LOS A	5.6	40.3	0.73	0.73	38.4

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2033 Background AM]**

Turnock Street - Pearl Street, Kingscliff
2033 AM Peak
Background Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		veh	m		per veh	km/h
SouthEast: Pearl Street (SE)											
21	L2	76	10.0	0.637	5.8	LOS A	6.4	46.6	0.73	0.66	40.6
22	T1	365	4.0	0.637	5.3	LOS A	6.4	46.6	0.73	0.66	41.3
23	R2	218	3.0	0.637	8.2	LOS A	6.4	46.6	0.73	0.66	25.8
23u	U	11	0.0	0.637	9.3	LOS A	6.4	46.6	0.73	0.66	42.5
Approach		669	4.3	0.637	6.4	LOS A	6.4	46.6	0.73	0.66	36.8
NorthEast: Turnock Street (NE)											
24	L2	76	4.0	0.221	7.0	LOS A	1.4	9.7	0.67	0.71	35.0
25	T1	80	0.0	0.221	6.7	LOS A	1.4	9.7	0.67	0.71	42.7
26	R2	15	0.0	0.221	9.7	LOS A	1.4	9.7	0.67	0.71	42.4
26u	U	3	0.0	0.221	11.1	LOS A	1.4	9.7	0.67	0.71	10.4
Approach		174	1.7	0.221	7.1	LOS A	1.4	9.7	0.67	0.71	38.8
NorthWest: Pearl Street (NW)											
27	L2	18	0.0	0.478	10.1	LOS A	3.9	27.8	0.85	0.89	25.3
28	T1	203	2.0	0.478	10.1	LOS A	3.9	27.8	0.85	0.89	39.8
29	R2	108	0.0	0.478	12.9	LOS A	3.9	27.8	0.85	0.89	43.3
29u	U	5	0.0	0.478	14.4	LOS A	3.9	27.8	0.85	0.89	46.3
Approach		335	1.2	0.478	11.1	LOS A	3.9	27.8	0.85	0.89	40.3
SouthWest: Turnock Street (SW)											
30	L2	125	2.0	0.664	16.1	LOS B	7.4	52.7	0.98	1.15	40.2
31	T1	155	1.0	0.664	15.9	LOS B	7.4	52.7	0.98	1.15	24.2
32	R2	122	4.0	0.664	19.1	LOS B	7.4	52.7	0.98	1.15	37.0
32u	U	6	0.0	0.664	20.2	LOS B	7.4	52.7	0.98	1.15	43.1
Approach		408	2.2	0.664	17.0	LOS B	7.4	52.7	0.98	1.15	33.4
All Vehicles		1586	2.8	0.664	10.2	LOS A	7.4	52.7	0.81	0.84	36.7

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2033 Background PM]**

Turnock Street - Pearl Street, Kingscliff
2033 PM Peak
Background Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Pearl Street (SE)											
21	L2	185	4.0	0.718	7.5	LOS A	9.3	66.7	0.83	0.76	40.1
22	T1	362	2.0	0.718	7.1	LOS A	9.3	66.7	0.83	0.76	40.7
23	R2	185	5.0	0.718	10.1	LOS A	9.3	66.7	0.83	0.76	25.2
23u	U	13	0.0	0.718	11.2	LOS A	9.3	66.7	0.83	0.76	41.8
Approach		745	3.2	0.718	8.0	LOS A	9.3	66.7	0.83	0.76	37.2
NorthEast: Turnock Street (NE)											
24	L2	60	0.0	0.203	6.4	LOS A	1.2	8.7	0.63	0.67	35.4
25	T1	93	0.0	0.203	6.2	LOS A	1.2	8.7	0.63	0.67	43.2
26	R2	17	0.0	0.203	9.2	LOS A	1.2	8.7	0.63	0.67	42.8
26u	U	1	0.0	0.203	10.6	LOS A	1.2	8.7	0.63	0.67	10.0
Approach		171	0.0	0.203	6.6	LOS A	1.2	8.7	0.63	0.67	40.2
NorthWest: Pearl Street (NW)											
27	L2	18	0.0	0.435	8.6	LOS A	3.3	23.3	0.81	0.82	25.7
28	T1	175	4.0	0.435	8.7	LOS A	3.3	23.3	0.81	0.82	40.4
29	R2	119	0.0	0.435	11.4	LOS A	3.3	23.3	0.81	0.82	44.0
29u	U	8	0.0	0.435	12.9	LOS A	3.3	23.3	0.81	0.82	47.1
Approach		320	2.2	0.435	9.8	LOS A	3.3	23.3	0.81	0.82	41.1
SouthWest: Turnock Street (SW)											
30	L2	149	0.0	0.650	14.7	LOS B	7.1	50.4	0.97	1.11	40.9
31	T1	178	0.0	0.650	14.6	LOS B	7.1	50.4	0.97	1.11	24.6
32	R2	82	7.0	0.650	18.0	LOS B	7.1	50.4	0.97	1.11	37.6
32u	U	1	0.0	0.650	19.0	LOS B	7.1	50.4	0.97	1.11	44.0
Approach		411	1.4	0.650	15.3	LOS B	7.1	50.4	0.97	1.11	33.4
All Vehicles		1646	2.2	0.718	10.0	LOS A	9.3	66.7	0.84	0.85	37.1

