

St George Illawarra Dragons CHPC

Transport Impact Assessment

St George Illawarra Dragons

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1 Introduction

Aurecon has been engaged by Populous to provide technical services for the Development Application (DA) and design of the St George Illawarra Dragons Community and High Performance Training Centre (CHPC) project (the Project) in Wollongong NSW. The Project is being prepared in response to the St George Illawarra Dragons High Performance & Community Centre Brief & Scope of Services dated 15 September 2021 and its variation dated 21 April 2023. The brief was developed by Bridge42 on behalf of the ultimate client, St George Illawarra Dragons Rugby League Football Club.

The Project's proposed concept design comprises two fields, off street car parking, a public realm, and new roads/walkways. The proposed concept design will not include any modifications to the existing Kids' Uni, Innovation Campus building. However, the on street car parking area will be modified with retention of the current parking spaces.

The proposed site for the new CHPC is located at 239 Squires Way, Fairy Meadow within the University of Wollongong (UoW) Innovation Campus.

The site is within Innovation Camps and the site transport strategy objective are detailed in Council's *Development Control Plan (DCP) – Chapter D14: Wollongong Innovation Campus* as follows:

- To provide a convenient and safe transport system for users of the Wollongong Innovation Campus
- To reduce car dependency by encouraging alternative modes of transport
- To cater for non-vehicular transport such as cycling and walking
- To minimise the environmental impact of transport
- To improve air quality
- To maintain the transport network in good order
- To maximise the efficient use of transport infrastructure – both existing and proposed

Council's parking strategy also outlined in Chapter D14 of the *DCP* provides guidance to the number of bays required for development within the campus to achieve the following objectives:

- Parking within Innovation Campus should be provided to satisfy the Campus demand diversity, including visitors, events, students, residential and staff
- Parking should be provided on site at an average rate between the range of 1 space per 40 to 80 sqm of Gross Floor Area. The ratio at completion will reflect the final mix of development type, ongoing monitoring of demand and take-up of public and alternative transportation strategies. Note: at the 2013 review the ratio of spaces to gross floor area (GFA) was 1 space per 60 sqm GFA (with development around 40% of the total permissible)
- The parking provisions should be configured to provide adequate parking controls and enforcement regimes, this will include Identified visitor parking & Centralised staff parking.
- Secure reserved / allocated parking for staff and residents
- Parking bays for service vehicles, taxis, bus bays and the like
- Parking spaces will generally be provided within development lots and / or in centralised locations such as Multi-Storey Car Parks. Temporary on-grade parking stations will be progressively reduced as the Campus is developed and land is utilised for development.

The site details are summarised in Table 1-1 over page.

Table 1-1: Site details

Site Details	
Location	UoW Innovation Campus
Address	239 Squires Way, Fairy Meadow
Local Government Area	Wollongong City Council
Relevant Planning Framework	Wollongong Local Environmental Plan 2009 Wollongong Development Control Plan 2009
Zoning	SP1 – Special Activities

1.1 Purpose of this report

The purpose of this Transport Impact Assessment (TIA) is to assess the traffic and parking implications of the development proposal. This report will:

- Describe the site and provide details of the development proposal.
- Review the road network, public transport services, and active transport connections in the vicinity of the site.
- Assess the adequacy and suitability of the quantum of parking and the delivery requirements of the development proposal.
- Assess the accessibility to and from the site.
- Analyse the traffic generated by the proposed development.
- Assess the traffic implications of the development proposal on the surrounding road network.

1.2 References

This assessment is based on the following assumptions and limitations:

- Building Code of Australia 2022 (Australia Building Codes Board, 2022)
- Parking Facilities Part 1 – Off-Street Car Parking AS/NZS 2890.1: 2004 (Standards Australia / New Zealand, 2004)
- Parking Facilities Part 2 – Off-Street Commercial Vehicle Facilities AS2890.2: 2018 (Standards Australia, 2018)
- Guide to Traffic Generating Developments (v2.2) (RTA, 2002)
- Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments (Austroads, 2020)
- Wollongong Local Environment Plan 2009 (NSW Government, 2009)
- Wollongong Development Control Plan 2009 (Wollongong City Council, 2009)
- Technical Direction for Traffic, Safety and Transport Practitioners Version 2013/04A (TfNSW, 2013)
- Traffic Modelling Guidelines (RMS, 2013)

2 Existing Conditions

2.1 Introduction

The site of the future CHPC is located at 239 Squires Way, Fairy Meadow at the northern edge of the University of Wollongong's (UoW) Innovation Campus in North Wollongong, approximately 2.5 km north of the Wollongong CBD. The CHPC site is approximately 2 km north-east of the University's Wollongong Campus and directly west of Puckey's Beach.

The surrounds of the precinct include residential lots in Fairy Meadow to the north, general industrial, productivity support and commercial precinct to the west, Puckey's Estate Reserve to the south and east as well as the remainder of the Innovation Campus, including the future proposed Health and Wellbeing Precinct at the UoW Innovation Campus directly to the south. The proposed Project site and the surrounding road network is shown in Figure 2-1.

Vehicular access to the site is facilitated internally via Innovation Way, which is accessible towards the south-east of the Project via Puckey Avenue from Squires Way and Montague Street, towards the north-west via Cowper Street from Elliotts Road. Access is also facilitated from the west via Bourke Street. Squires Way runs in a north-south direction along the eastern boundary of the Project site and it does not provide direct vehicles access into the Project site, nor is there on-street parking available on Squires Way.



Figure 2-1 Site Location and Surrounding Road Network (Source: Wollongong City Council Interactive Map – 2022 Imagery Aerometrex (2022))

2.2 Road network

2.2.1 Memorial Drive

Memorial Drive is classified by TfNSW as a state road, and it is an arterial road which runs in a north-south alignment towards the west of the Project site. At its northern extent of the road, northbound and southbound traffic lanes are separated by a nature strip. The northbound traffic lanes at the northern extent terminates at a signalised intersection with Princess Highway and Hospital Road, and at the Memorial Drive and Princess Highway and Molloy Street roundabout which allows to enter Memorial Drive and travel in the southbound direction. As the southern extent of the road, it terminates at the Princes Motorway.

Along its length within the vicinity of the site, Memorial Drive is a bi-directional road with a dual carriageway and two trafficable lanes in each direction. A cycleway runs parallel to each carriageway and is separated by a shoulder. It is sign posted at 80 km/h however it transitions to 90 km/h within the vicinity of the site. The off ramps are sign posted at 60 km/h and turning lanes are provided at key intersections.

2.2.2 Squires Way

Squires Way is classified by TfNSW as a regional road, it is a major collector road which runs along the eastern edge of the Project site in a north-south alignment. At the northern extent, it terminates at an intersection with Elliotts Road and Carters Lane, providing connection to Wollongong's northern suburbs. At its southern extent, it terminates at an intersection with Virginia Street and George Hanley Drive, providing connection to Wollongong CBD.

Along its length, Squires Way is a bi-directional road with one trafficable lane running in each direction, through within the vicinity of the CHPC between Puckey Avenue and Elliotts Road two northbound lanes are provided. It is sign posted at 60 km/h, and no on-street parking is provided along its length.

2.2.3 Elliotts Road

Elliotts Road is classified by TfNSW as a local road which functions as a collector road and runs in an east-west alignment towards the north of the Project site. At its eastern extent, it terminates at a beachfront car park, and at the western extent it terminates at an intersection with Princes Highway, providing a connection to the greater arterial network.

Along its length, Elliotts Road is a bi-directional road with one trafficable lane running in each direction. In the section in the vicinity of the site, between Cowper Street and Squires Way, it is sign posted at 50 km/h and on-street parking is provided on both sides of the carriageway.

2.2.4 Puckey Avenue

Puckey Avenue is classified by TfNSW as a local road which runs in an east-west alignment towards the south of the Project site. At its eastern extent, it terminates at the intersection with Squires Way, and at the western extent it terminates at the intersection with Montague Street. It facilitates the primary southern access to the Project site at its intersection with Innovation Way.

Along its length, Puckey Avenue is a bi-directional road with one trafficable lane running in each direction. It is sign posted at 40 km/h. Traffic calming devices are installed along Puckey Avenue and particularly on locations with high pedestrian movements. While on-street parking is not provided along either side of the avenue, on-street loading zones are present on both sides.

2.2.5 Montague Street

Montague Street is classified by TfNSW as a local road which runs in a north-south alignment. At the northern extent, it bends east and terminates at Bourke Street, and at its southern extent it terminates at Ajax Avenue. It facilitates a connection from Princess Highway which intersects with Ajax Avenue, which transitions to Montague Street.

Along its length, Montague Street is a bi-directional road with one trafficable lane running in each direction. The street meets the definition of a built up area, therefore the speed limit is 50 km/h in accordance with NSW speed limits regulations. On-street parking is provided along both sides of the carriageway.

2.2.6 Bourke Street

Bourke Street is classified by TfNSW as a local road which runs in an east-west alignment. At the eastern extent, it bends east and terminates at its intersection with Cowper Street, and at its western extent it terminates at Montague Street. It facilitates a western access to the Project site from Montague Street and through Cowper Street.

Along its length, Bourke Street is a bi-directional road with one trafficable lane running in each direction. The street meets the definition of a built up area, therefore the speed limit is 50 km/h in accordance with NSW speed limits regulations. On-street parking is provided along both sides of the carriageway.

2.2.7 Cowper Street

Cowper Street is classified by TfNSW as a local road which runs in a north-south alignment. At the northern extent, it terminates at the intersection with Elliotts Road and at its southern extent, it terminates at a residential cul-de-sac. It is bisected by Bourke Street along the western side of the road. It facilitates the primary northern access to the Project site by forming the connection between Elliotts Road and Innovation way.

Along its length, Cowper Street is a bi-directional road with one lane running in each direction. Street frontage consists entirely of residential properties, as built-up area the speed limit is 50 km/h in accordance with NSW speed limits regulations. On-street parking is provided along both carriageways.

2.2.8 Innovation Way

Innovation Way is classified by TfNSW as a local road and it is the primary road running through the centre of the UoW Innovation Campus and runs adjacent to the western side of the proposed CHPC in a primarily north-south alignment. Towards the northern extent, Innovation Way bends west and terminates at its intersection with Cowper Street, which then connects to Elliotts Road and Bourke Street. At its southern extent, it currently terminates at a UoW Innovation Campus off-street car park. Prior to its southern terminus, Innovation Way intersects with Puckey Avenue which provides a connection to Squires Way to the east, and Montague Street to the west.

Along its length, Innovation way it is a bi-directional road with one lane running in each direction. It is predominantly sign posted at 40 km/h with traffic calming enforcement throughout. Innovation Way also contains a sign posted 10 km/h shared area speed limit within the vicinity of the CHPC site due to high pedestrian activity between the bend towards the north, and the intersection with the unnamed access way to the Sustainable Buildings Building Research Centre. On-street universally accessible parking, service vehicle parking and loading zones are in the vicinity of its intersection with Puckey Avenue.

2.3 Vehicle parking

2.3.1 Off-street and On-street parking

Unrestricted on-street parking is available along the local roads to the west of the site, including Cowper Street, Bourke Street, and Montague Street, as well as Elliotts Road between Squires Way and Cowper Street. Some on-street parking is provided along Innovation Way and Puckey Avenue, however, they are restricted to universally accessibly parking, service parking and loading zones. On-street parking is shown in orange in Figure 2-2.

There are approximately 220 existing off-street parking spaces directly to the south of the proposed site within the Campus East UoW Accommodation. Further to the south, multiple car parks are available within the UoW Innovation Campus. Off-street parking in the vicinity of the site is shown in blue in Figure 2-2.



Figure 2-2: Existing off-street and on-street parking in the vicinity of the Project (Source: Wollongong City Council Interactive Map – 2022 Imagery Aerometrex (2022))

2.4 Public transport network

2.4.1 Rail connectivity

The Project site is within approximately 650 m walking distance of Fairy Meadow Station and approximately 2.2 km walking distance of North Wollongong Station. Both of these stations are serviced by the South Coast Line which operates between Central Station (Sydney), Bomaderry (Nowra) and Port Kembla (Wollongong).

A summary of the rail services provided at the Fairy Meadow Station and North Wollongong Station is provided in Table 2-1, over page. Lower numbers of services are observed at Fairy Meadow Station and some services bypass this station without stopping.

Table 2-1: Rail services summary (Source: TfNSW)

Route	Number of Services		
	AM Peak 7:00 – 9:00 AM	PM Peak 4:00 – 6:00 PM	Off Peak 9:00AM – 4:00 PM
Fairy Meadow Station			
Bomaderry or Port Kembla to Central	2	2	8
Bondi Junction and Central to Bomaderry or Port Kembla	4	3	8
North Wollongong Station			
Bomaderry or Port Kembla to Central	5	5	15
Bondi Junction and Central to Bomaderry or Port Kembla	6	5	16

2.4.2 Bus connectivity

Free shuttle bus services (bus services 55A and 55C) are offered in the vicinity of the Project site, which runs in loop from Wollongong Station to Wollongong University (Main Campus) via Wollongong Hospital, Burelli Street and the Innovation Campus. The bus route map from the shuttle bus is shown in Figure 2-3, over page. The shuttle bus service provides to access to Fairy Meadow station, North Wollongong station, and Wollongong station.

On weekdays between 7:00 AM and 6:00 PM the service operates every 10 minutes, with weekday evening and weekend services generally every 20 minutes. Shuttle services stop on Squires Way on both side of the Puckey Avenue intersection (Stop 6 and 7), within close walking distance to the Project site.

Wollongong - 55A / 55C Free Shuttle Bus



Figure 2-3: Free shuttle bus routes and stops for 55A and 55C (Source: TfNSW)

2.5 Active transport network

2.5.1 Pedestrian connectivity

Pedestrian footpaths and shared paths are located on all key roads leading to and within the Project site and provides connectivity to the nearby transport hubs. Fairy Meadow Station can be reached via footpath with an approximately 8-minute walk, and North Wollongong Station with an approximately 27-minute walk. Table 2-2 outlines the Project site's pedestrian connectivity to Fairy Meadow Station and North Wollongong Station.

Table 2-2: The Project site's pedestrian connectivity

Train Station	Approximate Walking Distance (m)	Approximate Walking time (minutes)
Fairy Meadow Station	650 metres	8 minutes
North Wollongong Station	2,200 metres	27 minutes

Pedestrian safety is achieved through the provision of signalised pedestrian crossings at Squires Way and Elliotts Road, and the low-speed environment within the existing Innovation Campus.

2.5.2 Cycling connectivity

Ample off-road cycling paths are provided in the vicinity of the site, providing safe connectivity to key trip origins and destinations such as Wollongong CBD to the south, East Corrimal to the north, and UoW main campus to the west. The local bicycle network is shown in Figure 2-4.

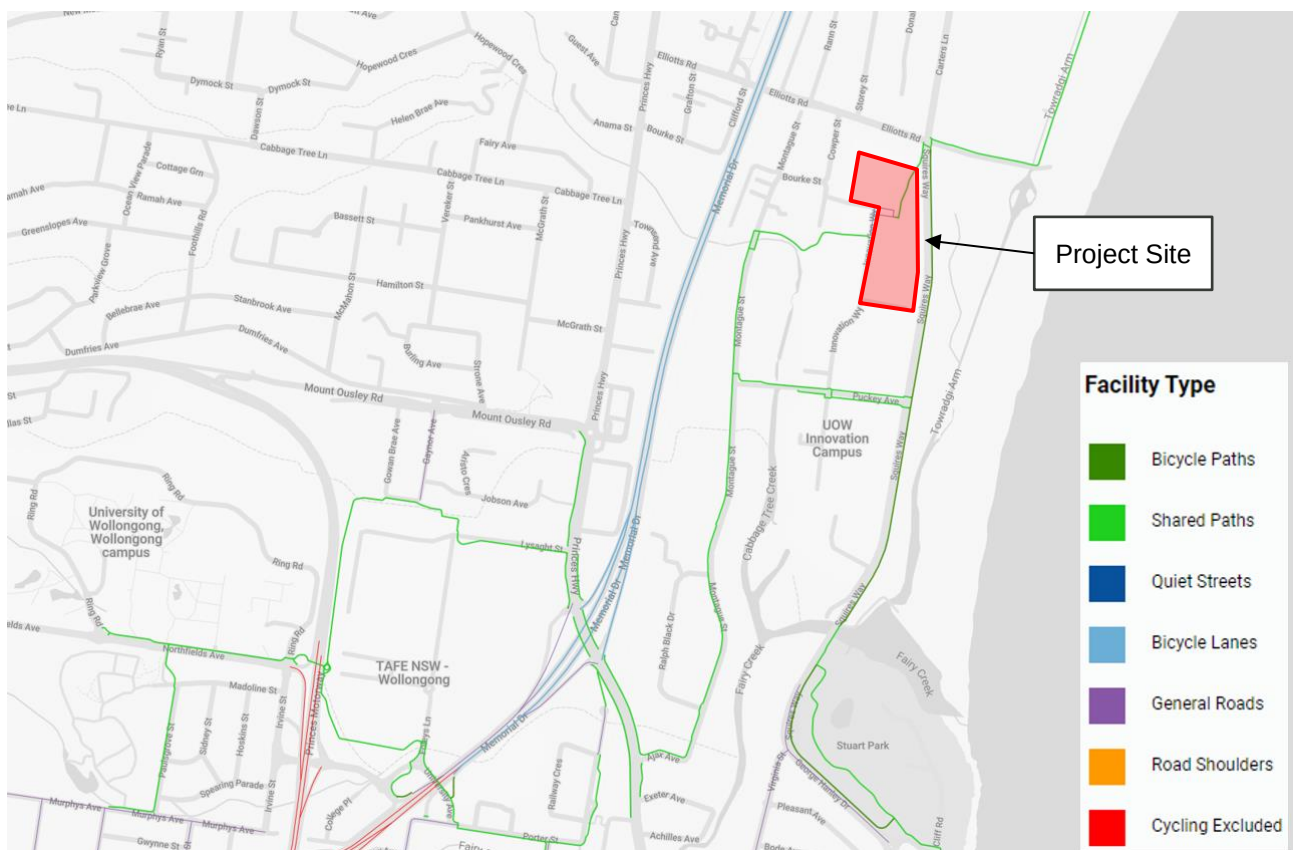


Figure 2-4: The Project site's cycling connectivity (Source: TfNSW)

2.6 Mode share

The proposed Project site is located within the local government area (LGA) of Wollongong. 2021 census data obtained from the Australian Bureau of Statistics (ABS) Journey to Work (JTW) data for the LGA of Wollongong is shown in Table 2-3. This data is also compared against both the Regional NSW and 2016 JTW data. The method of travel to work of people within the LGA when compared to Regional NSW for the year 2021 is broken down in Figure 2-5.

The ABS notes that, method of travel to work relates to census day and in 2021, census day occurred during COVID-19 lockdowns for large parts of Australia. While in lockdown, many occupations were required to work from home if possible, and some industries were closed meaning that some people were not required to go to work. Due to this, ABS notes that some method of travel to work categories may have increased, with corresponding declines in other methods of travel.

Table 2-3: Local workers method of travel to work in 2021 and 2016 benchmarked against Regional NSW
(Source: ABS Census of Population and Housing 2016 and 2021)

Wollongong City - All industries		2021		2016		Change	
Main method of travel		Number	% Regional NSW%	Number	% Regional NSW%	2016 - 2021	
Car, as driver		44,437	51.3	55,320	69.8	-10,883	
Car, as passenger		2,793	3.2	4,007	5.1	-1,214	
Train		456	0.5	1,189	1.5	-733	
Bus		866	1.0	1,728	2.2	-862	
Ferry		18	0.0	11	0.0	+7	
Tram		8	0.0	8	0.0	--	
Truck		510	0.6	554	0.7	-44	
Motorbike/Motor scooter		314	0.4	402	0.5	-88	
Bicycle		417	0.5	560	0.7	-143	
Taxi/Other		106	0.1	100	0.1	+6	
Other - multiple methods		313	0.4	713	0.9	-400	
Walked only		1,909	2.2	2,514	3.2	-605	
Worked at home		20,775	24.0	2,834	3.6	+17,941	
Did not go to work		13,341	15.4	8,581	10.8	+4,760	
Not stated		301	0.3	699	0.9	-398	
Total		86,564	100.0	79,220	100.0	+7,344	

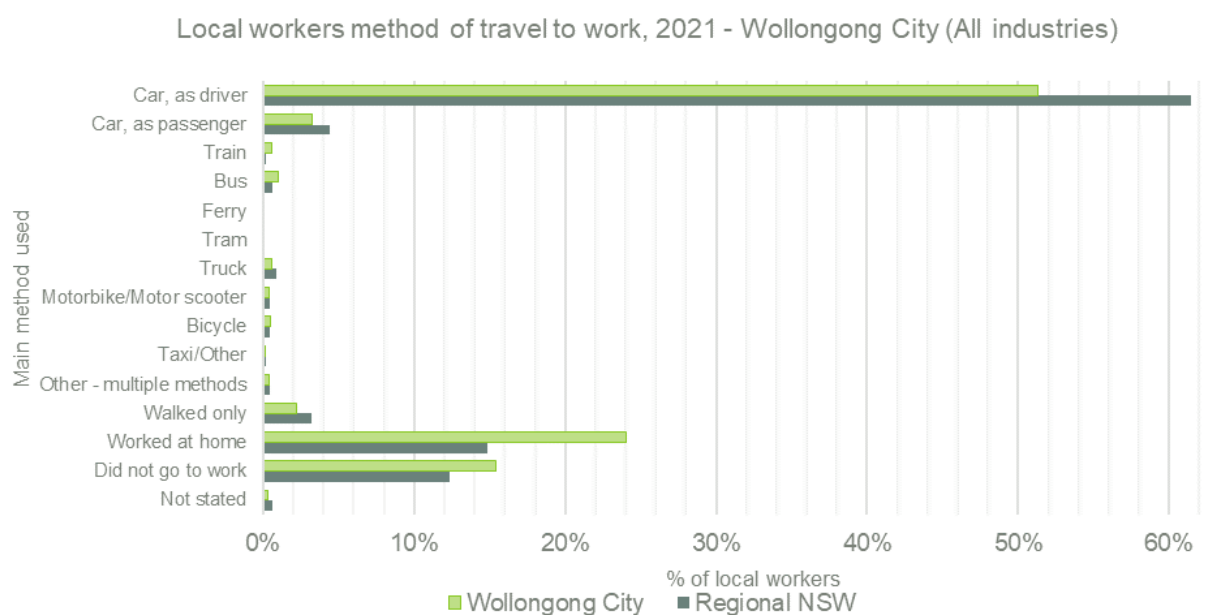


Figure 2-5: Journey to work mode share in 2021 of Wollongong City benchmarked against Regional NSW
(Source: ABS Census of Population and Housing 2021)

The data indicates that in the LGA of Wollongong, commuting to work in a private vehicle was the dominant mode of transport in 2021, during lockdown conditions, despite experiencing a significant decrease of users than in 2016. In 2021, 51.3% commuted to work in a private vehicle as a driver while 3.2% were a passenger in a private vehicle. In 2021, all main methods in Wollongong experienced a lower usage than Regional NSW. More people also chose to either work at home or not to go to work in Wollongong.

Public transport accounts for approximately 1.6% of the total mode share consisting of 0.5% by train, 1% by bus and 0.1% by taxi/other. This is significantly higher than Regional NSW in which public transport modes saw a utilisation of 0.9% overall. This disparity may be due to better provisions of public transport services within the LGA of Wollongong.

However, due to the nature of the Project, workers would be required to travel to the site to conduct their work. As such, the 2021 mode share data which is representative of the mode share during lockdown conditions is not representative of the mode share that the Project will experience. Therefore, in this instance the 2016 mode share data which is representative of out-of-lockdown conditions is a more accurate reflection of the Project's actual mode share and will be utilised in the transport and traffic forthcoming analysis. As such, the following diagram represents the 2016 travel mode share split discounting workers did not work, worked from home, or not stated their method of travel to work.

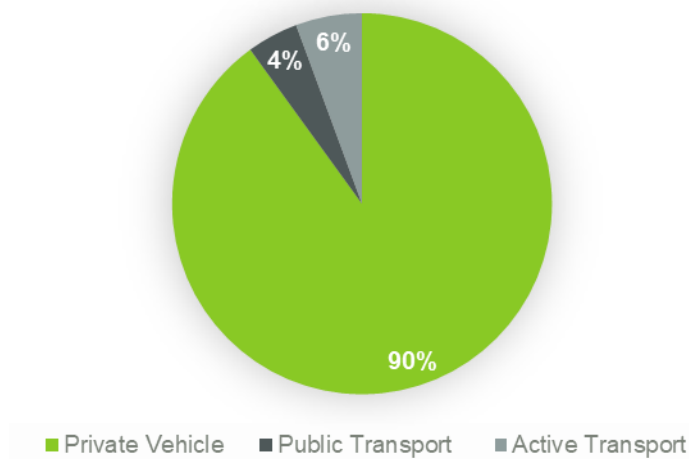


Figure 2-6: 2016 Travel Mode Share

2.7 Historical Crash data

Historical crash data is available for the Wollongong LGA for the period of 2017 to 2021. A study area was selected to capture the Project site's immediate surrounding road network which facilitates vehicular access to the Project site, including key intersections. The locations of the crashes within the study area are shown in Figure 2-7 over page, and a summary of the historical crash data is provided in Table 2-4 over page.