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2033 Design EVT]**

Turnock Street - Pearl Street, Kingscliff
2033 PM Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Pearl Street (SE)											
21	L2	192	4.0	0.731	7.9	LOS A	9.8	70.6	0.85	0.79	39.9
22	T1	362	2.0	0.731	7.5	LOS A	9.8	70.6	0.85	0.79	40.5
23	R2	185	5.0	0.731	10.6	LOS A	9.8	70.6	0.85	0.79	25.1
23u	U	13	0.0	0.731	11.6	LOS A	9.8	70.6	0.85	0.79	41.5
Approach		752	3.2	0.731	8.4	LOS A	9.8	70.6	0.85	0.79	37.0
NorthEast: Turnock Street (NE)											
24	L2	60	0.0	0.207	6.5	LOS A	1.3	8.9	0.64	0.68	35.3
25	T1	93	0.0	0.207	6.3	LOS A	1.3	8.9	0.64	0.68	43.1
26	R2	17	0.0	0.207	9.4	LOS A	1.3	8.9	0.64	0.68	42.7
26u	U	1	0.0	0.207	10.8	LOS A	1.3	8.9	0.64	0.68	10.0
Approach		171	0.0	0.207	6.7	LOS A	1.3	8.9	0.64	0.68	40.1
NorthWest: Pearl Street (NW)											
27	L2	18	0.0	0.451	9.0	LOS A	3.5	25.0	0.82	0.84	25.6
28	T1	175	4.0	0.451	9.1	LOS A	3.5	25.0	0.82	0.84	40.2
29	R2	125	0.0	0.451	11.9	LOS A	3.5	25.0	0.82	0.84	43.8
29u	U	8	0.0	0.451	13.3	LOS A	3.5	25.0	0.82	0.84	46.9
Approach		326	2.1	0.451	10.3	LOS A	3.5	25.0	0.82	0.84	41.0
SouthWest: Turnock Street (SW)											
30	L2	162	0.0	0.692	16.1	LOS B	8.2	57.9	1.00	1.16	40.2
31	T1	178	0.0	0.692	16.0	LOS B	8.2	57.9	1.00	1.16	24.2
32	R2	94	7.0	0.692	19.4	LOS B	8.2	57.9	1.00	1.16	37.0
32u	U	1	0.0	0.692	20.4	LOS B	8.2	57.9	1.00	1.16	43.2
Approach		435	1.5	0.692	16.8	LOS B	8.2	57.9	1.00	1.16	33.2
All Vehicles		1683	2.2	0.731	10.8	LOS A	9.8	70.6	0.86	0.89	36.9

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2033 Design MVT]**

Turnock Street - Pearl Street, Kingscliff
2033 AM Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m	per veh	km/h	
SouthEast: Pearl Street (SE)											
21	L2	83	10.0	0.652	6.2	LOS A	6.9	50.3	0.76	0.69	40.5
22	T1	365	4.0	0.652	5.7	LOS A	6.9	50.3	0.76	0.69	41.1
23	R2	218	3.0	0.652	8.6	LOS A	6.9	50.3	0.76	0.69	25.7
23u	U	11	0.0	0.652	9.7	LOS A	6.9	50.3	0.76	0.69	42.4
Approach		677	4.4	0.652	6.8	LOS A	6.9	50.3	0.76	0.69	36.7
NorthEast: Turnock Street (NE)											
24	L2	76	4.0	0.224	7.0	LOS A	1.4	9.9	0.67	0.72	34.9
25	T1	80	0.0	0.224	6.8	LOS A	1.4	9.9	0.67	0.72	42.7
26	R2	15	0.0	0.224	9.8	LOS A	1.4	9.9	0.67	0.72	42.3
26u	U	3	0.0	0.224	11.2	LOS A	1.4	9.9	0.67	0.72	10.4
Approach		174	1.7	0.224	7.2	LOS A	1.4	9.9	0.67	0.72	38.7
NorthWest: Pearl Street (NW)											
27	L2	18	0.0	0.493	10.4	LOS A	4.2	29.4	0.86	0.91	25.2
28	T1	203	2.0	0.493	10.4	LOS A	4.2	29.4	0.86	0.91	39.6
29	R2	117	0.0	0.493	13.3	LOS A	4.2	29.4	0.86	0.91	43.2
29u	U	5	0.0	0.493	14.7	LOS B	4.2	29.4	0.86	0.91	46.1
Approach		343	1.2	0.493	11.4	LOS A	4.2	29.4	0.86	0.91	40.2
SouthWest: Turnock Street (SW)											
30	L2	128	2.0	0.678	16.6	LOS B	7.7	55.2	0.99	1.17	40.0
31	T1	155	1.0	0.678	16.4	LOS B	7.7	55.2	0.99	1.17	24.1
32	R2	125	4.0	0.678	19.6	LOS B	7.7	55.2	0.99	1.17	36.8
32u	U	6	0.0	0.678	20.7	LOS B	7.7	55.2	0.99	1.17	42.9
Approach		415	2.2	0.678	17.5	LOS B	7.7	55.2	0.99	1.17	33.3
All Vehicles		1608	2.8	0.678	10.6	LOS A	7.7	55.2	0.83	0.86	36.6

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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MOVEMENT SUMMARY

 **Site: 101 [2033 Design PVT]**

Turnock Street - Pearl Street, Kingscliff
2033 PM Peak - Development Peak
Design Traffic
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
SouthEast: Pearl Street (SE)											
21	L2	198	4.0	0.743	8.4	LOS A	10.4	74.6	0.87	0.81	39.6
22	T1	362	2.0	0.743	8.0	LOS A	10.4	74.6	0.87	0.81	40.2
23	R2	185	5.0	0.743	11.0	LOS A	10.4	74.6	0.87	0.81	24.9
23u	U	13	0.0	0.743	12.1	LOS A	10.4	74.6	0.87	0.81	41.3
Approach		758	3.2	0.743	8.9	LOS A	10.4	74.6	0.87	0.81	36.8
NorthEast: Turnock Street (NE)											
24	L2	60	0.0	0.208	6.6	LOS A	1.3	9.0	0.64	0.69	35.3
25	T1	93	0.0	0.208	6.4	LOS A	1.3	9.0	0.64	0.69	43.0
26	R2	17	0.0	0.208	9.4	LOS A	1.3	9.0	0.64	0.69	42.7
26u	U	1	0.0	0.208	10.8	LOS A	1.3	9.0	0.64	0.69	10.0
Approach		171	0.0	0.208	6.8	LOS A	1.3	9.0	0.64	0.69	40.1
NorthWest: Pearl Street (NW)											
27	L2	18	0.0	0.460	9.1	LOS A	3.6	26.0	0.83	0.85	25.5
28	T1	175	4.0	0.460	9.3	LOS A	3.6	26.0	0.83	0.85	40.1
29	R2	132	0.0	0.460	12.0	LOS A	3.6	26.0	0.83	0.85	43.7
29u	U	8	0.0	0.460	13.5	LOS A	3.6	26.0	0.83	0.85	46.7
Approach		333	2.1	0.460	10.5	LOS A	3.6	26.0	0.83	0.85	40.9
SouthWest: Turnock Street (SW)											
30	L2	162	0.0	0.696	16.3	LOS B	8.3	58.8	1.00	1.17	40.1
31	T1	178	0.0	0.696	16.2	LOS B	8.3	58.8	1.00	1.17	24.2
32	R2	95	7.0	0.696	19.6	LOS B	8.3	58.8	1.00	1.17	36.9
32u	U	1	0.0	0.696	20.6	LOS B	8.3	58.8	1.00	1.17	43.1
Approach		436	1.5	0.696	17.0	LOS B	8.3	58.8	1.00	1.17	33.1
All Vehicles		1697	2.2	0.743	11.1	LOS A	10.4	74.6	0.87	0.90	36.8