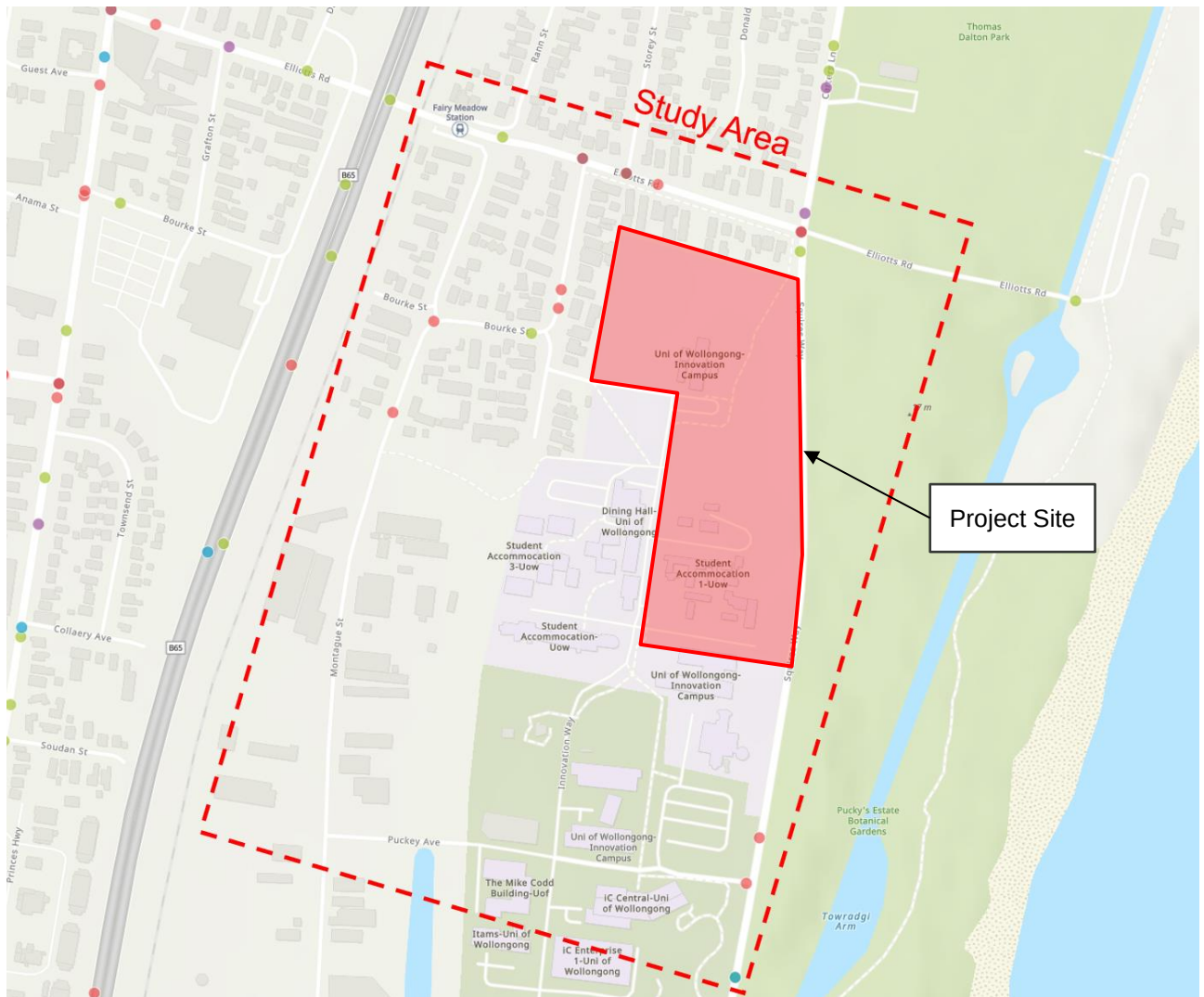


Figure 2-7: Historical crash data within the study area 2017 - 2021 (Source: TfNSW Centre for Road Safety)

Table 2-4: Summary of historical crash data within the study area from 2017 - 2021

Road	Degree of Crashes	Number of Crashes
Elliotts Road	Serious Injury	2
	Moderate Injury	4
	Non-casualty (towaway)	4
Squires Way	Serious Injury	2
	Moderate Injury	1
	Non-casualty (towaway)	1
Carters Lane	Moderate Injury	1
Puckey Avenue	Non-casualty (towaway)	1
Montague Street	Non-casualty (towaway)	2
Bourke Street	Serious Injury	1
Cowper Street	Non-casualty (towaway)	2
Total		21

The historical crash data shows crash clusters in the vicinity of key intersections to the Project site, the nature of the accidents and the Road User Movement (RUM) codes in accordance with TfNSW are detailed below. It is also noted that no accidents resulting in fatalities within the study area occurred during 2017 to 2021.

- The **Elliotts Road / Cowper Street intersection** is a priority controlled (Stop sign) intersection with Elliotts Road as the major road, having priority over the minor road of Cowper Street. This intersection experienced two accidents during the period of 2017 to 2021, with both accidents occurring during daylight conditions.
 - An accident resulting in a moderate injury occurred in 2019 and was classified as a right rear accident (RUM – code 32).
 - An accident result in a non-casualty (towaway) occurred in 2020 and was classified as a right through accident (RUM – code 21).
- The **Elliotts Road / Storey Street intersection** is a priority controlled (Stop sign) intersection with Elliotts Road as the major road, having priority over the minor road of Storey Street. This intersection experienced three accidents during the period of 2017 to 2021, with two accidents occurring during daylight conditions and one accident occurring during dusk lighting conditions.
 - An accident resulting in a serious injury occurred in 2018 during daylight conditions and was classified as a right rear accident (RUM – code 13).
 - An accident resulting in a non-casualty (towaway) occurred in 2019 during dusk lighting conditions and was classified as a left rear accident (RUM – code 31).
 - An accident resulting in a moderate injury occurred in 2020 during daylight conditions and was classified as a cross traffic accident (RUM – code 10).
- The **Elliotts Road / Squires Way / Carters Lane intersection** is a signalised intersection with all turning movements allowed. This intersection experienced three accidents during the period of 2017 to 2021, with two accidents occurring daylight conditions and one accident occurring during dark lighting conditions.
 - An accident resulting in a minor injury occurred in 2018 during daylight conditions and was classified as a right far accident (RUM – code 11).
 - An accident resulting in a serious injury occurred in 2018 during dark lighting conditions and was classified as a right through accident (RUM – code 21).
 - An accident resulting in a serious injury occurred in 2019 during daylight conditions and was classified as an off left bend into an object accident (RUM – code 87).
- **Squires Way south of Puckey Avenue** experienced two accidents during the period of 2017 to 2021, with one accident occurring during dark lighting conditions and one during dawn lighting conditions.
 - An accident resulting in a serious injury occurred in 2017 during dark conditions and was classified as a rear end accident (RUM – code 30).
 - An accident resulting in a moderate injury occurred in 2020 during dawn lighting conditions and was classified as a right off carriageway into an object accident (RUM – code 73).

3 Development proposal

3.1 Overview

The proposed development includes constructing a new Community and High Performance Training Centre (CHPC) for the St George Illawarra Rugby League Football Club (Dragons). To accommodate the proposed development, the demolition of the existing off-street car parking area and storage area on the site, located at 239 Squires Way, Fairy Meadow within the University of Wollongong (UoW) Innovation Campus is required. The CHPC is intended to act as a single site of operations for the Dragons, as well as provide local and regional community access to health, education and employment support programs. Car parking is to be provided for a total of 60 vehicles in a new off-street car parking area, in accordance with Council's *DCP* requirements. UOW Innovation Campus parking to GFA ratio is in line with the current Development Control Plan (DCP). Although there are parking bays being utilised for student use on campus (which do not form part of the DCP ratio and are being planned to be displaced by the Dragons development), UOW will ensure current campus operations are not affected.

The proposed development will consist of the following key components:

- Two NRL sports fields, comprising one elite training field and one community field
- Two-storey club building of approximately 4,625 m² gross floor area
- 60 off-street parking spaces, including two universal access parking spaces
- 20 bicycle parking spaces, within an indoor bicycle storeroom

The Kids' Uni, Innovation Campus childcare facility located at the north-eastern corner of Innovation Way is a heritage building and no works are proposed to the heritage building. However, the existing off-street parking spaces will be slightly modified with the number of existing spaces retained. The parking spaces at the western boundary of the existing car park will also be relocated to on-street parking spaces along the eastern side of Innovation Way but will remain within close proximity to the childcare facility.

A preliminary layout of the proposed development is shown in Figure 3-1. A full set of internal layouts for each level and the gross floor area schedule are provided in Appendix A.

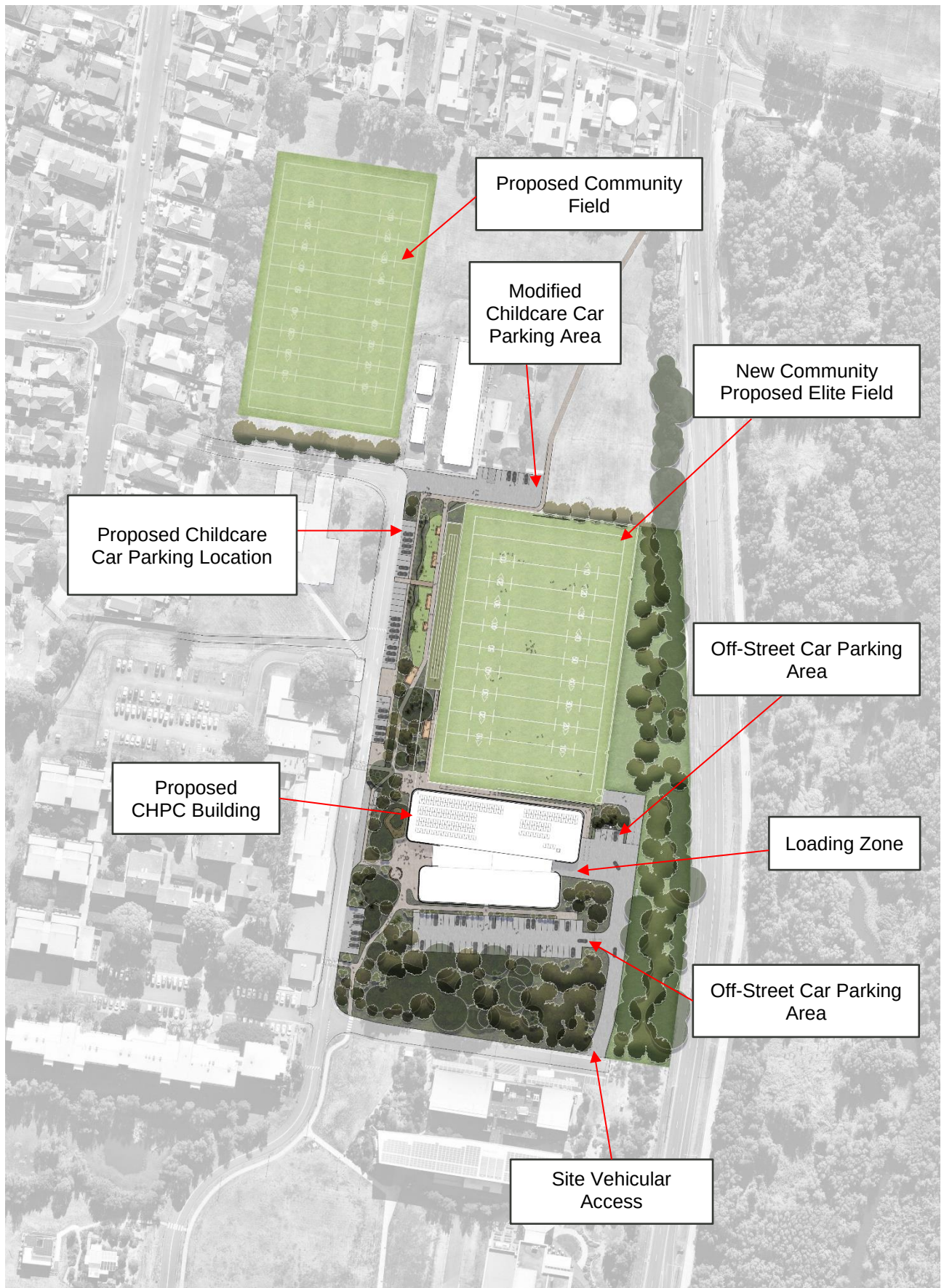


Figure 3-1: Proposed site layout (Source: Populus)

3.2 Site access

3.2.1 Vehicle access

Vehicle access to the site is via a new two-way entry / exit driveway located off the northern side of the unnamed road towards the south of the Project site. The new driveway will facilitate vehicle access to the new off-street car parking area. Vehicles arriving from residential areas to the north will access the site via Elliotts Road, Cowper Street and Innovation Way. Vehicles arriving from the Wollongong CBD to the south will access the site via Squires Way, Puckey Avenue, and innovation way. Vehicles travelling to the Project site via Princes Highway or Memorial Drive will access the site via Ajax Avenue, Montague Street, Bourke Street, Cowper Street and Innovation Way. Direct pedestrian access is provided via from the off-street car parking area to the front entrance.

Vehicle access to the Kids' Uni, Innovation Campus childcare facility off-street car parking will be slightly modified. The modifications include changes to roadway geometry, improved parking geometry and relocation seven of the existing on-street parking spaces to Innovation Way.

The location of access points, and key features are shown in Figure 3-1.

The geometric design layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 – Off-Street Car Parking AS/NZS 2890.1: 2004* in respect of parking bay dimensions, driveway widths and aisle widths.

In addition, swept path analysis has been conducted of a B85 design vehicle entering / exiting typical parking spaces and of a B99 design vehicle circulating the road network while simultaneously passing the Austroads 8.8m medium rigid vehicle (MRV). All swept path analysis are provided in Appendix B.

3.2.2 Service vehicles access

Service vehicle access to the CHPC will also be via the above-mentioned new two-way entry / exit driveway which will connect to an internal services road. A loading zone is provided on the eastern side of the building and this zone will be used for deliveries and waste collection. The location of the CHPC loading zone is shown in Figure 3-1.

The largest vehicles expected to service the site are anticipated to include the 8.8m MRV.

Service vehicle access to the Kids' Uni, Innovation Campus childcare facility will remain unchanged. A new dedicated service vehicle parking space capable of accommodating the Austroads 6.4m small rigid vehicle (SRV) will be provided in the modified external car park.

The geometric design layout of the proposed loading facility has designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 2 – Off-Street Commercial Vehicle Facilities AS2890.2: 2018* in respect of service vehicle parking bay dimensions and service area requirements.

In addition, swept path analysis has been conducted, confirm that the service vehicles will be able to enter the CHPC and Kids' Uni, Innovation Campus childcare loading areas, turn around and exit the site in a forward direction without difficulty. The swept path analysis is also provided in Appendix B.

Maintenance vehicle access to substation

A substation will be located on the eastern side of the internal services road which will serviced by Endeavour Energy utilising the Endeavour Energy Type 2 service truck as shown in Figure 3-2 over page. Servicing of the substation is not expected to be frequent and the turning movements for the vehicle will be lane incorrect, additionally, traffic management will be implemented, and traffic controllers will be present.

Swept path analysis has been conducted, confirm that the service vehicle will be able to enter the CHPC, turn around and exit the site in a forward direction without difficulty. The swept path analysis is provided in Appendix B.

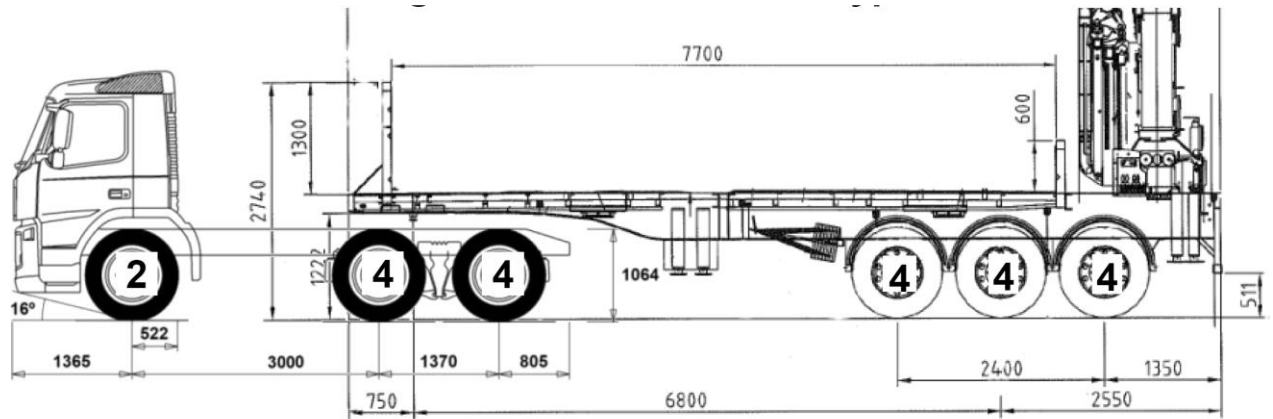


Figure 3-2: Endeavour Energy Type 2 service truck (Source: Endeavour Energy)

3.2.3 Bus access

An approximately 33 m long bus drop-off area is provided at the western edge of the development along Innovation Way. The bus drop-off area can comfortably accommodate a 14.5m long bus as shown in Figure 3-3. Direct pedestrian access is provided via footpaths from the bus bay to the front entrance.

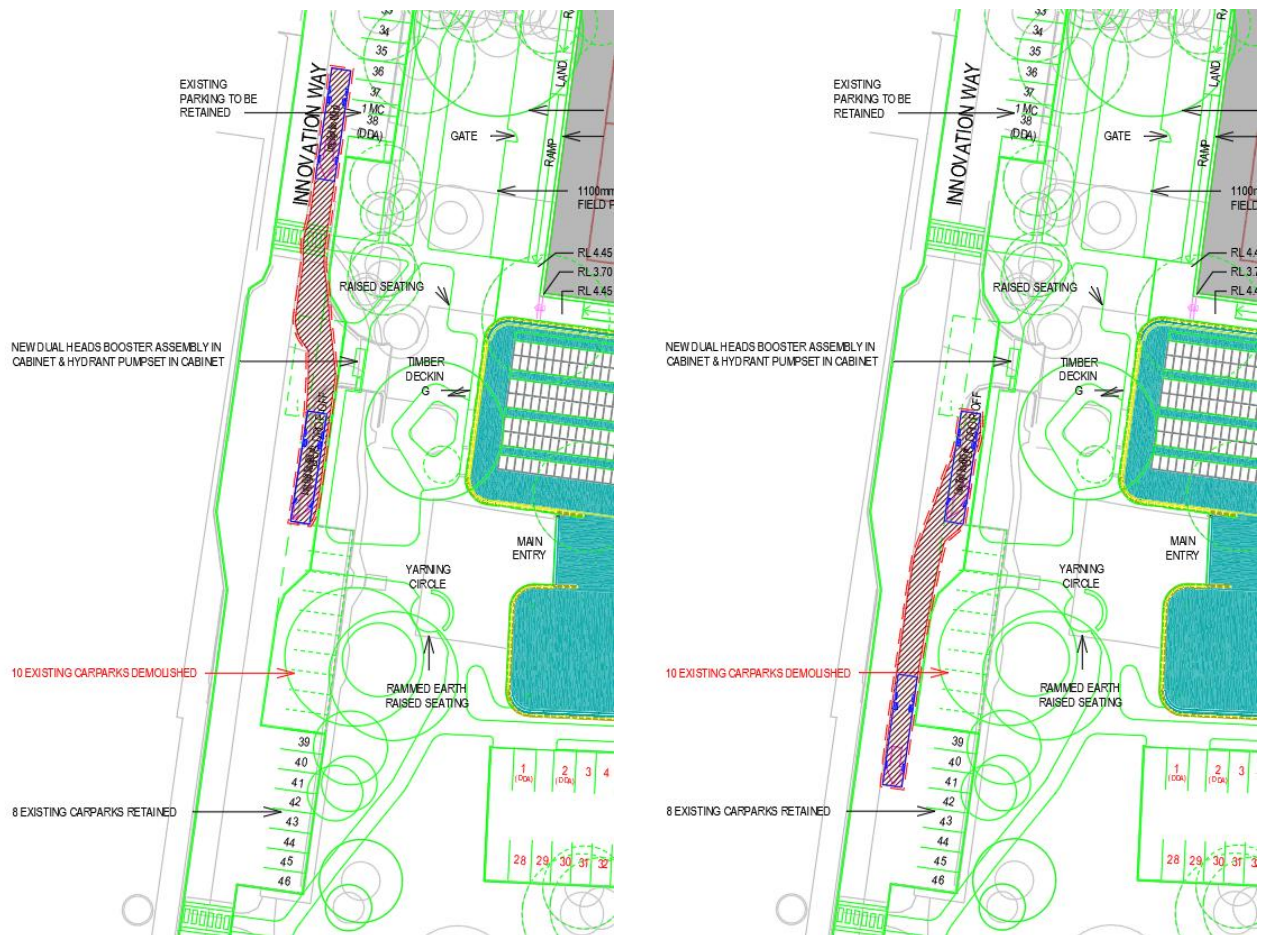


Figure 3-3: 14.5m bus entry and exit from the bus drop-off area

3.2.4 Pedestrian access

The Project site is situated in a high pedestrian area within the UoW Innovation Campus and thus is well serviced by footpaths and shared paths along both northern and southern accesses. Separate footpaths are provided between the site and key public transport facilities at Fairy Meadow Station, North Wollongong Station and Puckey Avenue bus stop.

Direct pedestrian access to the CHPC development entrance is provided via footpaths from both Innovation Way and Squires Way.

Pedestrian access to the Kids' Uni, Innovation Campus childcare facility will be via the existing footpaths network and the existing shared zone. With the relocation of the seven childcare parking spaces from the off street parking to Innovation way a pavement marking and surface treatment required to be installed to enforce pedestrians priority. Figure 3-4 below provide indicative layout for shared zone area treatment as detailed in TfNSW technical direction TTD 2016/001 February 2016.

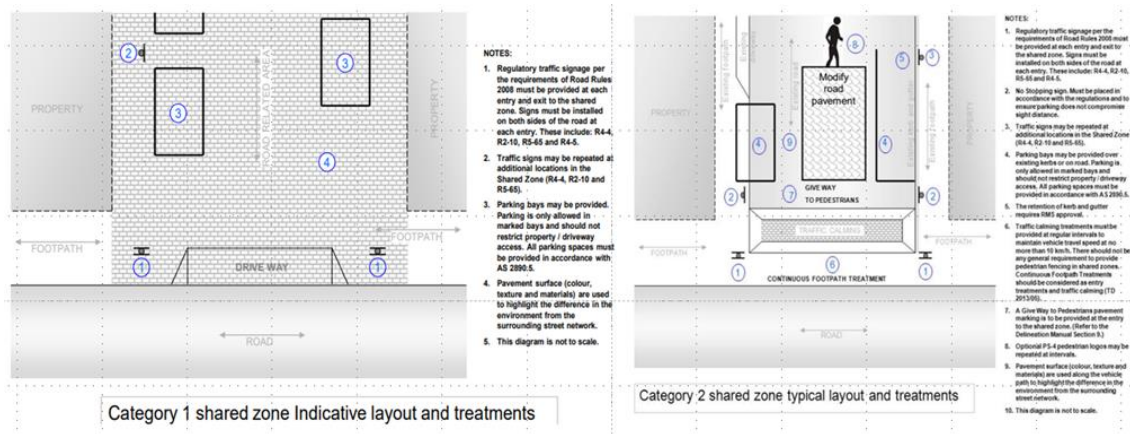


Figure 3-4 Shared zone indicative layout Source: TfNSW

3.3 Site Parking

3.3.1 Vehicle parking

The Project will provide a total of 60 car parking spaces within new off-street car parking area, the Project parking provisions are as follows:

- 58 general car parking spaces
- 2 universal access parking spaces

3.3.2 Bicycle parking

The Project will provide an indoor bicycle storeroom on the ground floor of the development, near the main entrance, with an approximate size of 32 m². The storeroom is estimated to accommodate 20 bicycle parking spaces.

4 Parking assessment

4.1 Statutory car parking requirements

A statutory parking assessment has been undertaken for the CHPC development, which is expected to have multiple uses including, office, education and medical. The car parking requirements applicable to the development are specified in Council's *DCP – Chapter D14: Wollongong Innovation Campus – Section 11 – Transport and Access: Parking Strategy*.

The universally accessible parking requirements for office premises and assembly buildings are specified in the *Building Code of Australia 2022 (BCA) – Part D3 – Access for People with a Disability* document.

Application of the *DCP* and *BCA* car parking requirement to the CHPC development's GFA of 4,625 m² yields a car parking requirement between 59 car parking spaces (including one universally accessible spaces), and 118 car parking spaces (including two universally accessible spaces), detailed in Table 4-1 below.