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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APPENDIX E

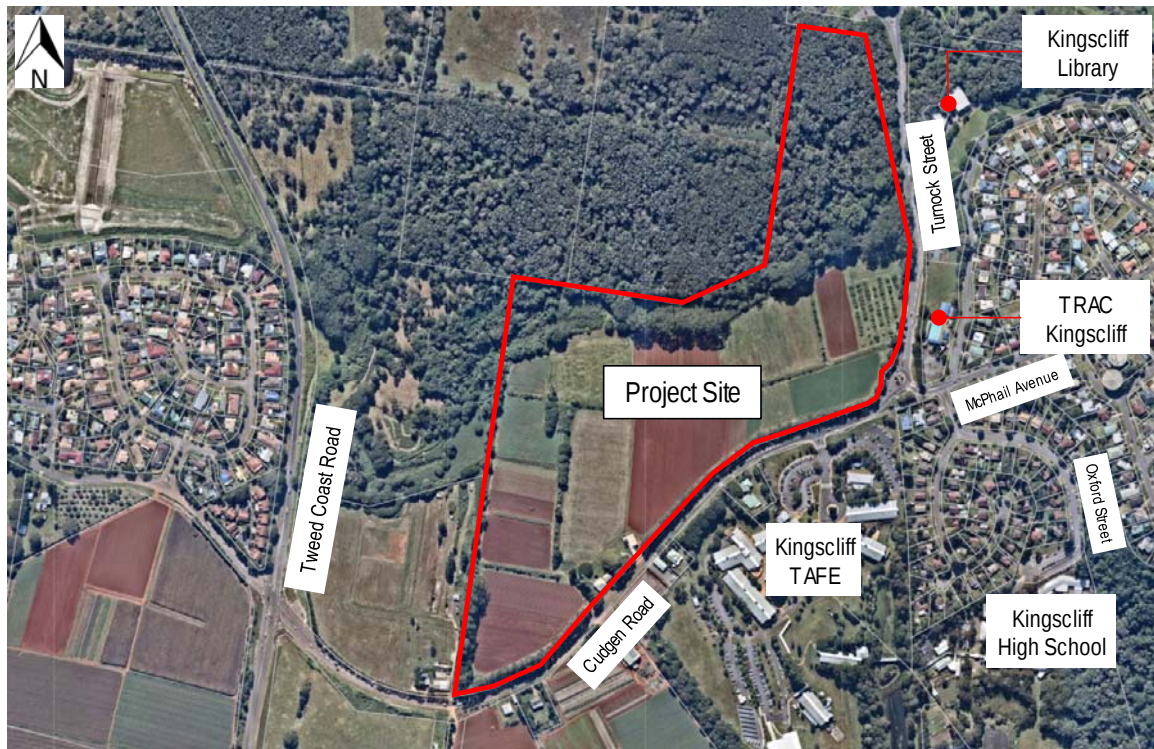
PRELIMINARY CTMP

Tweed Valley Hospital – Preliminary Construction Traffic Management Plan (For Information Only – Not for Implementation)

1. INTRODUCTION

This preliminary Construction Traffic Management Plan (CTMP) assessment has been prepared to accompany a State Significant Development Application (SSD) for the Tweed Valley Hospital (Project) in order to address the address, the Secretary's Environmental Assessment Requirements (SEARs). It is noted additional information is required to formalise a CTMP.

The site location is shown in Figure 1.1. A formalised CTMP is needed prior to the start of construction.