Table 4-1: Statutory car parking requirements

Car Parking Rate	Off-Street Parking Requirement
Parking should be provided on site at an average rate between the range of 1 space per 40 to 80 m ² of GFA	The off-street parking requirement is between: 58 car parking spaces (1 space per 80 m ² GFA) And 116 car parking spaces (1 space per 40 m ² GFA)
1 universally accessible space for every 100 car parking spaces or part thereof	The universally accessible car parking requirement is between: 1 universally accessible car parking space (if providing 58 spaces) And 2 universally accessible car parking space (if providing 116 spaces)

The proposed CHPC development makes provisions for a total of 60 off-street car parking space including two universally accessible parking spaces, thereby satisfying the *DCP* and *BCA* car parking requirements. The Project compliant number of parking was further benchmarked against similar facilities across Australia, as shown in Table 4-2, over page.

Table 4-2: Parking comparison to similar facilities in Australia (Source: Populous 2023)

Facility	Location	Parking:		Distance to: (Walking time)								
		Dedicated	Shared	Train Station	Bus Stop	EOT	Bike Parking	Combined Admin & Team	Teams On-Site (Elite)	Teams On-Site (Semi-Pro)	Teams On-Site (Pathway)	Fields
SGID CHPC (the Project)	Innovation Way, North Wollongong, NSW	60	Street Parking + UoW Innovation Campus Parking	700m (8min)	400m (5min)	Yes	Yes	Yes	SGID NRL & SGID NRLW	TBA	TBA	2
West Coast Eagles	Lathlain Park, Victoria Park Perth, WA	60	124	550m (7min)	1.2km (15min)	Yes	No	Yes	WCE AFL & WCE AFLW	Perth FC WAFL	Underage & Indigenous representative sides	2
Brisbane Broncos	Red Hill Brisbane, QLD	43	Street Parking	3.1km (39min)	350m (5min)	Yes	No	Yes	Broncos NRL	No	No	1
GWS Giants	Olympic Boulevard Sydney Olympic Park (SOP) Sydney, NSW	40	Street Parking	900m (11min)	600m (8min)	No	No	Yes	GWS AFL & GWS AFLW	No	No	1
NQ Cowboys	Townsville Stadium Townsville, QLD	40	Stadium Parking	1.2km (15min)	700m (9min)	Yes	No	Yes	Cowboys NRL	No	No	1
Rugby House	Moore Park (adjacent Sydney Football Stadium) Sydney, NSW	39	Stadium Parking	950m (12min)	750m (9min)	Yes	Yes	Yes	Mens National 7's, Women's National 7's & Wallabies (when in Sydney)	Australia U20's	All National Underage and Indigenous representative sides	1
NSWRL	Dawn Fraser Ave Sydney Olympic Park (SOP) Sydney, NSW	12	Street Parking	350m (5min)	400m (5min)	Yes	No	Yes, but representative teams' usage is ad hoc	NSW SOO Men's & Women's teams + visiting elite teams	No	NSWRL Academy, Underage pathway teams, UNSW Rugby	2
Waratahs	David Phillips Field, Daceyville Sydney, NSW	0	Street Parking	1.1km (15min)	180m (2min)	Yes	No	Yes	Waratahs & Waratahs Women's	NSWRU Senior Academy	NSWRU Underage representative teams, UNSW Rugby	2
Sydney Swans	1 Driver Ave, Moore Park NSW 2021	0	Street Parking + Close proximity to Wilsons Parking Garage	500m (7min)	220m (3min)	Yes	Yes	Yes	Swans AFL, Swans AFLW, Sydney Kings Basketball & NSW Swifts	No	Hoops Academy & Swans Academy	2

The CHPC can be best compared to the West Coast Eagles facility, where for two shared fields there are 60 dedicated and 124 shared car parking spaces. The west Coast Eagles facility is, similarly, located 550 m or a 7-minute walk from the nearest train station and 1.2 km or a 15-minute walk from the nearest bus stop.

Comparatively, the CHPC is better situated to public transport services and active transport network, being a part of the University of Wollongong Innovation Campus. The bus stop adjacent to the site is frequently serviced by the free Gong Shuttle Buses as detailed in section 2.4.2, which provides a connection with Fairy Meadow station, North Wollongong station, and Wollongong station.

Active transport is also encouraged via the provision of onsite secure bike storage, and the existing active transport infrastructure surrounding the site in terms of footpaths and cycleways.

Community events and sports carnivals are likely to take place outside of the network peak hours, users attending these events will use the club parking and the on-street parking available within the council.

Large community events will require event traffic management plan to manage in accordance with the City of Wollongong temporary traffic management to ensure the events are managed safely with minimal impact on the road networks.

The Project will also modify the Kids' Uni, Innovation Campus childcare on-street parking area to provide a dedicated service vehicle parking space, and to relocate seven car parking spaces from the eastern end of the existing external car park to a new on-street car parking area along the eastern side of Innovation Way. The relocated childcare visitor spaces will remain in a close proximity to the Kids' Uni, Innovation Campus building, as shown in Figure 4-1 below.



Figure 4-1: Kids' Uni, Innovation Campus parking spaces relocation (Source: Wollongong City Council Interactive Map – 2023 Imagery Aerometrex (2023))

4.2 Bicycle and end of trip facilities requirements

Council's DCP – Chapter D14: Wollongong Innovation Campus – Section 11 – Transport and Access: Parking Strategy does not stipulate a bicycle parking requirement and only provides a performance guideline indicating that transport and access planning must be integrated and implemented to include the following initiative:

- Providing within each building suitable facilities including storage, shower and changing facilities at work and other end-of-trip locations to encourage greater use of bicycles.

As detailed in Section 2.6, bicycles accounted for approximately 0.7% of the mode share in the Wollongong LGA in 2016 and out-of-lockdown conditions. Application of this mode share percentage to the morning and afternoon peak hour trips detailed in Section 5 equates to:

- Morning peak hour trips (68 trips) = 5 bicycle trips
- Afternoon peak hour trips (77 trips) = 5 bicycle trips

The proposed development includes the provision for 20 bicycle spaces within a bicycle storage shed on the ground floor of the development. This can comfortably accommodate the morning and afternoon peak hour trips. The installation of additional bicycle parking within the public domain will be explored in the future design stages.

For a development with 20 bicycle spaces, the *DCP* mandates the provision of two showers and 20 personal lockers. Similarly, the Green Star requirements recommend a minimum of two showers for facilities with 50 – 99 occupants. The provision of eight end of trip facility showers exceeds the requirements of both these guidelines.

Provision of 20 personal lockers is required and to be explored in the future design stages.

5 Traffic generation

Predicted staffing and operational characteristics of the development have been provided by the operator and has been used as a bases to predict the development's daily and peak hour traffic generations during the morning and afternoon. The focus of traffic generation has been on weekday trips, as this coincides with peak traffic in the surrounding road network.

The development expects to generate additional service vehicle and bus trips during off-peak hours and on the weekends, especially on training days and community events. However, when considering the absence of office staff, the cumulative impact on the road network is expected to be less overall, as such, the weekend analysis has been excluded.

As detailed in Section 2.6, the 2016 mode share data has been applied. Due to the nature of the land uses within the development, the mode share categories of 'worked from home' and 'did not go to work' data was excluded for all trip types except for office staff. All other trip types require the users to physically be at the development. The proposed development trip generation are detailed in Table 5-1.

Table 5-1: Proposed development trip generation

Trip Type	Vehicle Type	Trip Patterns	Vehicle Mode Share	Daily Trips	AM Peak Trips	PM Peak Trips
Service vehicles	Heavy	3 per day for standard deliveries, occurring outside of AM/PM peak hours	100%	6	0	0
Bus/coaches	Heavy	2 trips per weekday day occurring outside of AM/PM peak hours	100%	4	0	0
Office staff	Light	85 total administration and corporate staff, working standard 9AM to 5PM hours	76%	130	65	65
Other Staff	Light	10-night shift staff, with the assumptions of shift handover at 5pm 25 football/coaching staff which use the facility outside of standard work hours and on weekends. These have been excluded from peak hour analysis.	90%	64	0	9
Players	Light	Maximum of 42 players. Player attendance is expected between 7:00 AM to 2:30 PM for 5 days per week. As player attendance is outside of peak hours, they have been excluded from peak hour modelling.	90%	76	0	0
Allied Health	Light	Anticipated maximum of 10 staff working standard hours	90%	18	0	0
Patients	Light	Maximum of 10 patients using allied health services. Anticipated arrivals and departures to spread evenly throughout the day.	90%	18	1	1
Visitors	Light	Maximum of 10 per day to attend corporate meetings during office hours. Anticipated arrivals and departures to spread evenly throughout the day.	90%	18	1	1
Gymnasium	-	Gymnasium will be primarily used by staff and players already on-site during the day, or university partners already on the UoW innovation campus. No additional trips will be generated	-	0	0	0
Community Hall	-	Expected to be used by staff and players already on-site.	-	0	0	0
Classrooms	Heavy	Classroom use will be by community and/or school groups arriving and departing by coach. Approximately 1 group per day.	100%	2	1	1
Total					68	77

6 Traffic impact assessment

This section draws on the traffic generation outlined in section 5 to assess the traffic impact of the development on the road network surrounding the Project. The assessment takes into account current traffic conditions based on survey data and signalised intersection phasing, traffic growth for future conditions, and trip distribution to assess future condition with the development generated traffic.

6.1 Assessment approach

Modelling, using SIDRA software, was completed to determine the anticipated impacts on key intersections of relevance to this TIA. Intersections were assessed using SIDRA Intersection 9.0 software, SIDRA is used to assess vehicle movement and the performance of the intersection, according to industry standard guidelines for intersection queuing and congestion. For this assessment Level of Service (LoS) criteria were used to assess the performance of each intersection in line with the RMS *Traffic Modelling Guidelines* (2013) document, which specifies that intersection operation is generally measured by the level of service for the critical movement. It is noted that the critical movement for Level of Service at a roundabout or priority-controlled intersection is the movement with the worst delay, and for a signalised intersection, the average movement delay and Level of Service overall movements are adopted. Table 6-1 provides details of the level of service criteria for intersections.

Table 6-1: Level of Service criteria for intersections (Source: Traffic Modelling Guidelines, RMS, 2013)

LoS	Average delay per vehicle (seconds per vehicle)	Traffic signals, roundabout	Give way and stop sign
A	0 to 14	Good operation	Good operation
B	15 to 28	Good operation with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Near capacity	Near capacity, accident study required
E	57 to 70	At capacity, incidents at signals will cause excessive delays	At capacity, requires other control mode
F	Greater than 70	Extra capacity required	Extreme delay, major treatment required

6.1.1 Assessment scenarios

To capture the current state of road network and quantify the impact of the Project, the following scenarios were developed as part of the transport assessment:

- **Base Year 2023 assessment** – to provide an indication of the existing performance of key intersections.
- **Future Year 2024 without development** – to provide an indication of the future performance of key intersections during the year 2024 without the development and with growth factors applied.
- **Future Year 2024 with development** – to provide an indication of the future performance of key intersections during the year 2024 with the development and with growth factors applied.

6.1.2 Intersections modelled

An intersection performance assessment was carried out based on identified site access, discussed in section 3.2 of the report. The following intersections were modelled as they are the key intersections providing access to the Project site, Figure 6-1 to Figure 6-5, over page, show the layout of these

intersections. Further details on the surrounding road network and characteristics are discussed in section 2.2.

- Elliotts Road / Cowper Street intersection
- Elliotts Road / Carters Lane / Squires Way intersection
- Puckey Avenue / Squires Way intersection
- Puckey Avenue / Innovation Way intersection

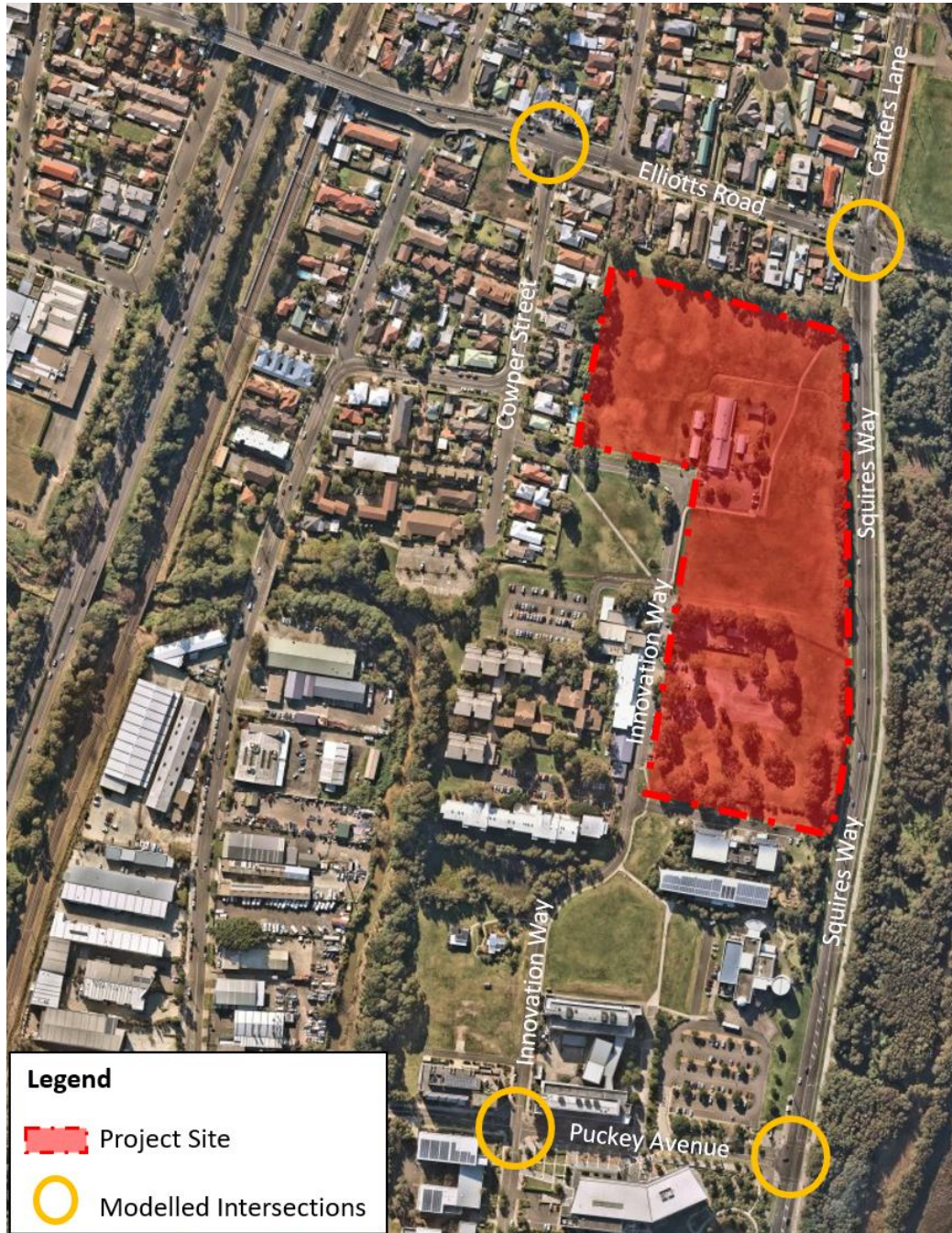


Figure 6-1: Modelled intersections

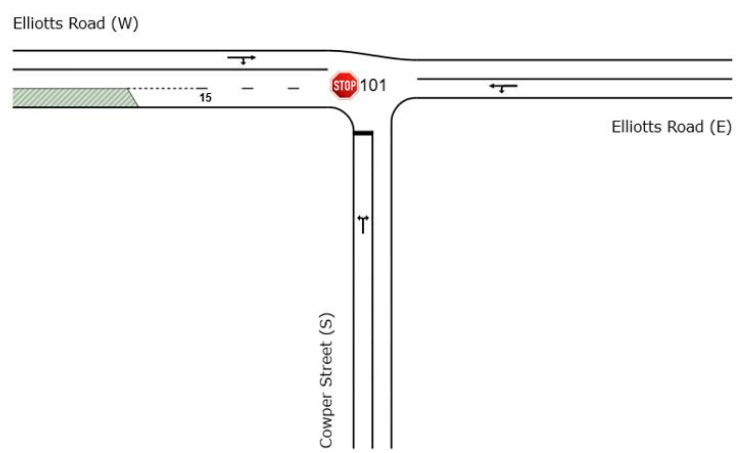


Figure 6-2: Elliotts Road / Cowper Street intersection

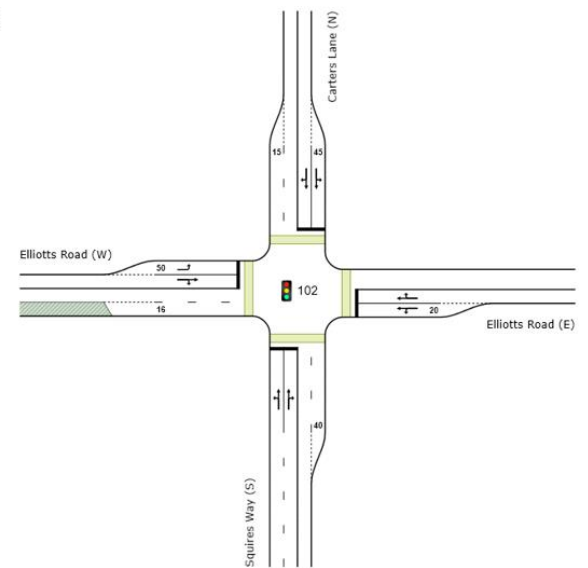
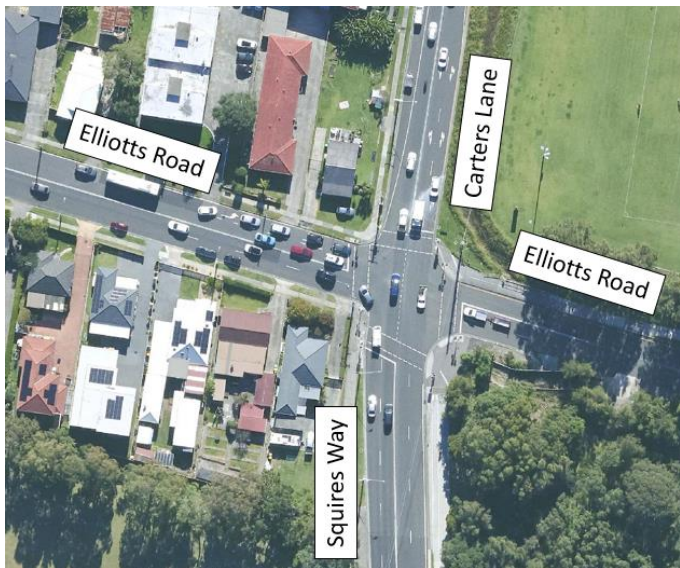


Figure 6-3: Elliotts Road / Carter Lane / Squires Way intersection

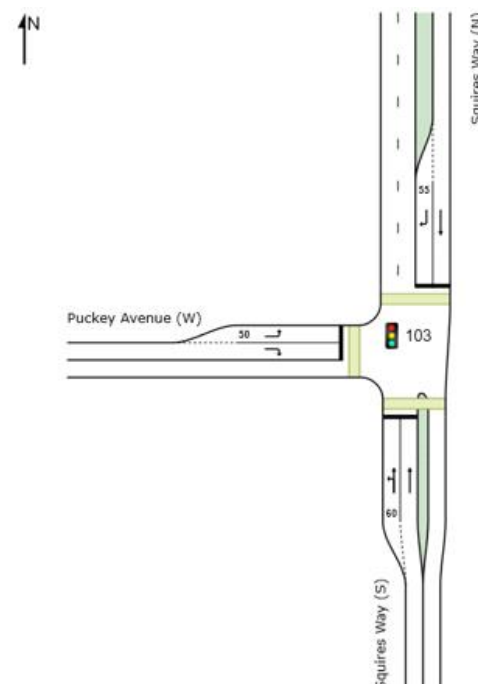


Figure 6-4: Puckey Avenue / Squires Way intersection

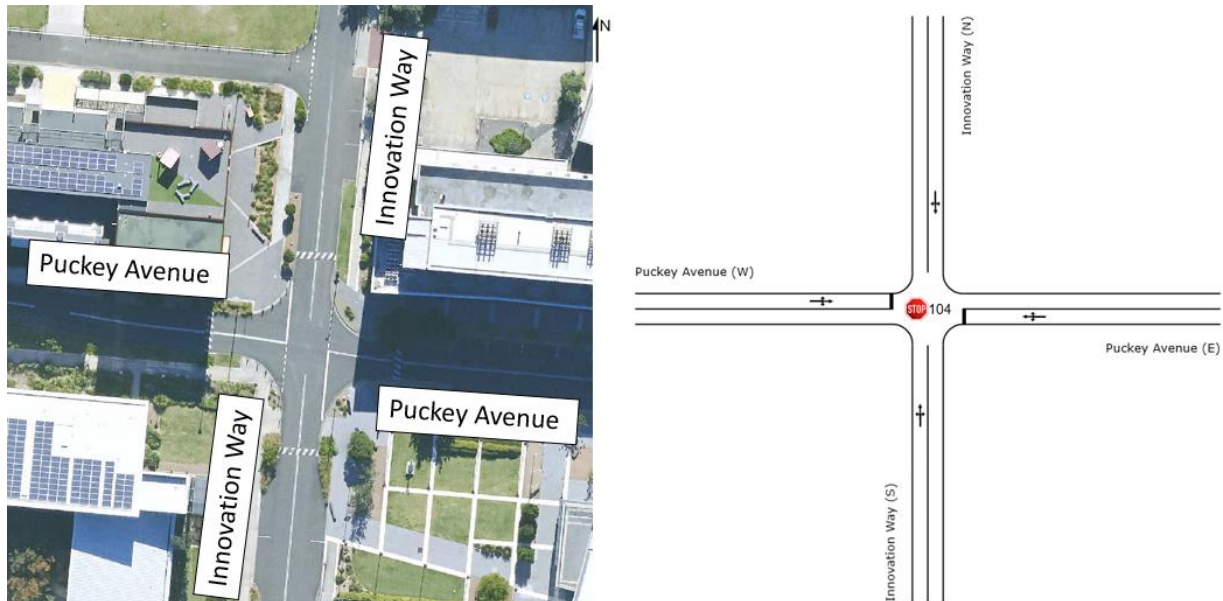


Figure 6-5: Puckey Avenue / Innovation Way intersection

6.1.3 Desktop analysis limitations and uncertainties

- Future demands and growth was limited to Council's TRACKS model.
- The scope of the assessment was limited to the use of SIDRA intersection software.
- The phasing information is based on SCATS data provided in 2021.

6.1.4 Desktop analysis assumptions

- The land uses are consistent with the detail provided in the DA application.
- The assessment is limited by the data obtained and identified in this report.
- The 2016 journey to work data sourced from the Australia Bureau Statistics is representative of the current and out-of-lockdown transport mode trends.
- Growth rates stated in the Council's TRACKS model are unchanged.
- Growth rates not stated in the Council's TRACKS model to be 1.0% p.a. as a conservative rate in alignment with University of Wollongong Innovation Campus masterplan identified background traffic growth rate.
- A conservative 2% pedestrian growth factor was applied per SIDRA modelling default rate.
- Traffic generation is based on local workers mode share with a working from home factor applied for admin and corporate staff.
- The signalised intersections phasing is per the 2021 SCATA phasing data.
- The development opening year is 2024.

6.2 Traffic surveys

The assessment involved field surveys conducted to gather baseline traffic data of the road network surrounding the development site. Two two-hour peak surveys were conducted by Trans Traffic Survey over a period of seven days from Tuesday, 13th June 2023 to Monday, 19th June 2023 for the AM peak hours of 8:00 AM to 10:00 AM and PM peak hours of 4:00 PM to 6:00 PM. The intersections that were surveyed are shown in Figure 6-6 and are identified below. The results of the traffic surveys are reproduced in Appendix C.

- **Intersection 1:** Elliotts Road / Cowper Street
- **Intersection 2:** Elliotts Road / Carters Lane / Squires Way
- **Intersection 3:** Puckey Avenue / Squires Way
- **Intersection 4:** Puckey Avenue / Innovation Way
- **Intersection 5:** Innovation Way / Cowper Street



Figure 6-6: Surveyed intersection

Peak hour is identified through the highest volume of vehicles across the network. However, where an intersection's peak hour is identified to be at a different time, that volume has been adopted into the analysis for a conservative worst case scenario assessment.

The AM peak hour was identified as 8:15 am to 9:15 am, however, the volumes of the identified peak hour of 8:30 to 9:30 am for Puckey Avenue / Innovation Way and 8:45 to 9:45 am for Innovation Way / Cowper Street were adopted to ensure a worst-case scenario is assessed.

The PM peak hour was identified as 5:00 pm to 6:00 pm, however the volumes of the identified peak hour of 4:15 pm to 5:15 pm for Elliotts Road / Cowper Street, and 4:30 pm to 5:30 pm for both Puckey Avenue /

Innovation Way and Innovation Way / Cowper Street were adopted to ensure worst case scenario is assessed.

6.3 Traffic growth

Traffic growth is based on rates obtained from the *University of Wollongong Innovation Campus Traffic and Transport Assessment*, prepared by SLR Consulting in December 2020. The report utilised growth from the TRACKS base model from 2021 and 2031 obtained from Wollongong City Council. Future linear traffic growth rates are summarised in Table 6-2. It is noted that the tabulated growth factors are only applied to the existing road network traffic, and not to the development generated traffic.

Table 6-2: Traffic growth rates

Intersection	Approach	AM Growth %	PM Growth %
Cowper Street / Elliotts Road	S	1.00%	1.00%
	E	3.90%	1.30%
	W	3.90%	1.30%
Squires Way / Elliotts Road / Carters Lane	S	2.70%	2.20%
	E	0.50%	0.20%
	N	3.00%	4.80%
	W	3.90%	1.30%
Squires Way / Puckey Avenue	S	2.00%	2.90%
	N	3.40%	5.10%
	W	0.00%	2.40%
Innovation Way / Puckey Avenue	S	1.00%	1.00%
	E	0.00%	2.40%
	N	1.00%	1.00%
	W	0.00%	0.00%

Growth for intersection approaches not provided by the TRACKS model are based on an assumption of a 10% linear growth over a 10-year period, leading to a 1.0% growth rate per annum. This conservative assumption is aligned with the TRACKS model and further supported by the noted 0.4% per annum background traffic growth in the AECOM *University of Wollongong Innovation Campus Masterplan* published in 2012. The area in vicinity of Innovation Campus is primarily residential with no known traffic generating signification development identified

6.4 Development trip distribution

Development trip distributions was based on an arrival / departure split primarily based on existing land uses in the surrounding regions of the site. Travel routes to / from each of these regions was based on the shortest distance, adherence to arterial roads and suggested routes towards and from the surrounding regions by trip routing applications. The trip distribution routes, and the respective percentages are shown in Figure 6-7. The intersection volumes for each modelled intersection and scenario are provided in Appendix D.

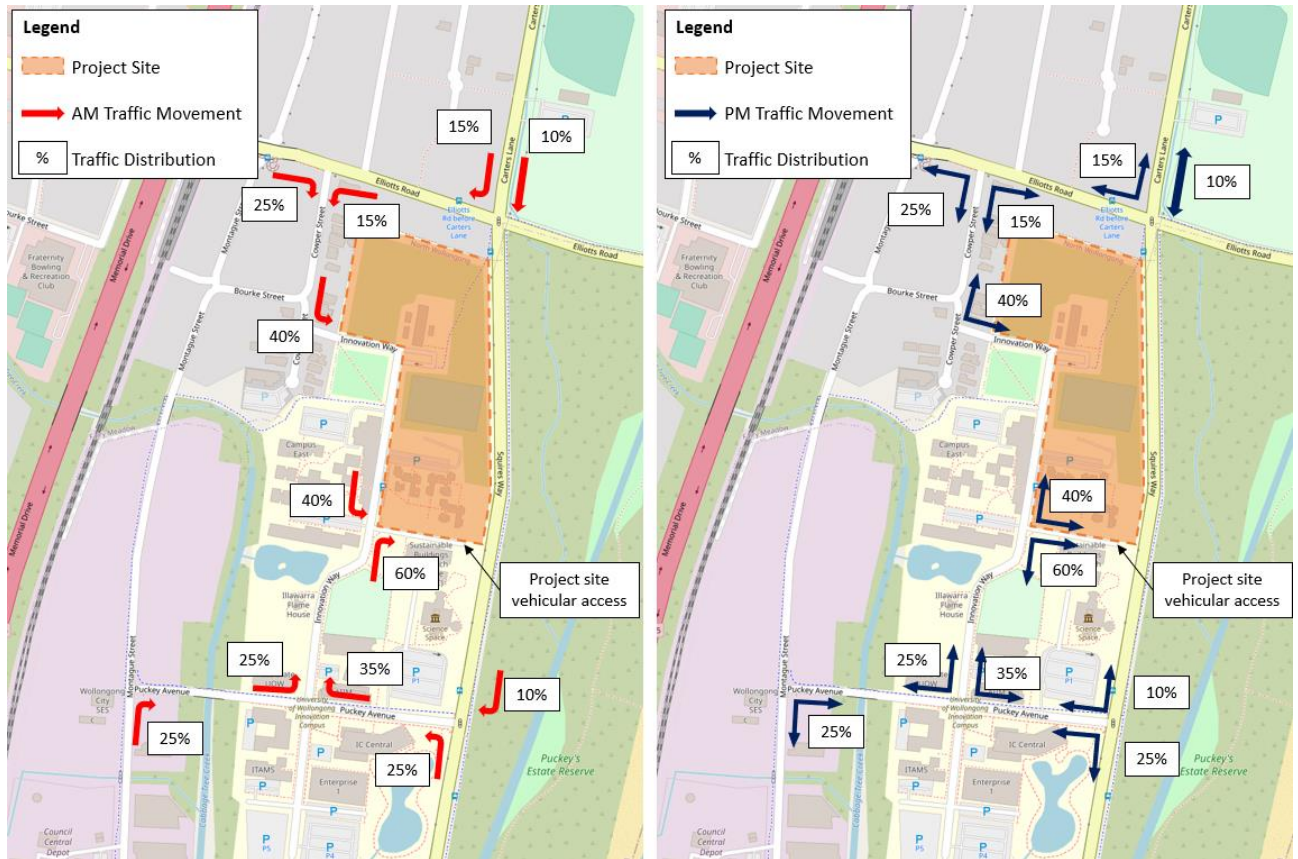


Figure 6-7: Development AM and PM peak hour trip distributions (Source: Open Street Maps)

6.5 Signalised intersection phasing

Traffic control signal (TCS) plans were obtained for the signalised intersections:

- Elliotts Road / Carters Lane / Squires Way intersection (TCS 909)
- Puckey Avenue / Squires Way intersection (TCS 4238)

Periodic statistics for the phases indicated that the phasing timings fluctuated throughout the course of the day. As such, the SIDRA model signalised intersections phasing and timing cycle time option was selected as 'practical cycle time' with a maximum cycle time of 150 seconds and a cycle rounding of 10 seconds. The TCS plans are provided in Appendix E.

7 Results and discussion

The SIDRA results for the modelled intersections, analysed in accordance with the assessment approach outlined in Section 6.1 are summarised in this section. The SIDRA results are provided in Appendix F to Appendix H.

7.1 Elliotts Road / Cowper Street intersection

The SIDRA results for the Elliotts Road and Cowper Street intersection AM peak are displayed in Table 7-1 below. The three modelled scenarios of the intersection show an overall great level of service, with the existing base model at a LoS A, and a LoS B for both future scenarios of with and without development, confirming insignificant impact by the development with the additional 0.3 second intersection delay.

Table 7-1: Elliotts Road / Cowper Street intersection AM peak results

AM Scenario	Approach	Volume	Degree of Saturation	Delay (s)	Level of Service	Queue (m)
AM Peak Existing 2023	Cowper Street (S)	138	0.282	14.4	LOS A	8.3
	Elliotts Road (E)	542	0.298	1.1	NA	0
	Elliotts Road (W)	513	0.354	3.6	NA	14.5
	Intersection Total	1,193	0.354	3.7	NA	14.5
AM Peak Future 2024 Without Development	Cowper Street (S)	139	0.299	15.1	LOS B	8.8
	Elliotts Road (E)	563	0.31	1.1	NA	0
	Elliotts Road (W)	533	0.372	3.8	NA	16
	Intersection Total	1,235	0.372	3.8	NA	16
AM Peak Future 2024 With Development	Cowper Street (S)	139	0.307	15.4	LOS B	9.1
	Elliotts Road (E)	573	0.316	1.2	NA	0
	Elliotts Road (W)	550	0.393	4.3	NA	18.7
	Intersection Total	1,262	0.393	4.1	NA	18.7

The SIDRA results for the Elliotts Road and Cowper Street intersection PM peak are displayed in Table 7-2 below. Similar to the AM peak results, the intersection performed at a LoS B for all scenarios, showing no level of service impact by the addition 0.7 seconds of delay or minimal queue length increase in the intersection.

Table 7-2: Elliotts Road / Cowper Street intersection PM peak results

PM Scenario	Approach	Volume	Degree of Saturation	Delay (s)	Level of Service	Queue (m)
PM Peak Existing 2023	Cowper Street (S)	235	0.591	20.9	LOS B	23
	Elliotts Road (E)	555	0.305	0.8	NA	0
	Elliotts Road (W)	653	0.414	2.7	NA	14.3
	Intersection Total	1,443	0.591	4.9	NA	23
PM Peak	Cowper Street (S)	238	0.612	21.7	LOS B	24.3
	Elliotts Road (E)	562	0.309	0.8	NA	0

PM Scenario	Approach	Volume	Degree of Saturation	Delay (s)	Level of Service	Queue (m)
Future 2024 Without Development	Elliotts Road (W)	661	0.42	2.7	NA	14.8
	Intersection Total	1,461	0.612	5.1	NA	24.3
PM Peak Future 2024 With Development	Cowper Street (S)	265	0.687	24	LOS B	30.8
	Elliotts Road (E)	563	0.31	0.8	NA	0
	Elliotts Road (W)	663	0.422	2.8	NA	15.2
	Intersection Total	1,491	0.687	5.8	NA	30.8

7.2 Elliotts Road / Carters Lane / Squires Way intersection

The SIDRA results for the Elliotts Road, Carters Lane, and Squires Way intersection AM peak are displayed in Table 7-3 below. The three modelled scenarios of the intersection show an overall acceptable level of services, with the existing base model at a LoS B, and a LoS C for both future scenarios of with and without development, confirming insignificant impact by the development with the additional 1.8 second delay and minimal queue increase for the intersection. The traffic introduced by the development has negligible impact on the intersection's future performance which is predicted to worsen due to the existing background traffic growth triggering a level of service change from a LoS B in 2023 to LoS C in 2024.

Table 7-3: Elliotts Road / Carters Lane / Squires Way intersection AM peak results

AM Scenario	Approach	Volume	Degree of Saturation	Delay (s)	Level of Service	Queue (m)
AM Peak Existing 2023	Squires Way (S)	553	0.939	37.7	LOS C	105.6
	Elliotts Road (E)	34	0.036	26.6	LOS B	1.7
	Carters Lane (N)	909	0.79	15.9	LOS B	107.6
	Elliotts Road (W)	365	0.955	40	LOS C	74.9
	Intersection Total	1,861	0.955	27.3	LOS B	107.6
AM Peak Future 2024 Without Development	Squires Way (S)	567	0.966	42.9	LOS D	118.7
	Elliotts Road (E)	34	0.036	26.7	LOS B	1.7
	Carters Lane (N)	936	0.822	18	LOS B	117.2
	Elliotts Road (W)	379	0.991	48.7	LOS D	89.1
	Intersection Total	1,916	0.991	31.6	LOS C	118.7
AM Peak Future 2024 With Development	Squires Way (S)	567	1.014	52	LOS D	127.3
	Elliotts Road (E)	34	0.038	23.5	LOS B	1.5
	Carters Lane (N)	953	0.849	17.3	LOS B	111.4
	Elliotts Road (W)	379	1.001	46.8	LOS D	80.8
	Intersection Total	1,933	1.014	33.4	LOS C	127.3

The SIDRA results for the Elliotts Road, Carters Lane, and Squires Way intersection PM peak are displayed in Table 7-4 below. Similar to the AM peak results, the PM peak model results for the intersection show a slight increase in delay and queue length expected in future scenarios, with negligible development traffic

impact as all three scenarios resulted in a LoS C. The minimal increase in delay and queue length due to the development does not worsen intersection performance.

Table 7-4: Elliotts Road / Carters Lane / Squires Way intersection PM peak results

PM Scenario	Approach	Volume	Degree of Saturation	Delay (s)	Level of Service	Queue (m)
PM Peak Existing 2023	Squires Way (S)	1,008	0.875	26.7	LOS B	219.6
	Elliotts Road (E)	77	0.253	36	LOS C	15.4
	Carters Lane (N)	548	0.836	22.3	LOS B	73.8
	Elliotts Road (W)	425	0.947	47.6	LOS D	81.1
	Intersection Total	2,058	0.947	30.2	LOS C	219.6
PM Peak Future 2024 Without Development	Squires Way (S)	1,030	0.918	32.8	LOS C	255.9
	Elliotts Road (E)	77	0.254	36	LOS C	15.4
	Carters Lane (N)	574	0.897	25.1	LOS B	81.8
	Elliotts Road (W)	430	0.956	49	LOS D	84
	Intersection Total	2,111	0.956	34.2	LOS C	255.9
PM Peak Future 2024 With Development	Squires Way (S)	1,037	0.937	36.6	LOS C	276
	Elliotts Road (E)	77	0.254	36	LOS C	15.4
	Carters Lane (N)	577	0.916	26.2	LOS B	83.1
	Elliotts Road (W)	440	0.956	48.8	LOS D	84
	Intersection Total	2,131	0.956	36.3	LOS C	276

7.3 Puckey Avenue / Squires Way intersection

The SIDRA results for the Puckey Avenue and Squires Way intersection AM peak are displayed in Table 7-5 below. The AM peak model show an increase in input for the northern and southern approaches with steady volume of vehicles in the western approach. The slight increase in traffic volumes does not impact future intersection performance. The minimal delay and queue length increase due to the development generated traffic has negligible impact on the future intersection performance.

Table 7-5: Puckey Avenue / Squires Way intersection AM peak results

AM Scenario	Approach	Volume	Degree of Saturation	Delay (s)	Level of Service	Queue (m)
AM Peak Existing 2023	Squires Way (S)	634	0.684	17.4	LOS B	46.2
	Squires Way (N)	947	0.87	17.5	LOS B	148.6
	Puckey Avenue (W)	74	0.15	15.6	LOS B	5.4
	Intersection Total	1,655	0.87	17.4	LOS B	148.6
AM Peak Future 2024 Without Development	Squires Way (S)	647	0.436	13	LOS A	43.7
	Squires Way (N)	979	0.785	10.9	LOS A	127.8
	Puckey Avenue (W)	74	0.188	20.9	LOS B	7

AM Scenario	Approach	Volume	Degree of Saturation	Delay (s)	Level of Service	Queue (m)
	Intersection Total	1,700	0.785	12.1	LOS A	127.8
AM Peak Future 2024 With Development	Squires Way (S)	664	0.448	13.2	LOS A	45.2
	Squires Way (N)	986	0.789	11.2	LOS A	128.7
	Puckey Avenue (W)	74	0.188	20.9	LOS B	7
	Intersection Total	1,724	0.789	12.4	LOS A	128.7

The SIDRA results for the Puckey Avenue and Squires Way intersection PM peak are displayed in Table 7-6 below. Similar to the AM peak results, the intersection performance remains a LoS A for all three modelled scenarios with the slight increase in delay and queue length from the development generated traffic having no impact on the intersection performance.

Table 7-6: Puckey Avenue / Squires Way intersection PM peak results

PM Scenario	Approach	Volume	Degree of Saturation	Delay (s)	Level of Service	Queue (m)
PM Peak Existing 2023	Squires Way (S)	961	0.649	13.7	LOS A	72.4
	Squires Way (N)	556	0.454	5.6	LOS A	49.7
	Puckey Avenue (W)	116	0.176	18.7	LOS B	9.1
	Intersection Total	1,633	0.649	11.3	LOS A	72.4
PM Peak Future 2024 Without Development	Squires Way (S)	988	0.667	14	LOS A	76
	Squires Way (N)	584	0.477	5.7	LOS A	53.3
	Puckey Avenue (W)	119	0.181	18.7	LOS B	9.3
	Intersection Total	1,691	0.667	11.5	LOS A	76
PM Peak Future 2024 With Development	Squires Way (S)	990	0.668	14.1	LOS A	76.3
	Squires Way (N)	585	0.477	5.8	LOS A	53.3
	Puckey Avenue (W)	143	0.261	19.6	LOS B	10.2
	Intersection Total	1,718	0.668	11.7	LOS A	76.3

7.4 Puckey Avenue / Innovation Way intersection

The SIDRA results for the Puckey Way and Innovation Way intersection AM peak are displayed in Table 7-7 below. The SIDRA model results for all three scenarios show an excellent intersection performance at a LoS A for existing year and both future year with and without development. The development generated traffic results in negligible increase in delay and queue length without any impact on performance.

Table 7-7: Puckey Avenue / Innovation Way intersection AM peak results

AM Scenario	Approach	Volume	Degree of Saturation	Delay (s)	Level of Service	Queue (m)
AM Peak Existing 2023	Innovation Way (S)	22	0.013	5.1	NA	0.3
	Puckey Avenue (E)	150	0.131	8.1	LOS A	3.8
	Innovation Way (N)	44	0.025	3.8	NA	0.6
	Puckey Avenue (W)	151	0.168	8.5	LOS A	4.5
	Intersection Total	367	0.168	7.6	NA	4.5
AM Peak Future 2024 Without Development	Innovation Way (S)	22	0.013	5.1	NA	0.3
	Puckey Avenue (E)	150	0.131	8.1	LOS A	3.8
	Innovation Way (N)	44	0.025	3.8	NA	0.6
	Puckey Avenue (W)	151	0.168	8.5	LOS A	4.5
	Intersection Total	367	0.168	7.6	NA	4.5
AM Peak Future 2024 With Development	Innovation Way (S)	22	0.013	5.1	NA	0.3
	Puckey Avenue (E)	174	0.16	8.2	LOS A	4.6
	Innovation Way (N)	44	0.025	3.8	NA	0.6
	Puckey Avenue (W)	168	0.181	8.5	LOS A	5
	Intersection Total I	408	0.181	7.6	NA	5

The SIDRA results for the Puckey Way and Innovation Way intersection PM peak are displayed in Table 7-8 below. The PM peak results for the intersection are similar to the AM peak results, with the intersection performing at a LoS A in all three scenarios, and the development generated traffic impact is negligible in the future year models.

Table 7-8: Puckey Avenue / Innovation Way intersection PM peak results

PM Scenario	Approach	Volume	Degree of Saturation	Delay (s)	Level of Service	Queue (m)
PM Peak Existing 2023	Innovation Way (S)	112	0.064	5.1	NA	1.4
	Puckey Avenue (E)	63	0.064	8.2	LOS A	1.6
	Innovation Way (N)	34	0.02	5.2	NA	0.6
	Puckey Avenue (W)	68	0.066	8.3	LOS A	1.7
	Intersection Total	277	0.066	6.6	NA	1.7
PM Peak	Innovation Way (S)	113	0.064	5.1	NA	1.4

PM Scenario	Approach	Volume	Degree of Saturation	Delay (s)	Level of Service	Queue (m)
Future 2024 Without Development	Puckey Avenue (E)	64	0.065	8.3	LOS A	1.6
	Innovation Way (N)	34	0.02	5.2	NA	0.6
	Puckey Avenue (W)	68	0.066	8.3	LOS A	1.7
	Intersection Total	279	0.066	6.6	NA	1.7
PM Peak Future 2024 With Development	Innovation Way (S)	113	0.065	5.1	NA	1.5
	Puckey Avenue (E)	67	0.071	8.4	LOS A	1.8
	Innovation Way (N)	75	0.044	5.5	NA	1.2
	Puckey Avenue (W)	70	0.07	8.5	LOS A	1.8
	Intersection Total	325	0.071	6.6	NA	1.8

8 Conclusion

The Project's proposed concept design comprises two fields, off street parking, a public realm, and new roads / walkways. The proposed concept design will not include any modifications to the existing Kids' Uni, Innovation Campus building. However, the on street parking area will be slightly modified with the retention of the current parking spaces.

In summary, the proposed parking facility satisfy the relevant requirements specified in Council's *DCP 2009*, *BCA 2022* and the Australian Standards and it is therefore concluded that the proposed development will not have any unacceptable transport, traffic, or parking implications.

- Vehicular vehicle access, vehicular access to the proposed development was analysed with swept turn paths in accordance with AS2890. The analysis shows that all the expected vehicles will be able to comfortably enter the site, turn around within the site and exit in a forward direction.
- Bus access, an approximately 33 m long bus drop-off area is provided at the western edge of the development along Innovation Way, and can comfortably accommodate a 14.5m long bus. Direct pedestrian access is provided via footpaths from the bus bay to the front entrance.
- Vehicle Parking, the proposed development will provide a total of 60 car parking spaces as follows:
 - 58 general car parking spaces
 - 2 universal access parking spaces

The provision of 60 car parking spaces satisfy Council's *DCP* car parking requirements of one car parking space per 80 m² and exceed the *BCA* requirements for universal access parking spaces of one per 100 space, with the provision of two universally accessible parking spaces. Additionally, the Project site is located in a close proximity to public transport and active transport network which will encourage active travel. The Project has also been compared against similar sporting facility developments in terms of parking and appears the number of parking spaces provided aligns with similar local and national facilities

The geometric design layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 – Off-Street Car Parking AS/NZS 2890.1: 2004* in respect of parking bay dimensions, driveway widths and aisle widths.

The geometric design layout of the proposed loading facility has designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 2 – Off-Street Commercial Vehicle Facilities.2: 2018* in respect of service vehicle parking bay dimensions and service area requirements.

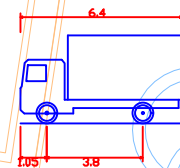
- Bicycle Parking, the proposed development will provide a total of 20 bicycle parking spaces within an indoor bicycle storeroom on the ground floor of the development. This will comfortably accommodate the bicycle trips during the morning and afternoon peak hour periods.

The traffic analysis indicates that the Elliotts Road / Carters Lane / Squires Way intersection is the most critical intersection in the surrounding road network, however, will remain within an acceptable LoS in the future year, with the development. In summary, the above-mentioned intersection operates at a LoS B and LoS C in the existing AM and PM scenarios. With the application of the growth factors obtained from the TRACKS model, the intersection will operate at a LoS C in both AM and PM conditions in the future year 2024 scenario, without the development. Further analysis showed that the proposed development's traffic will have negligible impacts to all approaches at the Elliotts Road / Carters Lane / Squires Way intersection in future year 2024 AM and PM scenarios.