Source: Google Maps

Figure 1.1: Project Site Location

2. EXISTING TRAFFIC CONDITIONS

2.1 ROAD NETWORK

2.1.1 Cudgen Road

Cudgen Road is an undivided two-lane rural collector / distributor road connecting Kingscliff to the east with Cudgen and Tweed Valley Way to the west. In the vicinity of the Project Site, the posted speed limit is 60km/h. Cudgen Road fronts the Project Site on its southern side. Cudgen Road is under the jurisdiction of Tweed Shire Council. Dominant traffic flows on Cudgen Road are primarily related to commuter and school traffic movements. It is understood some rural properties have approvals (understood to be issued by NSW Police) to operate tractors and machinery on Cudgen Road and Tweed Coast Road. It is also understood that trucks service some non-residential properties and do so via restricted manoeuvring to/from Cudgen Road.

2.1.2 Turnock Street

Turnock Street is an undivided two lane rural arterial road connecting Kingscliff to the east with Cudgen Road to the west. In the vicinity of the Project Site the posted speed limit is 60km/h. Turnock Street fronts the Project Site on its eastern side. Turnock Street is under the jurisdiction of Tweed Shire Council.

2.1.3 Tweed Coast Road

Tweed Coast Road is a north-south rural arterial road connecting coastal towns including Pottsville, Hastings Point, Cabarita, Casuarina and Kingscliff. The posted speed limit is generally 80 km/h which is reduced to 60 km/h in the vicinity of Cudgen Road intersection and the Pacific Highway. The typical cross section of Tweed Coast Road is two-lane undivided. Tweed Coast Road is classified as a regional road under the jurisdiction of Tweed Shire Council. Tweed Coast Road carries predominantly commuter traffic, with a tidal flow pattern (northbound in the morning, southbound in the afternoon). It is understood some rural properties have approvals to operate tractors and machinery on Tweed Coast Road

2.1.4 Pacific Highway

The Pacific Highway is an RMS controlled highway connecting Sydney and Brisbane. In the vicinity of the Project Site, the Pacific Highway is a four-lane divided road with a posted speed limit of 110 km/h. Further north (approximately 2km from the Tweed Coast Road interchange) the posted speed is 100km/h and consists of a six-lane cross-section as north to South Tweed Heads, then four-lane divided to the Queensland border

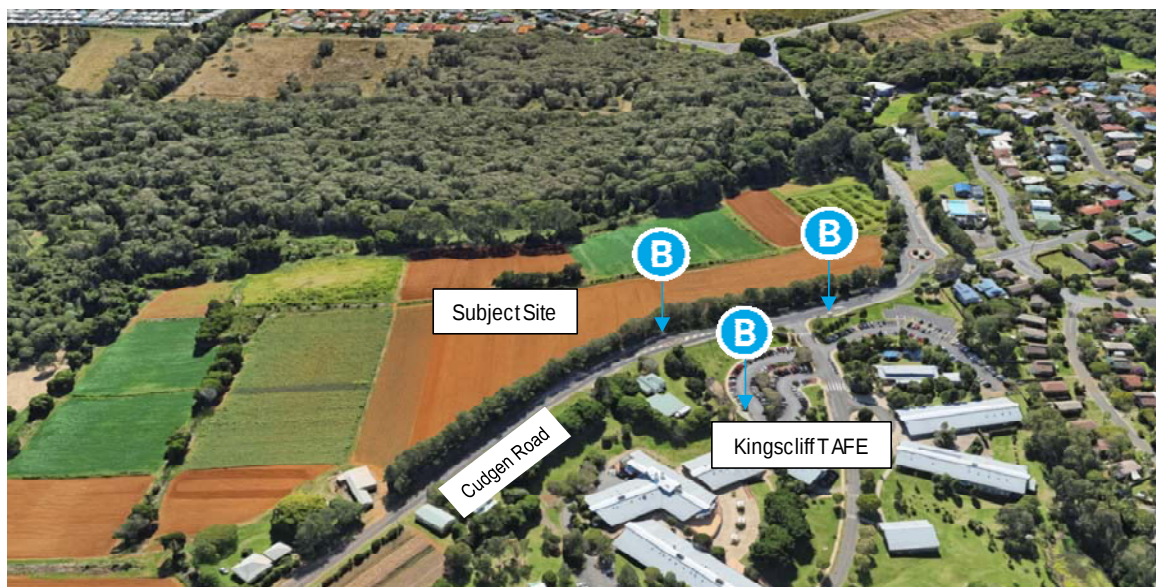
2.2 PARKING

The road network immediately surrounding the Project Site consists predominantly of rural arterial or local access and collector streets. There are no formalised parking facilities on-street in the area.