Appendix A – Site Layout

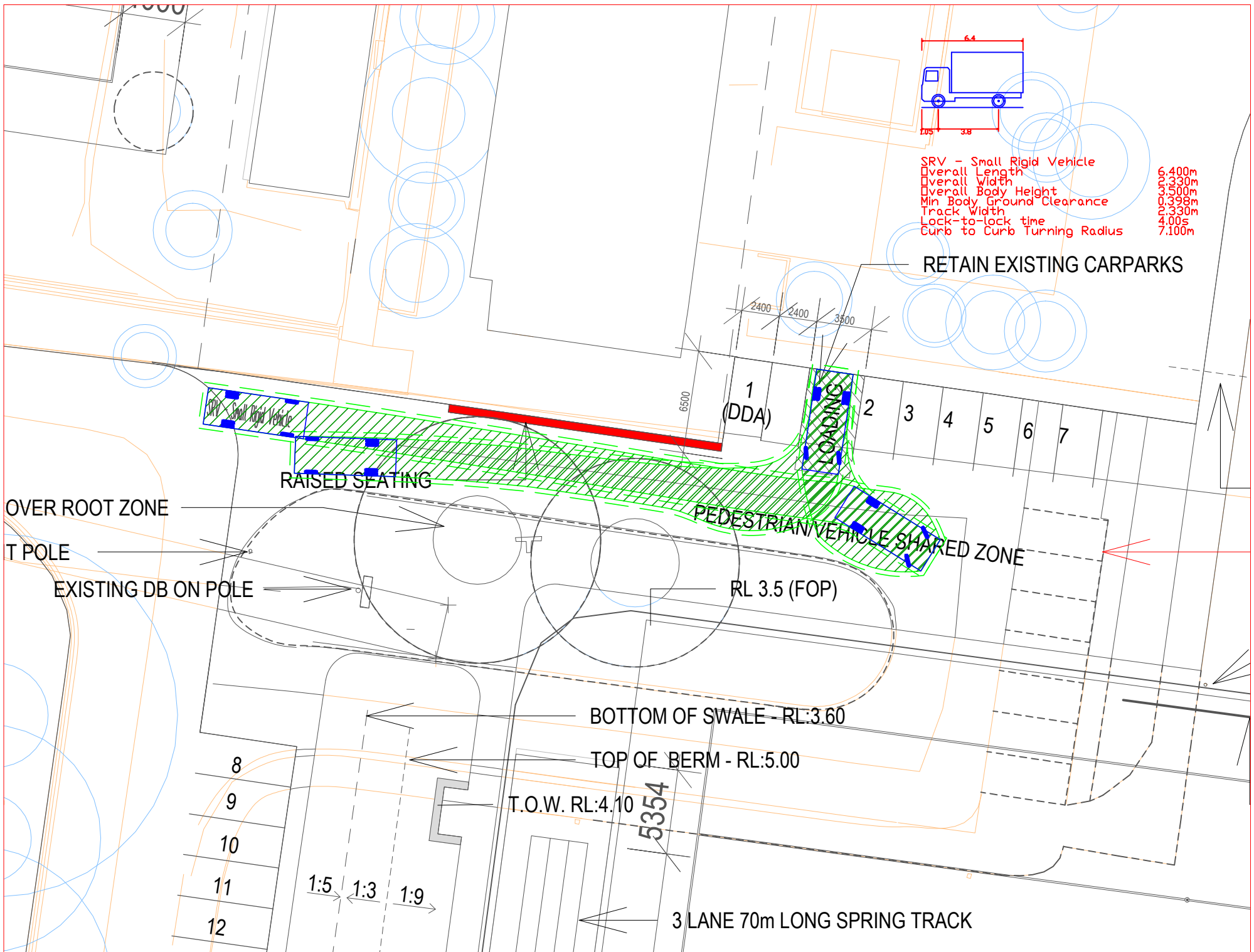


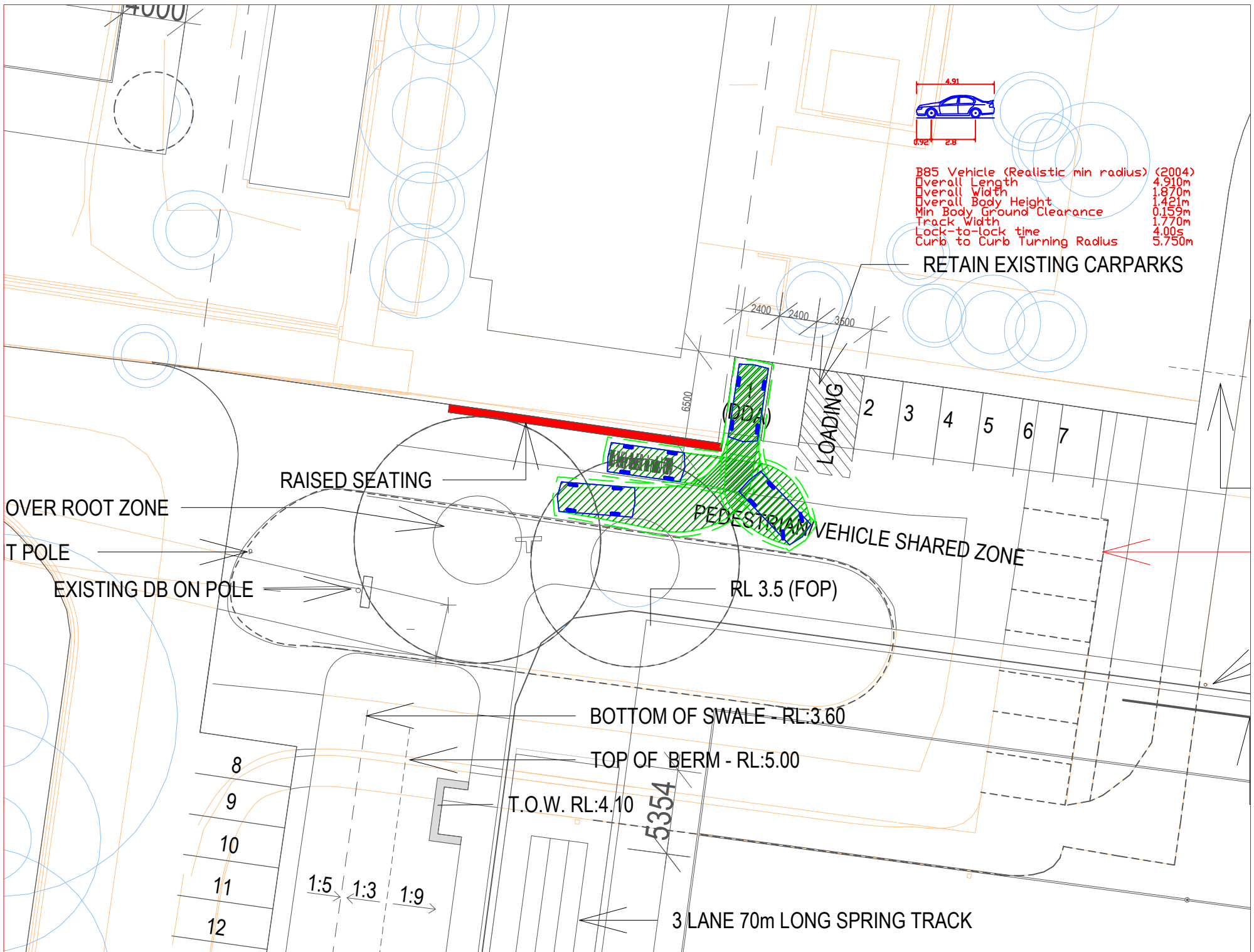
Appendix B – Swept Path Analysis



SRV - Small Rigid Vehicle
Overall Length 6.400m
Overall Width 3.800m
Overall Body Height 1.050m
Min Body Ground Clearance 3.800m
Track Width 1.050m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 7.100m

RETAIN EXISTING CARPARKS





B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

RETAIN EXISTING CARPARKS

OVER ROOT ZONE

T POLE

EXISTING DB ON POLE

RAISED SEATING

PEDESTRIAN

VEHICLE SHARED ZONE

RL 3.5 (FOP)

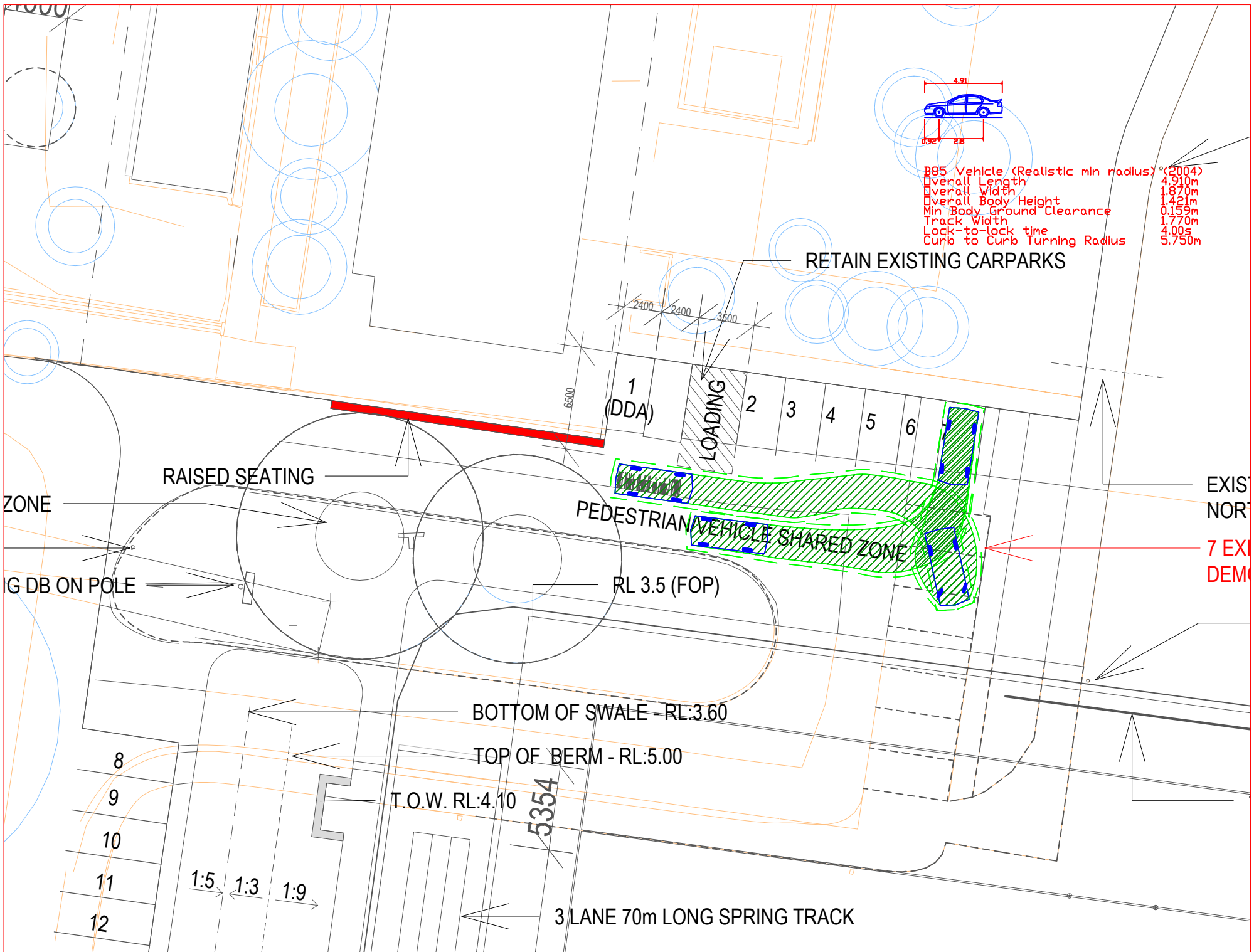
BOTTOM OF SWALE - RL:3.60

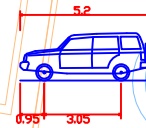
TOP OF BERM - RL:5.00

T.O.W. RL:4.10

5354

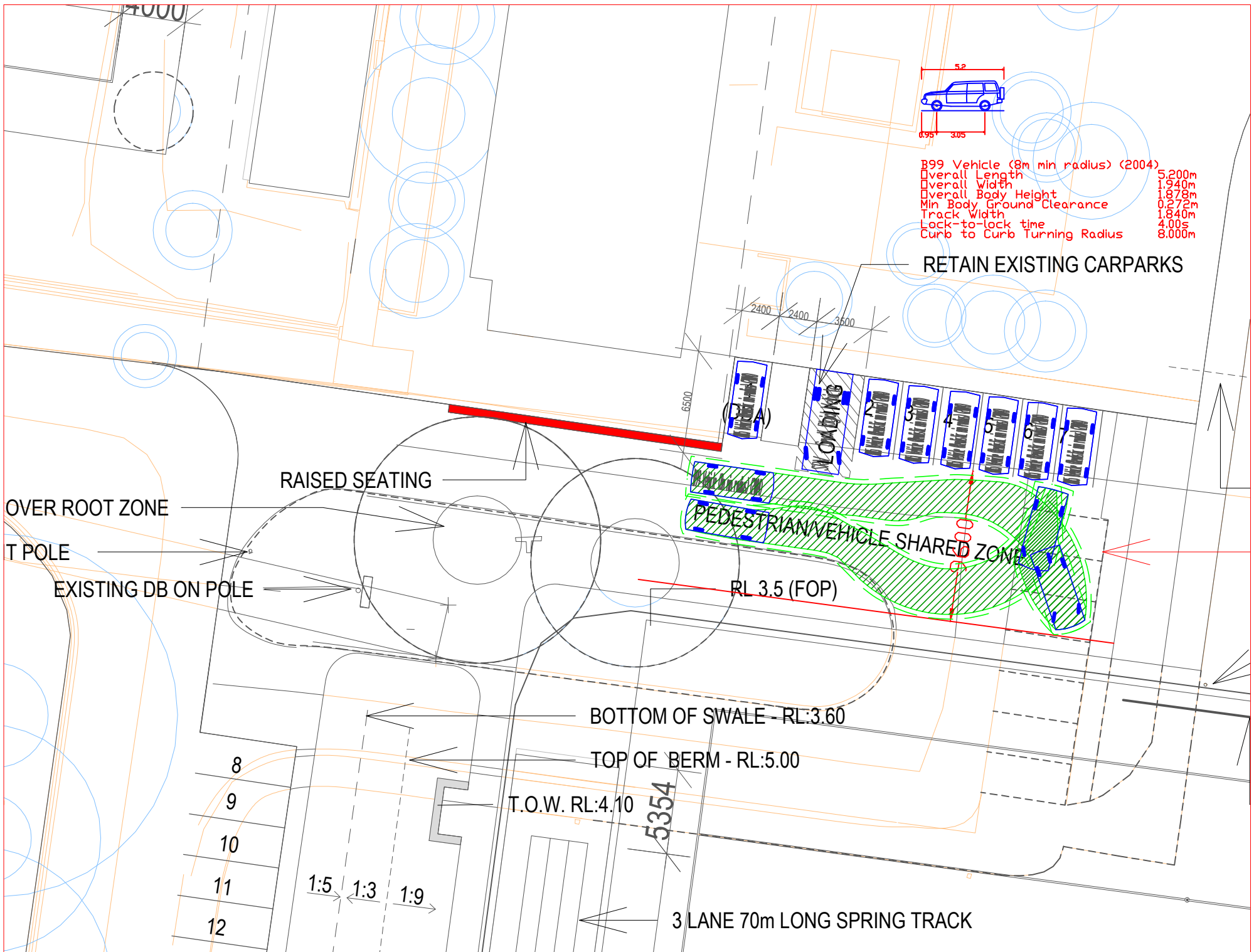
3 LANE 70m LONG SPRING TRACK





B99 Vehicle (8m min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 8.000m

RETAIN EXISTING CARPARKS



OVER ROOT ZONE

T POLE

EXISTING DB ON POLE

RAISED SEATING

PEDESTRIAN/VEHICLE SHARED ZONE

RL 3.5 (FOP)

BOTTOM OF SWALE - RL:3.60

TOP OF BERM - RL:5.00

T.O.W. RL:4.10

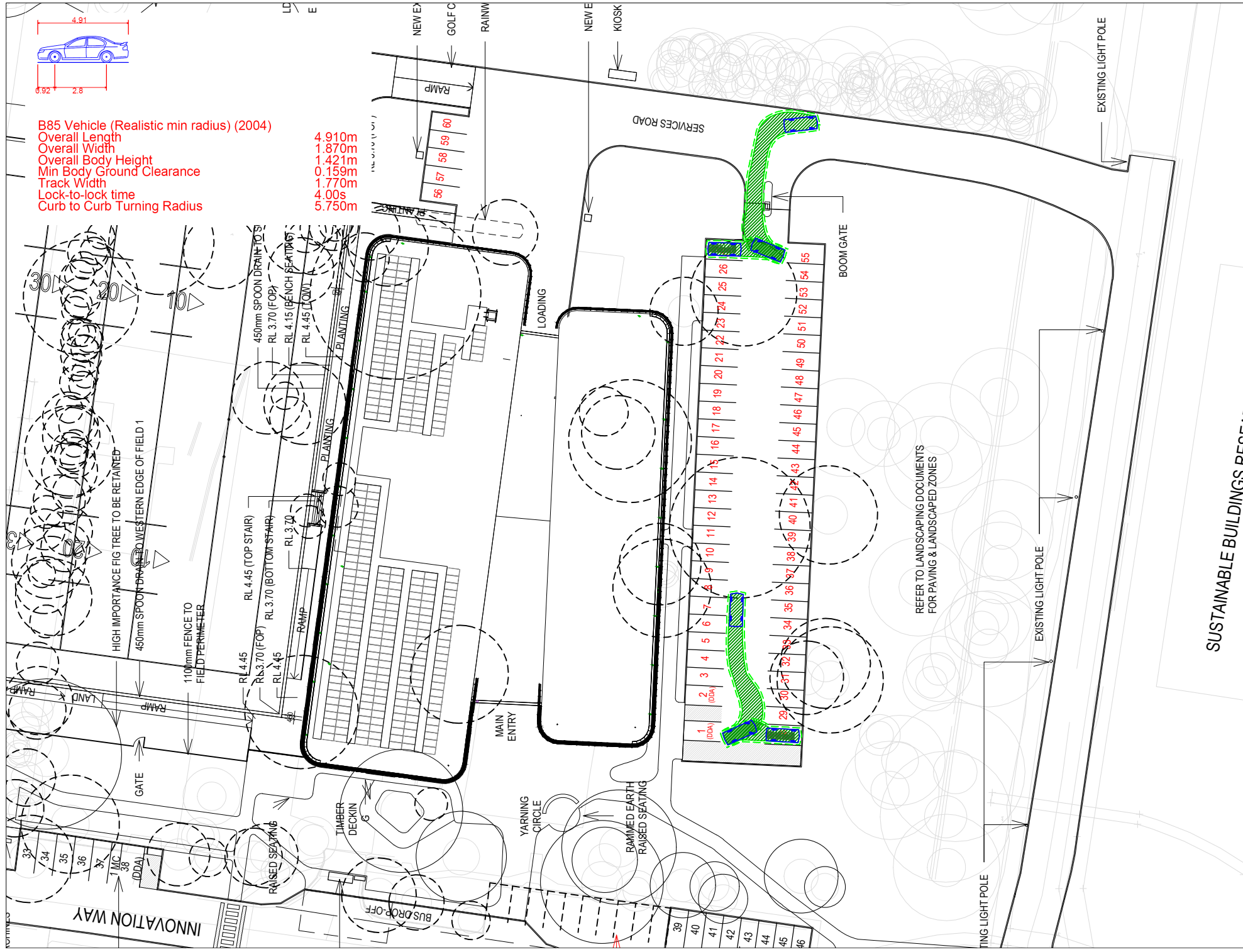
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3 LANE 70m LONG SPRING TRACK

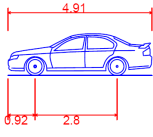
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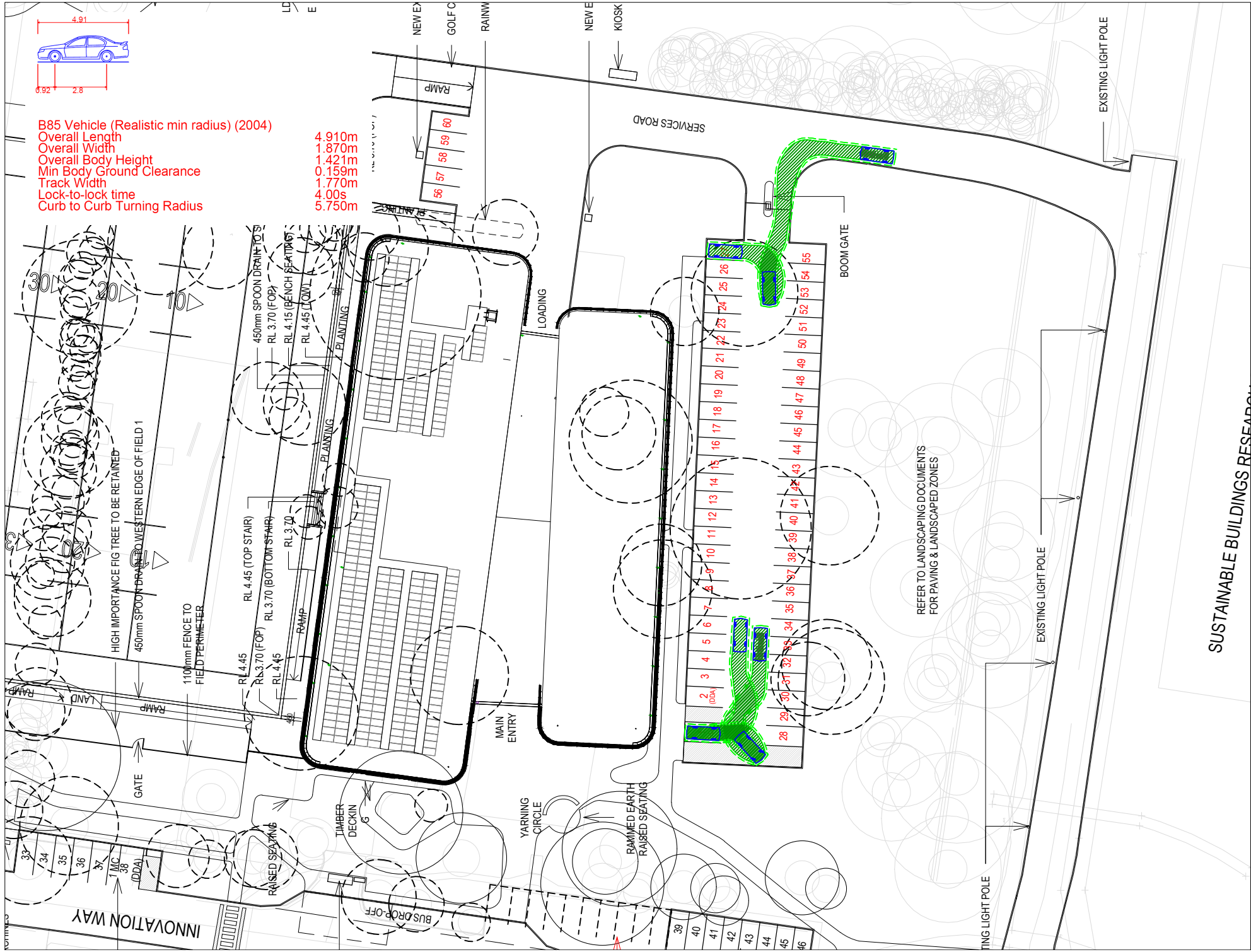




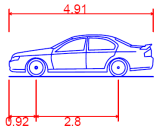
SUSTAINABLE BUILDINGS RESEARCH



B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m

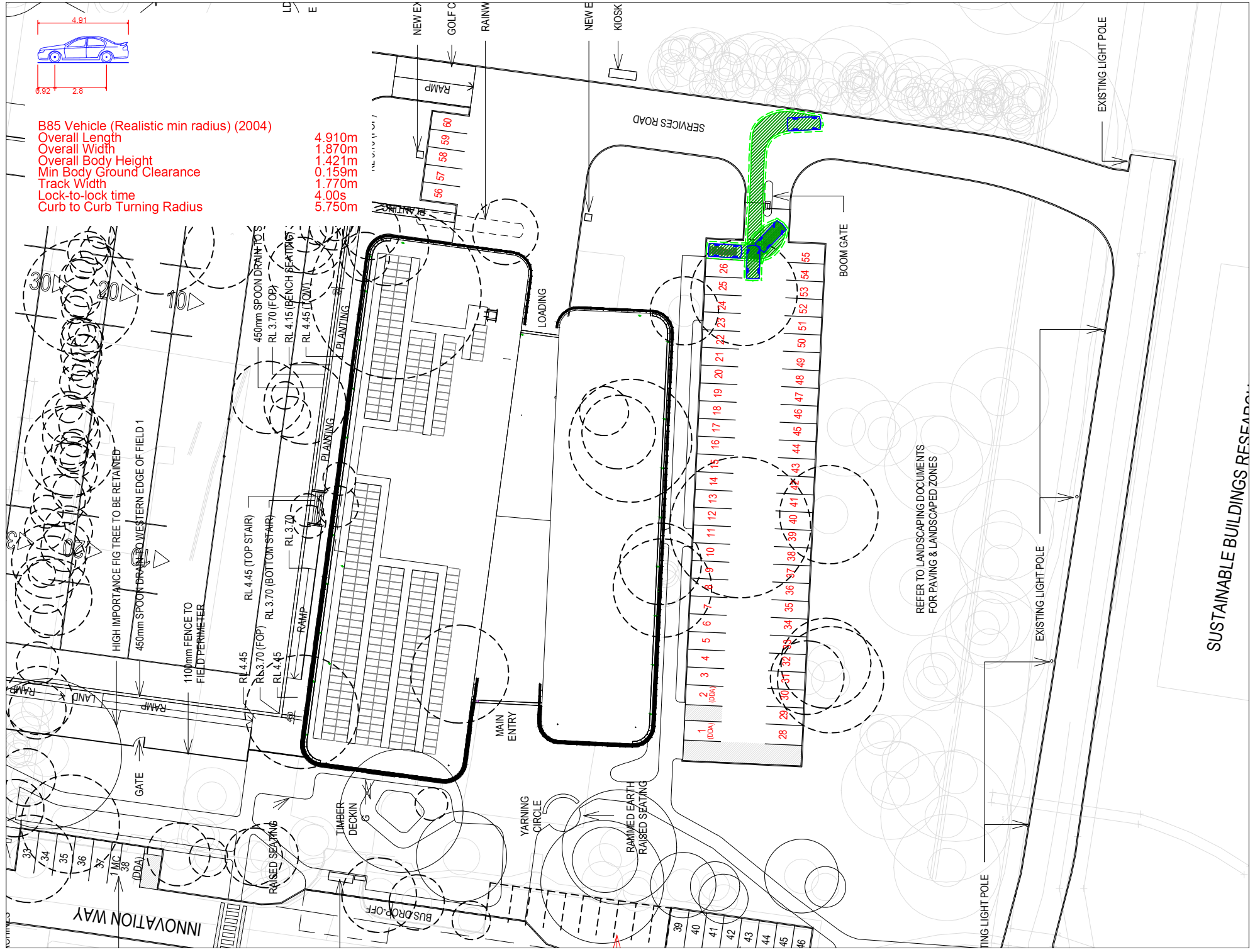


SUSTAINABLE BUILDINGS RESEARCH



B85 Vehicle (Realistic min radius) (2004)

Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m



Appendix C – Survey Results

Intersection of Elliotts Rd and Cowper St, Fairy Meadow

GPS: -34.395435, 150.898338
Date: Tue 13/06/23
Weather: Overcast
Suburban: Fairy Meadow
Customer: Aurecon

North: N/A
East: Elliotts Rd
South: Cowper St
West: Elliotts Rd

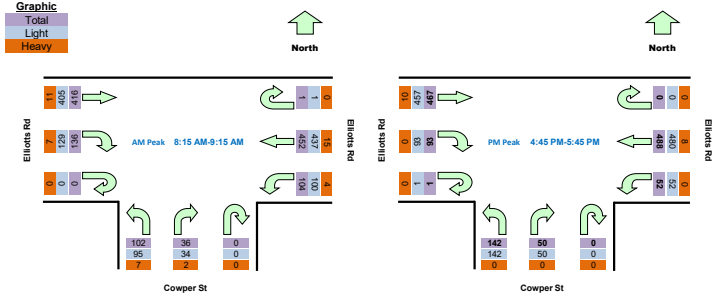
Survey AM: 8:00 AM-10:00 AM
Period PM: 4:00 PM-6:00 PM
Traffic AM: 8:15 AM-9:15 AM
Peak PM: 4:45 PM-5:45 PM

All Vehicles

Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
8:00	8:15	0	103	21	0	9	17	0	25	84	1216	
8:15	8:30	0	112	27	0	7	17	0	28	111	1247	Peak
8:30	8:45	0	104	25	0	13	30	0	24	123	1172	
8:45	9:00	0	132	23	0	9	21	0	42	109	1061	
9:00	9:15	1	104	29	0	7	34	0	42	73	939	
9:15	9:30	0	74	22	0	17	18	0	22	74		
9:30	9:45	0	73	17	0	16	20	0	20	62		
9:45	10:00	0	94	11	0	8	12	0	22	67		
16:00	16:15	0	115	12	0	16	40	0	21	108	1253	
16:15	16:30	0	120	18	0	22	34	0	14	126	1259	
16:30	16:45	0	107	19	0	12	25	0	19	110	1270	
16:45	17:00	0	112	8	0	21	36	0	21	117	1293	Peak
17:00	17:15	0	128	13	0	10	35	0	21	111	1282	
17:15	17:30	0	132	18	0	10	35	0	27	123		
17:30	17:45	0	116	13	0	9	36	1	24	116		
17:45	18:00	0	118	9	0	11	29	0	25	112		

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB		
8:15	9:15	1	452	104	0	36	102	0	136	416	1247	
16:45	17:45	0	488	52	0	50	142	1	93	467	1293	

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



Light Vehicles

Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
8:00	8:15	0	98	21	0	7	15	0	25	81
8:15	8:30	0	109	25	0	7	16	0	25	107
8:30	8:45	0	100	24	0	11	29	0	24	120
8:45	9:00	0	127	22	0	9	21	0	41	106
9:00	9:15	1	101	29	0	7	29	0	39	72
9:15	9:30	0	71	22	0	16	17	0	21	72
9:30	9:45	0	71	16	0	14	15	0	19	59
9:45	10:00	0	92	11	0	7	11	0	19	63
16:00	16:15	0	113	12	0	16	40	0	21	105
16:15	16:30	0	118	18	0	21	34	0	14	121
16:30	16:45	0	102	18	0	12	25	0	19	109
16:45	17:00	0	110	8	0	21	36	0	21	113
17:00	17:15	0	126	13	0	10	35	0	21	108
17:15	17:30	0	130	18	0	10	35	0	27	121
17:30	17:45	0	114	13	0	9	36	1	24	115
17:45	18:00	0	117	9	0	11	28	0	25	109

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB		
8:15	9:15	1	437	100	0	34	95	0	129	405	1201	
16:45	17:45	0	480	52	0	50	142	1	93	457	1275	

Heavy Vehicles

Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
8:00	8:15	0	5	0	0	2	2	0	0	3
8:15	8:30	0	3	2	0	0	1	0	3	4
8:30	8:45	0	4	1	0	2	1	0	0	3
8:45	9:00	0	5	1	0	0	0	0	1	3
9:00	9:15	0	3	0	0	0	5	0	3	1
9:15	9:30	0	3	0	0	1	1	0	1	2
9:30	9:45	0	2	1	0	2	5	0	1	3
9:45	10:00	0	2	0	0	1	1	0	3	4
16:00	16:15	0	2	0	0	0	0	0	0	3
16:15	16:30	0	2	0	0	1	0	0	0	5
16:30	16:45	0	5	1	0	0	0	0	0	1
16:45	17:00	0	2	0	0	0	0	0	0	4
17:00	17:15	0	2	0	0	0	0	0	0	3
17:15	17:30	0	2	0	0	0	0	0	0	2
17:30	17:45	0	2	0	0	0	0	0	0	1
17:45	18:00	0	1	0	0	0	1	0	0	3

Pedestrians Crossing

Time		East Approach Elliotts Rd		South Approach Cowper St		West Approach Elliotts Rd		Hourly Total	
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound		
8:00	8:15	0	0	1	0	0	0	2	
8:15	8:30	0	0	1	0	0	0	2	
8:30	8:45	0	0	0	0	0	0	2	
8:45	9:00	0	0	0	0	0	0	4	
9:00	9:15	0	0	1	0	0	0	4	
9:15	9:30	0	0	1	0	0	0		
9:30	9:45	0	0	0	2	0	0		
9:45	10:00	0	0	0	0	0	0		
16:00	16:15	0	1	2	0	0	0	6	
16:15	16:30	0	0	1	0	0	0	6	
16:30	16:45	0	0	0	0	1	0	7	
16:45	17:00	0	0	0	1	0	0	10	
17:00	17:15	0	0	2	1	0	0	13	
17:15	17:30	0	0	0	0	1	1		
17:30	17:45	0	0	2	1	0	1		
17:45	18:00	0	0	3	1	0	0		

Peak Time		East Approach Elliotts Rd		South Approach Cowper St		West Approach Elliotts Rd		Peak total	
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound		
8:15	9:15	0	0	2	0	0	0	2	
16:45	17:45	0	0	4	3	1	2	10	

GPS -34.396126, 150.900559

Date: Tue 13/06/23

Weather: Overcast

Suburban: Fairy Meadow

Customer: Auricon

North: Carters Ln

East: Elliotts Rd

South: Squires Wy

West: Elliotts Rd

Survey Period: AM 8:00 AM-10:00 AM

Traffic Period: PM 4:00 PM-6:00 PM

Peak Period: AM 8:00 AM-9:00 AM

Peak Period: PM 4:45 PM-5:45 PM

All Vehicles

Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
8:00	8:15	0	45	151	0	0	1	5	0	0	0	69	39	0	62	1	20	1805	
8:15	8:30	0	45	183	0	0	1	3	1	0	2	69	49	0	60	3	32	1776	
8:30	8:45	0	52	180	2	0	1	6	0	0	2	68	38	0	66	5	42	1655	
8:45	9:00	0	56	159	1	0	0	4	2	0	6	103	74	0	57	8	32	1521	
9:00	9:15	0	43	109	3	0	3	6	1	0	10	75	51	0	31	5	27	1349	
9:15	9:30	0	26	93	7	0	1	2	0	0	4	71	54	0	36	4	29		
9:30	9:45	0	36	101	1	0	4	5	4	0	2	74	36	0	31	6	26		
9:45	10:00	0	33	96	1	0	1	7	2	0	3	88	45	0	26	1	27		
10:00	10:15	0	32	73	4	0	3	4	2	0	3	161	66	0	38	5	45	1817	
10:15	10:30	0	43	69	3	0	5	6	2	0	7	145	79	0	42	8	61	1827	
10:30	10:45	0	41	77	3	0	2	11	4	0	5	156	55	0	36	4	50	1879	
10:45	11:00	0	32	87	0	0	5	5	5	0	1	163	71	0	40	11	47	1887	Peak
11:00	11:15	0	32	66	2	0	3	12	3	0	1	168	74	0	45	2	38	1786	
11:15	11:30	0	36	86	0	0	2	10	1	0	2	201	87	0	45	4	48		
11:30	11:45	0	29	67	2	0	0	4	2	0	0	177	80	0	37	2	52		
11:45	12:00	0	35	63	4	0	4	5	2	0	1	110	58	0	37	4	43		

Peak Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Peak total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total	
8:00	9:00	0	138	673	0	0	3	16	3	0	10	309	207	0	245	17	46	1805	
16:45	17:45	0	129	306	4	0	10	31	11	0	4	706	305	0	158	18	184	1866	

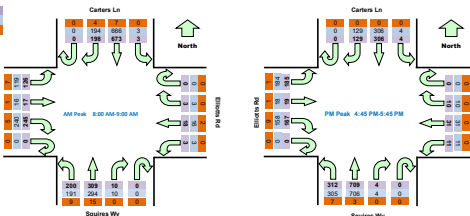
Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total

Light

Heavy



Light Vehicles

Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
8:00	8:15	0	45	150	0	0	1	5	0	0	0	67	36	0	61	1	18		
8:15	8:30	0	44	182	0	0	1	2	1	0	2	66	46	0	59	2	31		
8:30	8:45	0	51	177	2	0	1	5	0	0	2	62	37	0	64	5	39		
8:45	9:00	0	54	157	1	0	0	4	2	0	6	99	72	0	56	8	31		
9:00	9:15	0	43	106	3	0	3	6	1	0	10	73	48	0	30	5	26		
9:15	9:30	0	25	92	7	0	1	2	0	0	4	71	52	0	35	4	27		
9:30	9:45	0	35	101	1	0	4	5	4	0	1	73	35	0	29	5	26		
9:45	10:00	0	32	92	1	0	1	7	2	0	3	88	44	0	23	1	26		
10:00	10:15	0	32	73	4	0	3	4	2	0	3	160	64	0	36	5	45		
10:15	10:30	0	43	68	3	0	5	6	2	0	7	144	78	0	40	8	58		
10:30	10:45	0	39	76	3	0	2	11	4	0	5	154	53	0	36	4	50		
10:45	11:00	0	32	87	0	0	5	5	5	0	1	162	69	0	37	10	47		
11:00	11:15	0	32	66	2	0	3	12	3	0	1	167	71	0	44	2	37		
11:15	11:30	0	36	86	0	0	2	10	1	0	2	200	87	0	42	4	48		
11:30	11:45	0	29	67	2	0	0	4	2	0	0	177	78	0	36	2	52		
11:45	12:00	0	35	63	4	0	4	5	2	0	1	109	57	0	36	4	43		

Peak Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Peak total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total	
8:00	9:00	0	194	666	3	0	3	16	3	0	10	294	191	0	240	16	119	1755	
16:45	17:45	0	129	306	4	0	10	31	11	0	4	706	305	0	158	18	184	1866	

Heavy Vehicles

Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
8:00	8:15	0	0	1	0	0	0	0	0	0	0	2	3	0	1	0	2		
8:15	8:30	0	1	1	0	0	0	1	0	0	0	3	3	0	1	1	1		
8:30	8:45	0	1	3	0	0	0	1	0	0	0	6	1	0	2	0	3		
8:45	9:00	0	2	2	0	0	0	0	0	0	0	4	2	0	1	0	1		
9:00	9:15	0	0	3	0	0	0	0	0	0	0	2	3	0	1	0	1		
9:15	9:30	0	1	1	0	0	0	0	0	0	0	2	0	0	1	0	2		
9:30	9:45	0	1	0	0	0	0	0	0	0	1	1	1	0	2	1	2		
9:45	10:00	0	1	4	0	0	0	0	0	0	0	0	0	1	0	3	0		
10:00	10:15	0	0	0	0	0	0	0	0	0	0	1	2	0	2	0	0		
10:15	10:30	0	0	1	0	0	0	0	0	0	0	1	1	0	2	0	3		
10:30	10:45	0	2	1	0	0	0	0	0	0	0	2	2	0	0	0	0		
10:45	11:00	0	0	0	0	0	0	0	0	0	0	1	2	0	3	1	0		
11:00	11:15	0	0	0	0	0	0	0	0	0	0	1	3	0	1	0	1		
11:15	11:30	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0		
11:30	11:45	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0		
11:45	12:00	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0		

Peak Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Peak total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total	
8:00	9:00	0	4	7	0	0	0	2	0	0	0	15	3	0	5	1	7	50	
16:45	17:45	0	0	0	0	0	0	0	0	0	0	3	7	0	9	1	1	21	

Cyclists

Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
8:00	8:15	0	0	2	0	0	3	0	9	0	5	2	1	0	1	0	0
8:15	8:30	0	0	2	0	0	0	0	7	0	3	0	2	0	1	0	0
8:30	8:45	0	0	4	0	0	0	0	16	0	7	4	4	0	0	0	0
8:45	9:00	0	0	4	0	0	0	0	7	0	10	1	0	0	0	0	0
9:00	9:15	0	0	3	0	0	0	1	6	0	8	1	0	0	1	1	0
9:15	9:30	0	0	2	0	0	0	2	5	0	8	0	1	0	0	3	0
9:30	9:45	0	0	0	0	0	0	1	12	0	7	0	0	0	1	0	0
9:45	10:00	0	0	0	0	0	0	0	11	0	11	1	2	0	0	0	0
10:00	10:15	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	1	6	0	7	0	0	0	0	1	0
10:30	10:45	0	0	2	0	0	0	1	3	0	7	0	1	0	0	1	0
10:45	11:00	0	0	0	0	0	0	1	0	0	4	1	1	0	1	1	0
11:00	11:15	0	0	0	0	0	0	3	2	4	0	0	1	0	1	0	0
11:15	11:30	0	0	0	0	0	0	1	1	5	5	2	1	0	0	0	1
11:30	11:45	0	0	0	0	0	1	3	0	5	5	2	1	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY



Intersection of Puckey Ave and Squies Wy, North Wollong

GPS 34 402215 50 900299

Date: Tue 13/05/23
Weather: Overcast
Suburban: North Wollongong
Customer: Aurecon

North: Squies Wy
East: N/A
South: Squies Wy
West: Puckey Ave

Survey AM: 8:00 AM-10:00 AM
Period PM: 4:00 PM-6:00 PM
Traffic AM: 8:00 AM-9:00 AM
Peak PM: 4:35 PM-5:45 PM

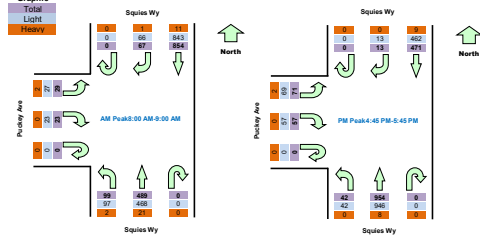
All Vehicles

Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Hourly Total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Peak
8:00	8:15	0	7	206	0	103	19	0	8	5	1561
8:15	8:30	0	13	231	0	115	20	0	6	5	1519
8:30	8:45	0	16	230	0	97	27	0	2	11	1427
8:45	9:00	0	31	187	0	174	33	0	7	8	1328
9:00	9:15	0	8	133	0	130	25	0	4	6	1171
9:15	9:30	0	9	120	0	121	30	0	10	8	
9:30	9:45	0	11	125	0	102	23	0	14	9	
9:45	10:00	0	8	116	0	127	14	0	12	6	
10:00	10:15	0	5	108	0	208	16	0	11	22	1498
10:15	10:30	0	6	107	0	215	14	0	14	16	1519
10:30	10:45	0	7	110	0	195	16	0	19	21	1595
10:45	11:00	0	3	129	0	214	10	0	11	21	1608
11:00	11:15	0	1	113	0	223	11	0	23	20	1506
11:15	11:30	0	3	129	0	276	10	0	16	14	
11:30	11:45	0	6	100	0	241	11	0	7	16	
11:45	12:00	0	7	95	0	159	9	0	6	10	

Peak Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:00	9:00	0	67	854	0	489	99	0	23	29	1561
16:45	17:45	0	13	471	0	954	42	0	57	71	1608

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

Graphic



Light Vehicles

Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Hourly Total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Peak
8:00	8:15	0	7	204	0	98	18	0	8	5	
8:15	8:30	0	13	229	0	109	20	0	6	5	
8:30	8:45	0	16	225	0	92	26	0	2	9	
8:45	9:00	0	30	185	0	169	33	0	7	8	
9:00	9:15	0	8	129	0	125	25	0	4	6	
9:15	9:30	0	9	118	0	119	28	0	9	8	
9:30	9:45	0	11	123	0	100	21	0	13	9	
9:45	10:00	0	8	109	0	126	14	0	9	6	
10:00	10:15	0	5	106	0	205	15	0	11	22	
10:15	10:30	0	6	104	0	213	14	0	14	16	
10:30	10:45	0	7	109	0	191	15	0	19	21	
10:45	11:00	0	3	126	0	213	10	0	11	19	
11:00	11:15	0	1	112	0	219	11	0	23	20	
11:15	11:30	0	3	126	0	275	10	0	16	14	
11:30	11:45	0	6	98	0	239	11	0	7	16	
11:45	12:00	0	7	94	0	157	9	0	6	10	

Peak Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:00	9:00	0	66	843	0	468	97	0	23	27	1524
16:45	17:45	0	13	462	0	946	42	0	57	69	1589

Heavy Vehicles

Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Hourly Total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Peak
8:00	8:15	0	0	2	0	5	1	0	0	0	
8:15	8:30	0	0	2	0	6	0	0	0	0	
8:30	8:45	0	0	5	0	5	1	0	0	2	
8:45	9:00	0	1	2	0	5	0	0	0	0	
9:00	9:15	0	0	4	0	5	0	0	0	0	
9:15	9:30	0	0	2	0	2	2	0	1	0	
9:30	9:45	0	0	2	0	2	2	0	1	0	
9:45	10:00	0	0	7	0	1	0	0	3	0	
10:00	10:15	0	0	2	0	3	1	0	0	0	
10:15	10:30	0	0	3	0	2	0	0	0	0	
10:30	10:45	0	0	1	0	4	1	0	0	0	
10:45	11:00	0	0	3	0	1	0	0	0	2	
11:00	11:15	0	0	1	0	4	0	0	0	0	
11:15	11:30	0	0	3	0	1	0	0	0	0	
11:30	11:45	0	0	2	0	2	0	0	0	0	
11:45	12:00	0	0	1	0	2	0	0	0	0	

Peak Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:00	9:00	0	1	11	0	21	2	0	0	2	37
16:45	17:45	0	0	9	0	8	0	0	0	2	19

Cyclists

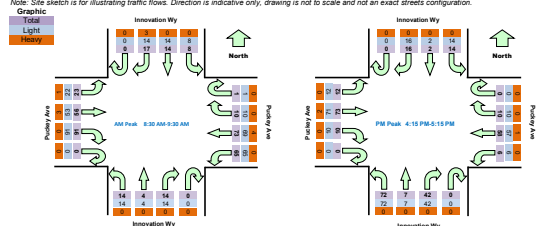
Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Hourly Total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Peak
8:00	8:15	0	3	12	0	6	1	0	0	0	
8:15	8:30	0	0	12	0	9	0	0	0	0	
8:30	8:45	0	1	14	0	10	0	0	1	0	
8:45	9:00	0	4	10	0	10	1	0	0	2	
9:00	9:15	0	1	9	0	9	1	0	0	0	
9:15	9:30	0	1	5	0	7	0	0	0	0	
9:30	9:45	0	0	10	0	10	0	0	1	1	
9:45	10:00	0	0	10	0	11	0	0	0	0	
10:00	10:15	0	0	3	0	2	0	0	0	0	
10:15	10:30	0	0	4	0	8	0	0	1	2	
10:30	10:45	0	1	5	0	8	0	0	1	0	
10:45	11:00	0	0	1	0	4	0	0	1	1	
11:00	11:15	0	3	2	0	5	0	0	1	3	
11:15	11:30	0	1	2	0	6	1	0	1	0	
11:30	11:45	0	0	2	0	9	1	0	0	1	
11:45	12:00	0	0	0	0	5	0	0	0	1	

Date:	Tue 13/06/23	North:	Innovation Wy	Survey	AM 8:00 AM-10:00 AM
Weather:	Overcast	East:	Puckey Ave	PM	4:00 PM-6:00 PM
Suburban:	Fairy Meadow	South:	Innovation Wy	Traffic	AM 8:30 AM-9:30 AM
Customer:	Auricon	West:	Puckey Ave	Peak	4:15 PM-5:15 PM

Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
8:00	8:15	0	6	2	0	0	4	18	7	0	2	1	1	0	13	6	2	341	
8:15	8:30	0	5	5	2	0	2	11	15	0	1	0	1	0	17	6	2	370	
8:30	8:45	0	7	2	1	0	5	22	11	0	5	0	3	0	24	14	5	390	
8:45	9:00	0	2	2	2	0	1	22	27	0	3	1	6	0	28	14	5	372	
9:00	9:15	0	3	9	1	0	3	11	12	0	2	2	3	0	26	12	7	322	
9:15	9:30	0	5	1	4	1	1	18	15	0	4	1	2	0	13	16	6		
9:30	9:45	0	4	0	3	0	0	21	14	0	3	0	4	0	10	17	5		
9:45	10:00	0	0	2	0	0	3	12	4	0	3	1	5	0	13	16	4		
10:00	10:15	0	3	0	2	0	1	14	3	0	14	0	13	0	3	13	5	294	
10:15	10:30	0	7	0	3	0	2	17	2	0	12	2	16	0	3	12	3	322	
10:30	10:45	0	0	1	5	0	5	15	3	0	9	1	14	0	4	27	3	311	
10:45	11:00	0	2	1	3	0	1	10	0	0	10	1	12	0	1	14	2	295	
11:00	11:15	0	7	0	3	0	2	16	1	0	11	3	30	0	2	20	4	276	
11:15	11:30	0	3	0	4	0	2	7	1	0	10	1	21	0	0	15	4		
11:30	11:45	0	4	0	4	0	1	9	2	0	10	1	21	0	0	13	6		
11:45	12:00	0	1	0	2	0	1	8	0	0	5	2	5	0	0	10	4		

Peak Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:30	9:30	0	17	14	8	1	10	73	65	0	14	4	14	0	91	56	23	390
16:15	17:15	0	16	2	14	0	10	58	6	0	42	7	72	0	10	73	12	322

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



Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
8:00	8:15	0	6	2	0	0	4	18	7	0	2	1	1	0	13	6	2
8:15	8:30	0	5	5	2	0	2	11	15	0	1	0	1	0	17	6	2
8:30	8:45	0	5	2	1	0	5	21	11	0	5	0	3	0	24	12	5
8:45	9:00	0	2	2	2	0	1	21	27	0	3	1	6	0	28	14	4
9:00	9:15	0	2	9	1	0	3	11	12	0	2	2	3	0	26	12	7
9:15	9:30	0	5	1	4	1	1	16	15	0	4	1	2	0	13	15	6
9:30	9:45	0	4	0	2	0	0	20	14	0	3	0	4	0	9	17	3
9:45	10:00	0	0	2	0	0	3	12	4	0	2	1	5	0	12	14	4
10:00	10:15	0	3	0	2	0	1	13	3	0	14	0	13	0	3	13	5
10:15	10:30	0	7	0	3	0	2	17	2	0	12	2	16	0	3	12	3
10:30	10:45	0	0	1	5	0	5	14	3	0	9	1	14	0	4	27	3
10:45	11:00	0	2	1	3	0	1	10	0	0	10	1	12	0	1	12	2
11:00	11:15	0	7	0	3	0	2	16	1	0	11	3	30	0	2	20	4
11:15	11:30	0	3	0	4	0	2	7	1	0	10	1	21	0	0	15	4
11:30	11:45	0	4	0	4	0	1	9	2	0	10	1	21	0	0	13	6
11:45	12:00	0	1	0	2	0	1	8	0	0	5	2	5	0	0	10	4

Peak Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:30	9:30	0	14	14	8	1	10	69	65	0	14	4	14	0	91	53	22	379
16:15	17:15	0	16	2	14	0	10	57	6	0	42	7	72	0	10	71	12	319

Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	2	0	0	0	0	1	0	0	0	0	0	0	0	2	0
8:45	9:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
9:00	9:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0
9:30	9:45	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	2
9:45	10:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0
10:00	10:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	10:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:30	9:30	0	3	0	0	0	0	4	0	0	0	0	0	0	0	3	1	11
16:16	17:16	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3

Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
8:00	8:15	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
9:45	10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	11:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
11:30	11:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Pedestrians Crossing												
Period	Start/Period End	Time		North Approach Innovation Wy		East Approach Puckey Ave		South Approach Innovation Wy		West Approach Puckey Ave		Hourly Total
		Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound			
8:00	8:15	1	2	1	1	0	1	0	1	0	48	
8:15	8:30	1	0	2	1	0	0	0	0	0	66	
8:30	8:45	3	1	1	4	0	0	0	0	3	86	
8:45	9:00	8	2	5	3	0	0	1	6	98		
9:00	9:15	10	1	0	6	0	0	2	6	94		
9:15	9:30	4	3	3	5	0	0	4	5			
9:30	9:45	3	2	4	4	0	0	6	5			
9:45	10:00	4	1	6	6	0	0	2	2			
10:00	10:15	1	3	2	3	0	0	5	0	41		
10:15	10:30	1	2	2	0	0	0	4	3	39		
10:30	10:45	1	0	1	2	0	0	4	2	42		
10:45	11:00	0	0	1	2	0	0	2	0	38		
11:00	11:15	0	1	3	0	0	0	7	1	42		
11:15	11:30	1	3	2	1	0	0	8	0			
11:30	11:45	0	2	2	1	0	0	1	0			
11:45	12:00	0	1	0	3	0	0	2	3			