2.3 ALTERNATE TRANSPORT

2.3.1 Bus

Two existing bus stops are located on Cudgen Road fronting the Project Site (eastbound and westbound). The existing bus stops are serviced by the Route 603 on an hourly basis. The existing bus stop locations are shown in Figure 2.1.



Source: Google Maps & TfNSW

Figure 2.1: Existing Bus Stop Infrastructure

2.3.2 Active Transport

An existing off-road shared path is provided along the Project Site frontage on Cudgen Road. The pathway connects to residential areas west of Tweed Coast Road and to Kingscliff in the east and provides access.

3. PROPOSED CONSTRUCTION ACTIVITIES

At this stage, the preliminary CTMP details the following assumed construction activities based on the inclusions nominated with Stage 1 of the Project:

- Early and enabling works (for site clearance and preparation), generally comprising:
 - Construction compound for Stage 1 Works
 - Augmentation and connection of permanent services for the new facility (water, sewer, electricity, telecommunications)
 - General clearance of vegetation within the footprint of the hospital construction works including tree stumps
 - Chipping of cleared vegetation (excluding weed species) to use on-site for ground stabilisation/ erosion control, or off-site disposal (as required)
 - Bulk earthworks to establish the required site levels and create a stable landform in preparation for hospital construction
 - Piling and associated works
 - Stormwater and drainage infrastructure for the new facility
 - Rehabilitation and revegetation of part of the wetland area
 - Construction of internal road ways for use during construction and in preparation for final road formations in Stage 2
 - Retaining walls.

Specific details and construction / demolition processes for site establishment, demolition and excavation, and materials delivery are unknown at this preliminary stage.

3.1 CONSTRUCTION HOURS

The hours of demolition or construction including delivery of materials to and from the site shall be restricted to between:

- Monday to Friday inclusive 7.00am to 6.00pm;
- Saturday 8am – 4pm; and
- no work on Sundays and Public Holidays.

Extended construction hours are needed in order to meet the critical project delivery timeframe which is driven by:

- the significant forecast population growth in the Tweed-Byron region;
- the constraints of current infrastructure at TTH, which is at capacity - a program of interim upgrade works has commenced to assist in meeting the needs of the community until the new hospital opens, and services are transferred; and
- the physical limitations of the existing TTH site, which has inadequate space to develop new buildings and access is impacted by flooding.

These drivers strongly support the requirement for extended construction hours.

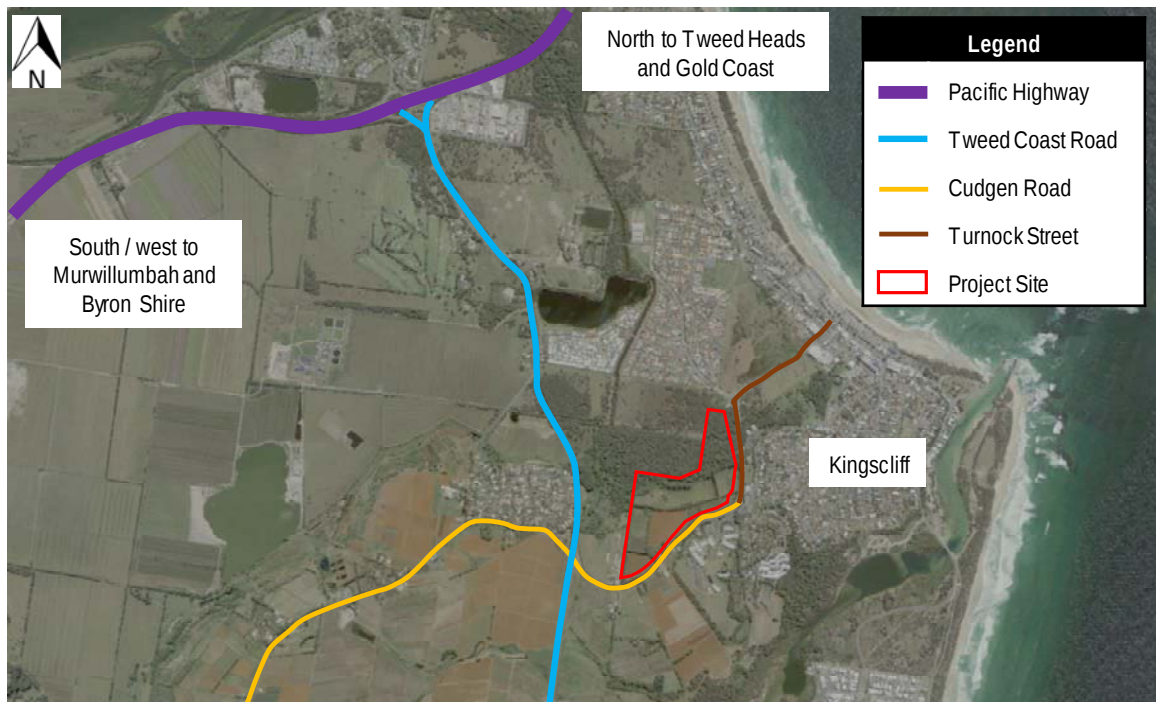
Out of hours Works may be required from time to time and will be coordinated with Tweed Valley Hospital requirements and BCA for Crown Certification. The requirement for out of hours Works may include:

- as a result of an emergency to avoid loss of life, damage to property and/ or to prevent environmental harm; and
- if a variation is approved in advance by the Secretary or her nominee.

Deliveries of heavy machinery may be required out of the proposed hours of operation to conform to the overriding requirements of the Roads & Maritime Services (RMS).

4. CONSTRUCTION VEHICLE ROUTES

Haulage routes have not been confirmed at this stage, however the main access / haulage routes are expected to be via Cudgen Road, Tweed Coast Road and the Pacific Highway. Given expected construction volumes, impacts are expected to be minimal. Haulage of material should be managed through the scheduling of deliveries and availability of fleet to minimise the number of haulage and delivery vehicles during peak periods. The surrounding road network is shown in Figure 4.1.



Source: SIX Maps

Figure 4.1: Surrounding Road Network

5. CONSTRUCTION WORKS MANAGEMENT

5.1 LARGE VEHICLES

The use of large vehicles (vehicles of lengths over 7.5m) will be primarily reserved for delivery of materials, concrete, and plant, and works related to demolition and excavation, to minimise heavy vehicle impacts on the local road network. Only essential light vehicles will be allowed on-site

5.2 STAGING

Staging of vehicles and construction works are to be co-ordinated such that queuing of vehicles does not occur on Cudgen Road.

Delivery vehicles are expected to arrive prior to the morning commuter peak, and between the morning and afternoon peaks.

A traffic impact assessment was completed for the proposal, assessing the impacts to traffic of the surrounding area due to the development and the anticipated vehicle volume during the construction will be lower than the development will experience once complete.

6. CONSTRUCTION WORKER TRAVEL

6.1.1 Private Vehicles

Construction workers are expected to travel to the site by car or light vehicle.

The Project Site is expected to have sufficient area to cater for construction parking on-site in the form of temporary hardstand parking. Access to these parking areas will be provided via a temporary site access or accesses. Once one of the main accesses is completed it is expected that this can be used for access to the temporary parking areas.

6.1.2 Alternate Transport Access

Public and active transport (walking and cycling) trips generated by construction activities are expected to be low. Regardless, the Project Site is well serviced by alternate transport including eastbound and westbound bus stops on Cudgen Road and shared path facilities on Cudgen Road and Turnock Street on the Project Site frontage (refer Section 3.11.2 and 3.12.1). The existing infrastructure will adequately cater for any additional demand generated by construction activities.

7. PROPOSED ROAD CLOSURES

7.1 ROAD CLOSURE

It is understood that there will be no road closures during the during Stage 1 construction works. If however road closure or partial road closures are these should be managed with an appropriate Traffic Control Plan (TCP).

7.2 FOOTPATH CLOSURE

The footpath adjacent to the proposed site access locations will be temporarily closed when the existing driveway will be demolished and a accesses constructed. During this time, a footpath detour and associated TCP will be required. This has not been provided at this preliminary stage and should be provided by the contractor.