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Cowper St and Innovation Wy, Fairy Meadows

GPS -34.391422 150.897934

Date: Tue 13/06/23
Weather: Overcast
Suburban: Fairy Meadows
Customer: Auricon

North: Cowper St
East: Innovation Wy
South: Cowper St
West: N/A

Survey Period: AM: 8:00 AM-10:00 AM
PM: 4:00 PM-6:00 PM
Traffic: AM: 8:30 AM-9:30 AM
PM: 4:00 PM-5:00 PM

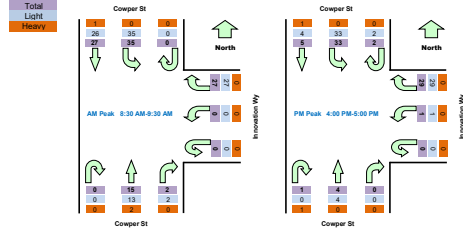
All Vehicles

Time		North Approach Cowper St			East Approach Innovation Wy			South Approach Cowper St			Hourly Total	Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	
8:00	8:15	0	1	7	0	5	0	0	0	4	92	Peak
8:15	8:30	0	3	12	0	4	0	0	0	1	105	
8:30	8:45	0	4	11	0	9	0	0	0	4	106	
8:45	9:00	0	7	10	0	6	0	0	1	3	102	
9:00	9:15	0	10	10	0	7	0	0	0	3	85	
9:15	9:30	0	6	4	0	5	0	0	1	5		
9:30	9:45	1	3	3	0	7	0	0	0	10		
9:45	10:00	1	0	3	0	6	0	0	0	0		
16:00	16:15	0	2	10	0	8	0	1	0	1	75	
16:15	16:30	2	1	11	0	8	0	0	0	1	65	Peak
16:30	16:45	0	1	7	0	5	1	0	0	1	59	
16:45	17:00	0	1	5	0	8	0	0	0	1	55	
17:00	17:15	1	1	5	0	4	0	0	0	1	59	
17:15	17:30	0	2	6	0	7	1	0	0	1		
17:30	17:45	0	1	5	0	4	0	0	0	1		
17:45	18:00	0	2	6	0	9	0	0	1	1		

Peak Time		North Approach Cowper St			East Approach Innovation W			South Approach Cowper St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:30	9:30	0	27	35	0	27	0	0	2	15	106
16:00	17:00	2	5	33	0	29	1	1	0	4	75

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

Graphic



Light Vehicles

Time		North Approach Cowper St			East Approach Innovation Wy			South Approach Cowper St			
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:00	8:15	0	1	7	0	5	0	0	0	3	
8:15	8:30	0	2	10	0	4	0	0	0	1	
8:30	8:45	0	3	11	0	9	0	0	0	2	
8:45	9:00	0	7	10	0	6	0	0	1	3	
9:00	9:15	0	10	10	0	7	0	0	0	3	
9:15	9:30	0	6	4	0	5	0	0	1	5	
9:30	9:45	1	2	3	0	7	0	0	0	9	
9:45	10:00	1	0	3	0	6	0	0	0	0	
16:00	16:15	0	1	10	0	8	0	0	0	1	
16:15	16:30	2	1	11	0	8	0	0	0	1	
16:30	16:45	0	1	7	0	5	1	0	0	1	
16:45	17:00	0	1	5	0	8	0	0	0	1	
17:00	17:15	1	1	5	0	4	0	0	0	1	
17:15	17:30	0	2	6	0	6	1	0	0	1	
17:30	17:45	0	1	5	0	4	0	0	0	1	
17:45	18:00	0	2	6	0	9	0	0	1	1	

Peak Time		North Approach Cowper St			East Approach Innovation W			South Approach Cowper St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:30	9:30	0	26	35	0	27	0	0	2	13	103
16:00	17:00	2	4	33	0	29	1	0	0	4	73

Heavy Vehicles

Time		North Approach Cowper St				East Approach Innovation Wy				South Approach Cowper St			
Period Start	Period End	U	SB	L	U	R	L	U	R	L	U	R	NB
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	1
8:15	8:30	0	1	2	0	0	0	0	0	0	0	0	
8:30	8:45	0	1	0	0	0	0	0	0	0	0	0	2
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	1	0	0	0	0	0	0	0	0	0	1
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	0
16:00	16:15	0	1	0	0	0	0	0	0	1	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	1	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Cowper St		East Approach Innovation W		South Approach Cowper St				Peak total	
Period Start	Period End	U	SB	L	U	R	L	U	R		NB
8:30	9:30	0	1	0	0	0	0	0	0	2	3
16:00	17:00	0	1	0	0	0	0	1	0	0	2

Cyclists

Period	Time	North Approach Cowper St			East Approach Innovation Wy			South Approach Cowper St		
		U	SB	L	U	R	L	U	R	NB
8:00	8:15	0	0	1	0	1	0	0	0	0
8:15	8:30	0	0	1	0	0	0	0	0	0
8:30	8:45	0	0	1	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	1	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	1	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	3	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0

Pedestrians Crossing

Time		North Approach Cowper St		East Approach Innovation Wy		South Approach Cowper St		Hourly Total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	
8:00	8:15	0	0	0	1	0	1	12
8:15	8:30	0	3	0	1	0	1	14
8:30	8:45	0	2	0	0	0	0	11
8:45	9:00	0	3	0	0	0	0	10
9:00	9:15	0	4	0	0	0	0	10
9:15	9:30	0	1	0	1	0	0	
9:30	9:45	0	0	0	0	1	0	
9:45	10:00	0	2	0	1	0	0	
16:00	16:15	1	1	0	0	1	0	16
16:15	16:30	0	4	2	1	0	0	15
16:30	16:45	2	0	0	0	0	0	8
16:45	17:00	0	2	0	0	1	1	10
17:00	17:15	2	0	0	0	0	0	8
17:15	17:30	0	0	0	0	0	0	
17:30	17:45	3	1	0	0	0	0	
17:45	18:00	2	0	0	0	0	0	

Peak Time		North Approach Cowper St		East Approach Innovation Wy		South Approach Cowper St		Peak total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	
8:30	9:30	0	10	0	1	0	0	11
16:00	17:00	3	7	2	1	2	1	16

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Elliotts Rd and Cowper St, Fairy Meadow

GPS: 34.90435, 150.899338

Date: Wed 14/09/23
Weather: Overcast
Suburban: Fairy Meadow
Customer: Auricon

North: N/A
East: Elliotts Rd
South: Cowper St
West: Elliotts Rd

Survey Period: AM: 8:00 AM-10:00 AM
PM: 4:00 PM-6:00 PM
Traffic Peak: AM: 8:15 AM-9:15 AM
PM: 4:30 PM-5:30 PM

All Vehicles

Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
8:00	8:15	0	92	24	0	12	22	0	26	73	1224	
8:15	8:30	0	124	19	0	20	16	0	25	97	1232	Peak
8:30	8:45	0	127	16	0	7	29	0	24	125	1179	
8:45	9:00	0	128	36	0	10	17	0	42	113	1046	
9:00	9:15	0	74	28	0	11	20	0	37	87	908	
9:15	9:30	0	75	17	0	21	30	0	22	83		
9:30	9:45	0	66	19	0	8	24	0	17	61		
9:45	10:00	0	89	12	0	10	15	0	19	63		
10:00	10:15	0	107	9	0	20	37	0	24	107	1280	
10:15	10:30	0	122	14	0	12	23	0	24	131	1289	
10:30	10:45	0	124	16	0	15	35	0	17	124	1303	Peak
10:45	11:00	0	116	13	0	18	31	0	11	110	1282	
11:00	11:15	0	122	8	0	10	47	0	21	125	1274	
11:15	11:30	0	143	12	0	16	32	0	21	116		
11:30	11:45	0	120	13	0	14	36	0	23	104		
11:45	12:00	0	106	10	0	15	26	0	12	122		

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
8:15	9:15	0	453	99	0	48	82	0	128	422	1232
16:30	17:30	0	505	49	0	59	145	0	70	475	1303

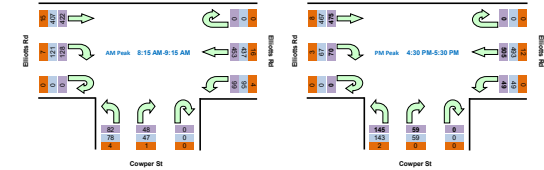
Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total

Light

Heavy



Light Vehicles

Time		East Approach Elliotts Rd		South Approach Cowper St		West Approach Elliotts Rd			
Period Start	Period End	U	WB	L	U	R	L	U	RB
8:00	8:15	0	87	24	0	12	20	0	25
8:15	8:30	0	122	18	0	19	15	0	22
8:30	8:45	0	121	16	0	7	28	0	23
8:45	9:00	0	125	34	0	10	17	0	40
9:00	9:15	0	69	27	0	11	18	0	36
9:15	9:30	0	71	17	0	18	26	0	22
9:30	9:45	0	62	18	0	8	22	0	17
9:45	10:00	0	85	11	0	10	13	0	17
10:00	10:15	0	104	8	0	19	37	0	24
10:15	10:30	0	119	14	0	12	23	0	23
10:30	10:45	0	121	16	0	15	34	0	15
10:45	11:00	0	114	13	0	18	30	0	10
11:00	11:15	0	118	8	0	10	47	0	21
11:15	11:30	0	140	12	0	16	32	0	21
11:30	11:45	0	118	13	0	14	36	0	23
11:45	12:00	0	105	10	0	15	26	0	12

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:15	9:15	0	437	95	0	47	78	0	121	407	1185
16:30	17:30	0	493	49	0	59	143	0	67	467	1278

Heavy Vehicles

Time		East Approach Elliotts Rd				South Approach Cowper St				West Approach Elliotts Rd	
Period Start	Period End	U	WB	L	U	R	L	U	R	L	EB
8:00	8:15	0	5	0	0	0	2	0	0	1	2
8:15	8:30	0	2	1	0	1	1	0	3	0	
8:30	8:45	0	6	0	0	0	1	0	1	1	5
8:45	9:00	0	3	2	0	0	0	0	0	2	3
9:00	9:15	0	5	1	0	0	2	0	1	0	5
9:15	9:30	0	4	0	0	3	4	0	0	0	4
9:30	9:45	0	4	1	0	0	2	0	0	0	2
9:45	10:00	0	4	1	0	0	2	0	2	0	6
10:00	10:15	0	3	1	0	1	0	0	0	0	2
10:15	10:30	0	3	0	0	0	0	0	0	1	4
10:30	10:45	0	3	0	0	0	1	0	2	2	
10:45	11:00	0	2	0	0	0	1	0	1	0	3
11:00	11:15	0	4	0	0	0	0	0	0	0	1
11:15	11:30	0	3	0	0	0	0	0	0	0	2
11:30	11:45	0	2	0	0	0	0	0	0	0	3
11:45	12:00	0	1	0	0	0	0	0	0	0	3

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
8:15	9:15	0	16	4	0	1	4	0	7	15	47
16:30	17:30	0	12	0	0	0	2	0	3	8	25

Cyclists

Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
8:00	8:15	0	2	1	0	0	0	0	1	0
8:15	8:30	0	2	0	0	1	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0
9:15	9:30	0	1	1	0	0	0	0	0	0
9:30	9:45	0	1	0	0	0	0	0	1	0
9:45	10:00	0	0	0	0	0	1	0	0	0
10:00	10:15	0	0	1	0	0	0	0	0	0
10:15	10:30	0	1	0	0	0	0	0	0	0
10:30	10:45	0	0	0	0	0	0	0	1	1
10:45	11:00	0	0	0	0	0	0	0	0	0
11:00	11:15	0	0	0	0	2	0	0	0	0
11:15	11:30	0	0	4	1	0	0	0	0	0
11:30	11:45	0	3	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0	0

Pedestrians Crossing

Time		East Approach Elliotts Rd		South Approach Cowper St		West Approach Elliotts Rd		Hourly Total
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
8:00	8:15	0	0	1	1	0	0	6
8:15	8:30	0	0	1	1	0	0	4
8:30	8:45	0	0	2	0	0	0	4
8:45	9:00	0	0	0	0	0	0	6
9:00	9:15	0	0	0	0	0	0	7
9:15	9:30	0	0	1	1	0	0	0
9:30	9:45	1	0	1	1	0	1	0
9:45	10:00	0	0	0	1	0	0	0
10:00	10:15	2	0	3	0	0	0	14
10:15	10:30	0	0	0	3	0	0	16
10:30	10:45	0	0	2	0	0	0	18
10:45	11:00	0	0	3	1	0	0	26
11:00	11:15	0	1	0	3	2	1	28
11:15	11:30	0	0	4	1	0	0	0
11:30	11:45	0	0	4	6	0	0	0
11:45	12:00	0	0	1	4	0	1	0

Peak Time		East Approach Elliotts Rd		South Approach Cowper St		West Approach Elliotts Rd		Peak total
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
8:15	9:15	0	0	3	1	0	0	4
16:30	17:30	0	1	9	5	2	1	18

Intersection of Puckey Ave and Squies Wy. North Wollongong

North:	Squires Wy
East:	N/A
South:	Squires Wy
West:	Puckey Ave

Survey Period	AM:	8:00 AM-10:00 AM
	PM:	4:00 PM-6:00 PM
Traffic Peak	AM:	8:00 AM-9:00 AM
	PM:	4:45 PM-5:45 PM

All Vehicles

Hourly Total	
Hour	Peak
1581	Peak
1558	
1424	
1263	
1077	
1477	
1515	
1570	
1589	Peak
1549	

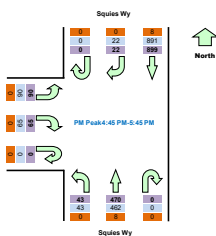
Pedestrians Crossing

Hourly Total
14
20
31
28
30
21
29
29
34
31

key Ave	Peak
L	total
24	1581
90	1589

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

Graphic



Light Vehicles

R	L
6	7
5	4
10	4
9	7
11	9
10	1
6	4
8	5
8	18
7	19
15	14
19	24
22	26
12	25
12	15
11	9

key Ave	Peak total
L	
22	1544
90	1573

Heavy Vehicle:

[illegible]

key Ave	Peak total
L	
2	37
0	16

Cyclists

R	L
1	0
1	0
0	0
0	0
0	1
0	0
0	0
0	1
0	0
1	0
0	1
0	1
1	2
1	0
0	1
0	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Cowper St and Innovation Wy, Fairy Meadow

GPS -34.397422 150.897934

Date: Wed 14/06/23
Weather: Overcast
Suburban: Fairy Meadow
Customer: Aurcon

North: Cowper St
East: Innovation Wy
South: Cowper St
West: N/A

Survey Period: AM: 8:00 AM-10:00 AM
PM: 4:00 PM-6:00 PM
Traffic: AM: 8:45 AM-9:45 AM
PM: 4:45 PM-5:45 PM

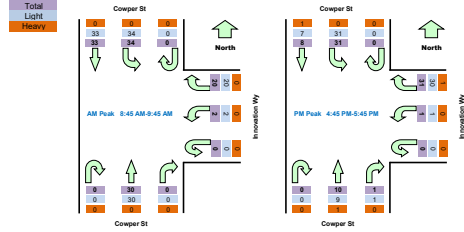
All Vehicles

Time		North Approach Cowper St				East Approach Innovation Wy				West Approach Cowper St				Hourly	Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Total			
8:00	8:15	0	0	9	0	6	0	0	0	2	85				
8:15	8:30	0	0	12	0	7	0	0	0	1	105				
8:30	8:45	0	2	6	0	8	1	0	0	2	118				
8:45	9:00	0	13	11	0	3	1	0	0	2	119	Peak			
9:00	9:15	0	14	13	0	6	0	0	0	3	99				
9:15	9:30	0	6	6	0	6	0	0	0	15					
9:30	9:45	0	0	4	0	5	1	0	0	10					
9:45	10:00	0	1	6	0	2	0	0	0	1					
16:00	16:15	0	2	6	0	14	0	0	0	0	75				
16:15	16:30	1	1	7	0	5	0	0	0	1	71				
16:30	16:45	0	1	9	0	6	2	0	0	3	79				
16:45	17:00	0	2	6	0	6	0	0	0	3	82	Peak			
17:00	17:15	0	1	6	0	8	0	0	0	3	77				
17:15	17:30	0	2	11	0	7	0	0	0	3					
17:30	17:45	0	3	8	0	10	1	0	1	1					
17:45	18:00	0	1	3	0	7	1	0	0	0					

Peak Time		North Approach Cowper St			East Approach Innovation W			South Approach Cowper St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:45	9:45	0	33	34	0	20	2	0	0	30	119
16:45	17:45	0	8	31	0	31	1	0	1	10	82

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

Graphic



Light Vehicles

Time		North Approach Cowper St			East Approach Innovation Wy			West Approach Cowper St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
8:00	8:15	0	0	9	0	6	0	0	0	2
8:15	8:30	0	0	12	0	7	0	0	0	0
8:30	8:45	0	2	6	0	8	1	0	0	2
8:45	9:00	0	13	11	0	3	1	0	0	2
9:00	9:15	0	14	13	0	6	0	0	0	3
9:15	9:30	0	6	6	0	6	0	0	0	15
9:30	9:45	0	0	4	0	5	1	0	0	10
9:45	10:00	0	1	6	0	2	0	0	0	1
16:00	16:15	0	2	6	0	14	0	0	0	0
16:15	16:30	1	1	7	0	5	0	0	0	1
16:30	16:45	0	1	9	0	6	2	0	0	3
16:45	17:00	0	1	6	0	6	0	0	0	3
17:00	17:15	0	1	6	0	8	0	0	0	3
17:15	17:30	0	2	11	0	7	0	0	0	2
17:30	17:45	0	3	8	0	9	1	0	1	1
17:45	18:00	0	1	3	0	7	1	0	0	0

Peak Time		North Approach Cowper St			East Approach Innovation W			South Approach Cowper St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:45	9:45	0	33	34	0	20	2	0	0	30	119
16:45	17:45	0	7	31	0	30	1	0	1	9	79

Heavy Vehicles

Time		Heavy Vehicle									
		North Approach Cowper St		East Approach Innovation Wy		South Approach Cowper St					
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:00	8:15	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	1	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	1
17:30	17:45	0	0	0	0	1	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Cowper St		East Approach Innovation W		South Approach Cowper St				Peak total	
Period Start	Period End	U	SB	L	U	R	L	U	R		NB
8:45	9:45	0	0	0	0	0	0	0	0	0	0
16:45	17:45	0	1	0	0	1	0	0	0	1	3

Cyclists

Period	Time	North Approach Cowper St				East Approach Innovation W				South Approach Cowper St			
		U	SB	L		U	R	L		U	R	NB	
8:00	8:15	0	0	1		0	0	0	0	0	0	0	
8:15	8:30	0	0	1		0	0	0	0	0	0	0	
8:30	8:45	0	0	0		0	0	0	0	0	0	0	
8:45	9:00	0	0	0		0	0	0	0	0	0	0	
9:00	9:15	0	0	0		0	0	0	0	0	0	0	
9:15	9:30	0	0	0		0	0	0	0	0	0	0	
9:30	9:45	0	0	1		0	0	0	0	0	0	0	
9:45	10:00	0	0	0		0	1	0	0	0	0	0	
16:00	16:15	0	0	0		0	0	0	0	0	0	0	
16:15	16:30	0	0	0		0	0	0	0	0	0	0	
16:30	16:45	0	0	0		0	0	0	0	0	0	0	
16:45	17:00	0	0	0		0	0	0	0	0	0	0	
17:00	17:15	0	0	0		0	1	0	0	0	0	0	
17:15	17:30	0	0	0		0	0	0	0	0	0	0	
17:30	17:45	0	0	0		0	0	0	0	0	0	0	
17:45	18:00	0	0	0		0	0	0	0	0	0	0	

Pedestrians Crossing

Time		North Approach Cowper St		East Approach Innovation Wy		South Approach Cowper St		Hourly Total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	
8:00	8:15	1	1	0	0	0	1	9
8:15	8:30	0	2	0	0	0	0	11
8:30	8:45	0	1	0	0	0	0	11
8:45	9:00	0	3	0	0	0	0	10
9:00	9:15	0	5	0	0	0	0	10
9:15	9:30	0	1	0	0	0	1	
9:30	9:45	0	0	0	0	0	0	
9:45	10:00	1	1	0	0	0	1	
16:00	16:15	2	0	0	1	0	0	7
16:15	16:30	0	3	0	0	0	0	8
16:30	16:45	0	0	0	0	0	0	10
16:45	17:00	1	0	0	0	0	0	13
17:00	17:15	4	0	0	0	0	0	14
17:15	17:30	4	0	0	1	0	0	
17:30	17:45	2	0	0	0	1	0	
17:45	18:00	0	2	0	0	0	0	

Peak Time		North Approach Cowper St		East Approach Innovation Wy		South Approach Cowper St		Peak total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	
8:45	9:45	0	9	0	0	0	1	10
16:45	17:45	11	0	0	1	1	0	13

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Elliotts Rd and Cowper St, Fairy Meadow

GPS -34.355433 150.899338

Date: Thu 15/06/23
Weather: Overcast
Suburban: Fairy Meadow
Customer: Aurecon

North: N/A
East: Elliotts Rd
South: Cowper St
West: Elliotts Rd

Survey Period: AM: 8:00 AM-10:00 AM
PM: 4:00 PM-6:00 PM
Traffic: AM: 8:15 AM-9:15 AM
PM: 4:15 PM-5:15 PM

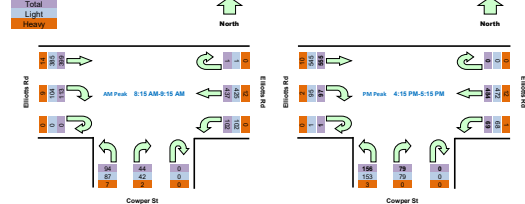
All Vehicles

Time	East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Peak
8:00	8:15	0	91	21	0	8	20	1	27	68	1179
8:15	8:30	0	101	15	0	14	20	0	24	103	1190
8:30	8:45	0	131	29	0	13	20	0	27	134	1132
8:45	9:00	0	117	33	0	6	30	0	37	89	984
9:00	9:15	1	88	25	0	11	24	0	25	73	905
9:15	9:30	0	68	12	0	10	31	0	31	67	
9:30	9:45	0	61	16	0	17	13	0	16	83	
9:45	10:00	0	99	18	0	8	17	0	19	72	
10:00	10:15	0	108	16	0	21	43	0	23	140	1406
10:15	10:30	0	113	19	0	17	37	0	27	145	1441
10:30	10:45	0	127	17	0	22	37	0	26	123	1425
10:45	11:00	0	118	17	0	22	38	1	23	126	1428
11:00	11:15	0	126	16	0	18	44	0	21	161	1418
11:15	11:30	0	150	12	0	16	38	0	25	101	
11:30	11:45	0	119	20	0	20	45	0	19	132	
11:45	12:00	0	149	7	0	26	23	0	9	121	

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
8:15	9:15	1	437	102	0	44	94	0	113	399	1190
16:15	17:15	0	494	99	0	79	156	1	97	555	1441

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

Graphic



Light Vehicles

Time	East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Peak
8:00	8:15	0	87	21	0	6	16	1	27	65	
8:15	8:30	0	100	15	0	13	20	0	22	100	
8:30	8:45	0	126	29	0	12	19	0	23	129	
8:45	9:00	0	114	33	0	6	25	0	34	86	
9:00	9:15	1	85	25	0	11	23	0	25	70	
9:15	9:30	0	63	12	0	9	29	0	30	64	
9:30	9:45	0	59	13	0	17	13	0	15	81	
9:45	10:00	0	84	17	0	7	16	0	17	67	
10:00	10:15	0	104	16	0	21	43	0	23	136	
10:15	10:30	0	110	19	0	17	36	0	26	142	
10:30	10:45	0	123	16	0	22	36	0	26	120	
10:45	11:00	0	117	17	0	22	38	1	23	123	
11:00	11:15	0	122	16	0	18	43	0	20	160	
11:15	11:30	0	146	12	0	16	38	0	25	99	
11:30	11:45	0	118	20	0	20	45	0	19	129	
11:45	12:00	0	147	7	0	26	23	0	9	118	

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
8:15	9:15	1	425	102	0	42	87	0	104	385	1146
16:15	17:15	0	472	68	0	79	153	1	95	545	1413

Heavy Vehicles

Time	East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Peak
8:00	8:15	0	4	0	0	2	4	0	0	3	
8:15	8:30	0	1	0	0	1	0	0	2	3	
8:30	8:45	0	5	0	0	1	1	0	4	5	
8:45	9:00	0	3	0	0	0	5	0	3	3	
9:00	9:15	0	3	0	0	0	1	0	0	3	
9:15	9:30	0	5	0	0	1	2	0	1	3	
9:30	9:45	0	2	3	0	0	0	0	1	2	
9:45	10:00	0	5	1	0	1	1	0	2	5	
10:00	10:15	0	4	0	0	0	0	0	0	4	
10:15	10:30	0	3	0	0	0	1	0	1	3	
10:30	10:45	0	4	1	0	0	1	0	0	3	
10:45	11:00	0	1	0	0	0	0	0	0	3	
11:00	11:15	0	4	0	0	0	1	0	1	1	
11:15	11:30	0	4	0	0	0	0	0	0	2	
11:30	11:45	0	1	0	0	0	0	0	0	3	
11:45	12:00	0	2	0	0	0	0	0	0	3	