7.3 TRAFFIC CONTROL PLANS

Prior to implementation, construction traffic management measures will require the preparation of approved detailed TCPs. Each TCP should be prepared in accordance with the RMS's (formerly RTA) *Traffic Control at Work Sites* manual. The TCP should include details of construction signage and the proposed location and duty of traffic controllers.

A preliminary TCP has been prepared for the site access on Cudgen Road utilising one of the existing crossovers. It is noted that this TCP is preliminary only and has not been reviewed or approved by a certified Designer / Inspector. Prior to construction a Construction Traffic Management Plan and should include certified TCPs. The preliminary TCP for site access is presented as Attachment A.

Additional TCPs may be required to facilitate construction of other site accesses and / or to enable use of these accesses for construction access. This preliminary CTMP does not include TCPs for construction or use of these alternate accesses.

8. CONSTRUCTION VEHICLES

8.1 VEHICLES TYPES

Traffic generated as a result of construction works for Stage 1 are expected to include:

- Heavy vehicle movements for the delivery and removal of construction equipment and machinery, spoil and waste management;
- Small and medium sized vehicles for material delivery; and
- Light vehicles for movement of construction personnel, including contractors, labour force and supervisor / management staff.

8.2 VEHICLE FREQUENCY

Construction traffic volumes have been estimated based on expected construction traffic volumes for the New Maitland Hospital EIS, given the similar scale (New Maitland Hospital has a gross floor area of approximately 60,000m²). Estimated construction traffic movements are summarised in Table 6.1.

Table 8.1: Estimated Daily Construction Traffic

Vehicle Type	Estimated Average Vehicles Accessing Site (average per day)	Estimate of Average Daily Trips (i.e. two-way movements)
Heavy Vehicles	35	70
Light Vehicles	55	110
Total	90	180

While construction traffic is expected to be spread throughout a typical day, as a worst-case assessment it is estimated that 20% of heavy vehicles and a 100% of light vehicles could arrive / depart in a peak hour. This equates to in the order of 125 peak hour trips

9. STANDING OF VEHICLES

All construction vehicles will stand on site, or in the depot. There is to be no standing on any roads surrounding the construction site.

10. ON-SITE TRAFFIC

Light vehicles required to be on-site are to gain access from Cudgen Road via the existing driveway (proposed access construction location). It is expected that heavy vehicles will be able to enter in a forward direction, turn around on site, and exit in a forward direction.

11. WORKS ZONE

There is to be no works zone outside the site boundaries.

12. ON-SITE PLANT

12.1 CONSTRUCTION COMPOUNDS

Details on this aspect of the CTMP are unknown until a contractor is appointed however it is expected that all construction compounds will be contained fully within the site.

13. EXCAVATION STAGING

Excavations are only to be undertaken during the standard construction hours as specified in Section 3.1.

14. CONSTRUCTION IMPACTS TO EXISTING TRANSPORT OPERATIONS

14.1 INTERSECTION OPERATIONS

Construction works for Stage 1 is estimated to generate additional traffic movements (in the order of 180 trips per day). This may result in some additional delays at key intersections on the haulage route and key travel routes. It is recommended that heavy vehicle movements take place outside the commuter and school peak periods. It is likely that much of the labour force will arrive prior to the typical AM peak period.

Where required, vehicle movements (e.g. along the Project Site frontage and at site access locations) will be managed under the afore mentioned CTPMP.

14.2 PUBLIC TRANSPORT IMPACTS

There is expected to be minimal impacts to public transport during construction works associated with Stage 1. In subsequent stages new bus stops will be provided, however the existing nearby bus stops can be utilised until new bus stops are operational.

Some minor travel time delays may occur to bus services as a result of additional construction vehicles and particularly heavy vehicles on the surrounding road network.

14.3 ACTIVE TRANSPORT IMPACTS

There is expected to be minimal impacts to pedestrians and cyclists in the area during construction due to the observed low pedestrian and cyclist movements. Any impacts to pedestrian pathways or cycle routes will be managed under the CTMP. During construction of the site accesses the existing pathway on the northern side of Cudgen Road will be impacted and, in some sections, will require removal and re-instatement of the path. The CTMP will detail interim pedestrian routes.

ATTACHMENT A

PRELIMINARY TRAFFIC CONTROL PLAN

PRELIMINARY TCP ONLY FOR
INFORMATION PURPOSES. NOT
FOR IMPLEMENTATION