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
8:15	9:15	0	12	0	0	2	7	0	9	14	44
16:15	17:15	0	12	1	0	0	3	0	2	10	28

Cyclists

Time	East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Peak
8:00	8:15	0	3	0	0	0	0	0	0	0	6
8:15	8:30	0	3	0	0	0	0	0	0	0	4
8:30	8:45	0	0	0	0	0	0	0	0	0	3
8:45	9:00	0	0	0	0	0	0	0	0	0	4
9:00	9:15	0	0	0	0	0	0	0	0	1	4
9:15	9:30	0	1	0	0	1	0	0	0	0	
9:30	9:45	0	0	0	0	1	0	0	0	0	
9:45	10:00	0	0	0	0	0	0	0	0	0	
10:00	10:15	0	1	0	0	0	0	0	0	0	2
10:15	10:30	0	0	0	0	0	0	0	0	0	3
10:30	10:45	0	1	0	0	0	0	0	0	0	4
10:45	11:00	0	0	0	0	0	0	0	0	0	3
11:00	11:15	0	1	0	0	0	0	0	0	1	3
11:15	11:30	0	1	0	0	0	0	0	0	0	
11:30	11:45	0	0	0	0	0	0	0	0	0	
11:45	12:00	0	0	0	0	0	0	0	0	0	

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
8:15	9:15	0	3	0	0	0	0	0	0	1	4
16:15	17:15	0	2	0	0	0	0	0	0	1	3

Pedestrians Crossing

Time	East Approach Elliotts Rd		South Approach Cowper St		West Approach Elliotts Rd		Hourly Total	
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Peak
8:00	8:15	0	0	0	0	0	0	7
8:15	8:30	0	0	1	3	0	0	9
8:30	8:45	0	0	0	0	0	0	9
8:45	9:00	0	0	1	2	0	0	9
9:00	9:15	0	0	2	0	0	0	6
9:15	9:30	0	0	0	4	0	0	
9:30	9:45	0	0	0	0	0	0	
9:45	10:00	0	0	0	0	0	0	
10:00	10:15	0	0	0	1	0	0	14
10:15	10:30	0	0	0	2	0	0	15
10:30	10:45	0	0	0	0	0	0	15
10:45	11:00	0	0	3	8	0	0	19
11:00	11:15	0	0	1	0	1	0	14
11:15	11:30	0	0	0	2	0	0	
11:30	11:45	0	0	2	2	0	0	
11:45	12:00	0	0	5	1	0	0	

Peak Time		East Approach Elliotts Rd		South Approach Cowper St		West Approach Elliotts Rd		Peak total
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
8:15	9:15	0	0	4	5	0	0	9
16:15	17:15	0	0	4	10	1	0	15

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Elliotts Rd and Carters Ln, Fairy Meadow

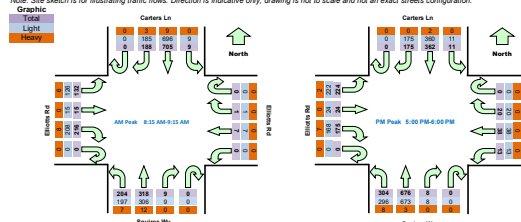
GPS -34.306126, 150.600559

Date:	Thu 10/06/23	North:	Carters Ln	Survey	AM 8:00 AM-10:00 AM
Weather:	Overcast	East:	Elliotts Rd	Peak	PM 4:00 PM-6:00 PM
Suburban:	Fairy Meadow	South:	Squires Wy	Traffic	AM 8:15 AM-9:15 AM
Customer:	Auricon	West:	Elliotts Rd	Peak	PM 5:00 PM-6:00 PM

All Vehicles		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Hourly Total	
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
Period Start	Period End																		
8:00	8:15	0	42	161	0	0	0	7	1	0	0	67	38	0	41	1	23	1780	
8:15	8:30	0	34	188	1	0	0	2	0	0	0	77	41	0	70	5	33	1804	Peak
8:30	8:45	0	69	174	1	0	0	1	0	0	0	68	58	0	59	4	42	1655	
8:45	9:00	0	46	190	3	0	1	2	0	0	5	81	62	0	49	3	30	1466	
9:00	9:15	0	39	153	4	0	0	2	0	0	4	82	43	0	38	3	27	1321	
9:15	9:30	0	29	92	1	0	1	4	1	0	1	80	33	0	33	1	26		
9:30	9:45	0	23	87	3	0	1	3	2	0	2	53	38	0	40	8	27		
9:45	10:00	0	48	85	8	0	4	2	0	0	2	73	37	0	43	7	18		
10:00	10:15	0	41	90	7	0	0	4	6	0	8	137	71	0	48	8	61	1844	
10:15	10:30	0	38	85	5	0	4	10	2	0	6	125	64	0	54	5	56	1868	
10:30	10:45	0	45	79	5	0	5	11	4	0	5	128	64	0	45	10	61	1914	
10:45	11:00	0	37	72	1	0	7	5	3	0	4	155	70	0	43	5	55	1965	
11:00	11:15	0	36	71	0	0	2	6	4	0	1	158	79	0	60	6	72	2030	Peak
11:15	11:30	0	47	87	2	0	4	9	3	0	5	185	84	0	28	5	41		
11:30	11:45	0	45	89	4	0	3	7	2	0	0	197	67	0	45	5	49		
11:45	12:00	0	47	115	5	0	11	16	4	0	2	136	74	0	42	8	62		

Peak Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	188	705	9	0	1	7	0	0	9	318	204	0	216	15	132	1804
17:00	18:00	0	175	362	11	0	20	38	13	0	8	676	304	0	175	24	224	2030

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



Light Vehicles		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd					
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L		
Period Start	Period End																		
8:00	8:15	0	42	160	0	0	0	7	1	0	0	66	36	0	39	1	20		
8:15	8:30	0	34	187	1	0	0	2	0	0	0	72	40	0	68	5	31		
8:30	8:45	0	68	170	1	0	0	1	0	0	0	65	56	0	57	4	39		
8:45	9:00	0	44	186	3	0	1	2	0	0	5	80	61	0	47	3	30		
9:00	9:15	0	39	153	4	0	0	2	0	0	4	89	40	0	36	3	26		
9:15	9:30	0	28	90	1	0	1	4	1	0	1	80	31	0	30	1	25		
9:30	9:45	0	22	83	3	0	1	3	2	0	2	50	36	0	39	8	27		
9:45	10:00	0	47	85	8	0	4	2	0	0	1	72	35	0	38	7	16		
10:00	10:15	0	41	79	7	0	0	4	6	0	8	135	68	0	46	8	60		
10:15	10:30	0	38	83	5	0	4	10	2	0	6	124	62	0	52	5	56		
10:30	10:45	0	43	79	5	0	5	11	3	0	5	126	62	0	43	9	61		
10:45	11:00	0	37	72	1	0	7	5	3	0	4	155	68	0	41	5	55		
11:00	11:15	0	36	71	0	0	2	6	4	0	1	158	77	0	59	6	72		
11:15	11:30	0	47	86	2	0	4	9	3	0	5	183	81	0	26	5	41		
11:30	11:45	0	45	88	4	0	3	7	2	0	0	196	66	0	44	5	48		
11:45	12:00	0	47	115	5	0	11	16	4	0	2	136	72	0	39	8	61		

Peak Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	185	696	9	0	1	7	0	0	9	306	197	0	208	15	128	1759
17:00	18:00	0	175	360	11	0	20	38	13	0	8	673	296	0	168	24	222	2008

Heavy Vehicles		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd			
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
Period Start	Period End																
8:00	8:15	0	0	1	0	0	0	0	0	0	0	1	2	0	2	0	3
8:15	8:30	0	0	1	0	0	0	0	0	0	0	5	1	0	2	0	0
8:30	8:45	0	1	4	0	0	0	0	0	0	0	3	2	0	2	0	3
8:45	9:00	0	2	4	0	0	0	0	0	0	0	1	1	0	2	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	3	3	0	2	0	1
9:15	9:30	0	1	2	0	0	0	0	0	0	0	0	2	0	3	0	1
9:30	9:45	0	1	4	0	0	0	0	0	0	0	3	2	0	1	0	0
9:45	10:00	0	1	0	0	0	0	0	0	0	1	1	2	0	5	0	2
10:00	10:15	0	0	1	0	0	0	0	0	0	0	2	3	0	2	0	1
10:15	10:30	0	0	2	0	0	0	0	0	0	0	1	2	0	2	0	0
10:30	10:45	0	2	0	0	0	0	0	0	0	0	2	2	0	2	1	0
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
11:15	11:30	0	0	1	0	0	0	0	0	0	0	2	3	0	2	0	0
11:30	11:45	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	1
11:45	12:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0

Peak Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	3	9	0	0	0	0	0	0	0	12	7	0	8	0	6	45
17:00	18:00	0	0	2	0	0	0	0	0	0	0	3	8	0	7	0	2	22

Cyclists		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd			
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
Period Start	Period End																
8:00	8:15	0	2	3	0	0	0	0	3	0	6	2	1	0	0	2	0
8:15	8:30	0	0	1	0	0	0	0	5	0	2	0	0	0	1	0	0
8:30	8:45	0	0	5	0	0	1	0	6	0	8	1	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0
9:00	9:15	0	0	1	0	0	0	0	7	0	3	1	0	0	1	0	0
9:15	9:30	0	1	1	0	0	0	0	7	0	3	0	1	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	4	0	8	0	0	0	1	1	1
9:45	10:00	0	0	1	0	0	0	0	5	0	2	0	0	0	0	0	0
10:00	10:15	0	0	0	0	0	0	0	1	0	4	0	1	0	1	1	0
10:15	10:30	0	0	2	0	0	0	0	4	0	1	2	0	0	0	0	0
10:30	10:45	0	0	1	0	0	0	0	4	0	9	0	2	0	1	0	0
10:45	17:00	0	0	1	0	0	0	0	4	0	4	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	2	0	3	0	1	0	0	0	1
17:15	17:30	0	0	0	0	0	0	0	1	0	4	0	3	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0
17:45	18:00	0	0	0	0	0	0	0	3	0	6	0	1	0	0	0	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Puckey Ave and Squires Wy, North Wollongong

GPS: 34.402116, 150.905299

Date: Thu 15/06/23
Weather: Overcast
Suburban: North Wollongong
Customer: Aurecon

North: Squires Wy
East: N/A
South: Squires Wy
West: Puckey Ave

Survey Period: AM: 8:00 AM-10:00 AM
PM: 4:00 PM-6:00 PM
Traffic Peak: AM: 9:15-9:30 AM
PM: 5:00 PM-6:00 PM

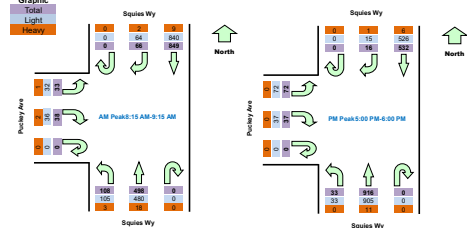
All Vehicles

All Vehicles		North Approach Squires Wy/South Approach Squires Wy/West Approach Puckey Ave										Hourly Total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Hour	Peak
8:00	8:15	0	5	197	0	100	16	0	4	5	1548	
8:15	8:30	0	9	248	0	108	21	0	11	10	1592	Peak
8:30	8:45	0	15	215	0	119	27	0	9	7	1454	
8:45	9:00	0	26	211	0	141	32	0	5	7	1300	
9:00	9:15	0	16	175	0	130	28	0	13	9	1137	
9:15	9:30	0	13	112	0	109	23	0	7	5		
9:30	9:45	0	6	120	0	86	13	0	6	7		
9:45	10:00	0	9	120	0	107	11	0	7	5		
10:00	10:15	0	3	130	0	201	9	0	16	15	1444	
10:15	10:30	0	6	133	0	181	9	0	15	14	1462	
10:30	10:45	0	8	122	0	182	7	0	10	15	1517	
10:45	11:00	0	6	112	0	212	10	0	11	17	1588	
11:00	11:15	0	6	129	0	224	9	0	10	14	1606	Peak
11:15	11:30	0	2	115	0	251	10	0	12	23		
11:30	11:45	0	2	133	0	244	7	0	9	20		
11:45	12:00	0	6	155	0	197	7	0	6	15		

Peak Time		North Approach Squires Wy			South Approach Squires Wy			West Approach Puckey Ave			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:15	9:15	0	66	849	0	498	108	0	38	33	1592
17:00	18:00	0	16	532	0	916	33	0	37	72	1606

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

Graphic



Light Vehicles

Light Vehicles		North Approach Squires Wy				South Approach Squires Wy				West Approach Puckey Ave			
Time	Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Hour	Peak
8:00	8:15		0	5	195	0	97	16	0	2	5		
8:15	8:30		0	9	246	0	103	20	0	11	9		
8:30	8:45		0	15	212	0	114	26	0	8	7		
8:45	9:00		0	25	208	0	139	31	0	5	7		
9:00	9:15		0	15	174	0	124	28	0	12	9		
9:15	9:30		0	12	109	0	107	23	0	6	5		
9:30	9:45		0	6	118	0	82	13	0	6	6		
9:45	10:00		0	7	116	0	103	11	0	4	5		
10:00	10:15		0	2	129	0	196	8	0	16	15		
10:15	10:30		0	6	131	0	179	9	0	14	13		
10:30	10:45		0	8	117	0	178	6	0	10	15		
10:45	11:00		0	6	110	0	210	10	0	10	17		
11:00	11:15		0	6	128	0	222	9	0	10	14		
11:15	11:30		0	2	113	0	246	10	0	12	23		
11:30	11:45		0	1	133	0	242	7	0	9	20		
11:45	12:00		0	6	152	0	195	7	0	6	15		

Peak Time		North Approach Squires Wy			South Approach Squires Wy			West Approach Puckey Ave			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:15	9:15	0	64	840	0	480	105	0	36	32	1557
17:00	18:00	0	15	526	0	905	33	0	37	72	1588

Heavy Vehicles

Heavy Vehicles		North Approach Squires Wy			South Approach Squires Wy			West Approach Puckey Ave		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
8:00	8:15	0	0	2	0	3	0	0	2	0
8:15	8:30	0	0	2	0	5	1	0	0	0
8:30	8:45	0	0	3	0	5	1	0	1	0
8:45	9:00	0	1	3	0	2	1	0	0	0
9:00	9:15	0	1	1	0	6	0	0	1	0
9:15	9:30	0	1	3	0	2	0	0	1	0
9:30	9:45	0	0	2	0	4	0	0	0	1
9:45	10:00	0	2	4	0	4	0	0	3	0
10:00	10:15	0	1	1	0	5	1	0	0	0
10:15	10:30	0	0	2	0	2	0	0	1	1
10:30	10:45	0	0	5	0	4	1	0	0	0
10:45	11:00	0	0	2	0	2	0	0	1	0
11:00	11:15	0	0	1	0	5	1	0	0	0
11:15	11:30	0	0	2	0	5	0	0	0	0
11:30	11:45	0	1	0	0	2	0	0	0	0
11:45	12:00	0	0	3	0	2	0	0	0	0

Peak Time		North Approach Squires Wy			South Approach Squires Wy			West Approach Puckey Ave			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:15	9:15	0	2	9	0	18	3	0	2	1	35
17:00	18:00	0	1	6	0	11	0	0	0	0	18

Cyclists

Cycles		Time										
Period Start	Period End	North Approach Squires Wy			South Approach Squires Wy			West Approach Puckey Ave			Hourly Total	
		U	R	SB	U	NB	L	U	R	L		
8:00	8:15	0	0	6	0	7	0	0	0	0	0	
8:15	8:30	0	1	8	0	4	0	0	0	0	1	
8:30	8:45	0	2	8	0	10	1	0	1	0	0	
8:45	9:00	0	2	5	0	7	1	0	0	0	1	
9:00	9:15	0	3	3	0	5	0	0	0	0	0	
9:15	9:30	0	1	3	0	3	0	0	0	0	0	
9:30	9:45	0	0	4	0	9	1	0	0	0	1	
9:45	10:00	0	0	3	0	6	2	0	0	0	0	
10:00	10:15	0	0	3	0	5	0	0	1	0	0	
10:15	10:30	0	1	5	0	2	0	0	0	0	1	
10:30	10:45	0	0	3	0	6	0	0	1	1	0	
10:45	11:00	0	2	5	0	4	0	0	0	0	0	
11:00	11:15	0	0	1	0	5	0	0	0	0	1	
11:15	11:30	0	0	1	0	5	1	0	0	0	0	
11:30	11:45	0	0	3	0	1	0	0	0	0	2	
11:45	12:00	0	0	3	0	0	0	0	1	3	0	

Peak Time		North Approach Squires Wy			South Approach Squires Wy			West Approach Puckey Ave			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:15	9:15	0	8	24	0	26	2	0	1	2	63
17:00	18:00	0	0	8	0	11	1	0	1	6	27

Pedestrians Crossing

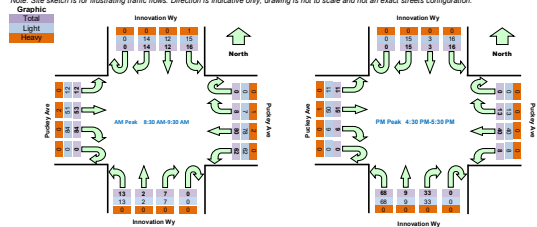
Pedestrians Crossing		North Approach Squires Wy		South Approach Squires Wy		West Approach Puckey Ave		Hourly Total
Period Start	Period End	Westbound	Eastbound	Southbound	Northbound	Southbound	Northbound	
8:00	8:15	0	0	1	0	0	0	10
8:15	8:30	0	1	1	1	0	0	17
8:30	8:45	0	0	4	0	0	0	29
8:45	9:00	0	0	2	0	0	0	30
9:00	9:15	0	2	4	2	0	0	33
9:15	9:30	1	4	10	0	0	0	
9:30	9:45	0	0	3	0	0	2	
9:45	10:00	2	0	3	0	0	0	
10:00	10:15	3	4	1	6	1	0	40
10:15	10:30	1	1	1	4	0	0	32
10:30	10:45	1	5	2	4	1	0	33
10:45	11:00	1	0	0	4	0	0	26
11:00	11:15	3	0	0	4	0	0	29
11:15	11:30	4	4	0	0	0	0	
11:30	11:45	0	2	0	4	0	0	
11:45	12:00	0	4	3	1	0	0	

Peak Time		North Approach Squires Wy		South Approach Squires Wy		West Approach Puckey Ave		Peak total
Period Start	Period End	Westbound	Eastbound	Southbound	Northbound	Southbound	Northbound	
8:15	9:15	0	3	11	3	0	0	17
17:00	18:00	7	10	3	9	0	0	29

All Vehicles		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Hourly Total	
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
Period Start	Period End																		
8:00	8:15	0	2	2	0	0	1	12	10	0	2	1	2	0	13	12	5	314	
8:15	8:30	0	2	3	3	0	2	18	8	0	2	0	1	0	15	13	5	357	
8:30	8:45	0	6	3	3	0	2	21	12	0	2	1	2	0	20	11	3	363	Peak
8:45	9:00	0	0	1	4	0	4	21	18	0	2	1	3	0	21	17	2	342	
9:00	9:15	0	4	7	5	0	0	23	20	0	1	0	7	0	17	16	5	306	
9:15	9:30	0	4	1	4	0	2	15	12	0	2	0	1	0	26	9	2		
9:30	9:45	0	2	4	1	0	2	7	12	0	6	0	8	0	12	9	2		
9:45	10:00	0	6	1	1	0	0	14	2	0	1	1	3	0	6	17	6		
10:00	10:15	0	2	0	3	0	3	13	1	0	13	0	17	0	2	10	3	254	
10:15	10:30	0	3	0	0	0	2	9	2	0	7	1	9	0	3	19	4	262	
10:30	10:45	0	5	1	4	0	1	10	3	0	8	3	13	0	1	10	4	273	Peak
10:45	11:00	0	3	0	2	0	6	10	1	0	6	2	14	0	3	16	2	271	
11:00	11:15	0	5	0	3	0	3	7	4	0	7	3	24	0	1	14	4	252	
11:15	11:30	0	2	2	7	0	3	13	0	0	12	1	17	0	1	11	1		
11:30	11:45	0	4	0	4	0	1	12	1	0	9	5	9	0	0	12	4		
11:45	12:00	0	4	0	0	0	2	8	1	0	7	1	11	0	0	7	5		

Peak Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
8:30	9:30	0	14	12	16	0	8	80	62	0	7	2	13	0	84	53	12	363
16:30	17:30	0	15	3	16	0	13	40	8	0	33	9	68	0	6	51	11	272

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



Light Vehicles		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave			
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
Period Start	Period End																
8:00	8:15	0	2	2	0	0	1	12	10	0	2	1	2	0	13	8	3
8:15	8:30	0	1	3	3	0	2	18	8	0	2	0	1	0	15	13	5
8:30	8:45	0	6	3	3	0	2	19	12	0	2	1	2	0	20	10	3
8:45	9:00	0	0	1	4	0	3	21	18	0	2	1	3	0	21	17	2
9:00	9:15	0	4	7	4	0	0	23	20	0	1	0	7	0	17	16	5
9:15	9:30	0	4	1	4	0	2	15	12	0	2	0	1	0	26	8	2
9:30	9:45	0	1	4	1	0	2	7	12	0	6	0	8	0	12	8	2
9:45	10:00	0	6	1	1	0	0	14	2	0	1	1	3	0	6	15	6
10:00	10:15	0	2	0	3	0	3	10	1	0	13	0	17	0	2	10	3
10:15	10:30	0	3	0	0	0	2	9	2	0	7	1	9	0	3	18	4
10:30	10:45	0	5	1	4	0	1	10	3	0	8	3	13	0	1	9	4
10:45	11:00	0	3	0	2	0	6	10	1	0	6	2	14	0	3	16	2
11:00	11:15	0	5	0	3	0	3	7	4	0	7	3	24	0	1	14	4
11:15	11:30	0	2	2	7	0	3	13	0	0	12	1	17	0	1	11	1
11:30	11:45	0	4	0	4	0	1	12	1	0	9	5	9	0	0	12	4
11:45	12:00	0	4	0	0	0	2	8	1	0	7	1	11	0	0	7	5

Peak Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:30	9:30	0	14	12	15	0	7	78	62	0	7	2	13	0	84	51	12	357
16:30	17:30	0	15	3	16	0	13	40	8	0	33	9	68	0	6	50	11	272

Heavy Vehicles		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave			
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
Period Start	Period End																
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
8:15	8:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0
8:45	9:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:30	9:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
10:00	10:15	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:30	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:30	9:30	0	0	0	1	0	1	2	0	0	0	0	0	0	0	2	0	6
16:30	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1

Cyclists		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave			
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
Period Start	Period End																
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
9:45	10:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
10:00	10:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	10:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45	11:00	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	18:00	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Cowper St and Innovation Wy, Fairy Meadow

GPS -34.397472, 150.897245

Date: Thu 15/06/23
Weather: Overcast
Suburban: Fairy Meadow
Customer: Aurecon

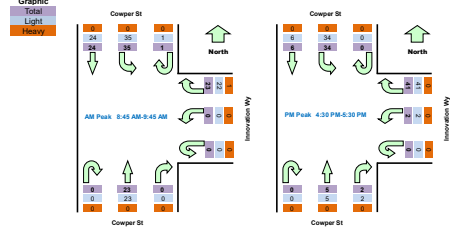
North: Cowper St
East: Innovation Wy
South: Cowper St
West: N/A

Survey Period: AM: 8:00 AM-10:00 AM
PM: 4:00 PM-6:00 PM
Traffic: AM: 8:45 AM-9:15 AM
Peak: PM: 4:30 PM-5:30 PM

All Vehicles		Time		North Approach Cowper St		East Approach Innovation Wy		South Approach Cowper St		Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour
8:00	8:15	0	1	8	0	2	0	0	0	2	84
8:15	8:30	0	1	8	0	10	1	0	0	3	95
8:30	8:45	0	1	9	0	3	0	0	0	1	98
8:45	9:00	0	9	10	0	11	0	0	0	4	108
9:00	9:15	1	9	9	0	3	0	0	0	2	91
9:15	9:30	0	3	8	0	5	0	0	0	0	10
9:30	9:45	0	3	8	0	4	0	0	0	0	7
9:45	10:00	0	2	7	0	7	0	0	1	2	
10:00	10:15	0	2	1	0	5	0	0	0	0	66
10:15	10:30	2	0	7	0	8	0	0	0	0	85
10:30	10:45	0	1	10	0	9	0	0	0	1	90
10:45	11:00	0	2	8	0	8	0	0	0	2	85
11:00	11:15	0	3	8	0	12	1	0	1	2	78
11:15	11:30	0	0	8	0	12	1	0	1	0	
11:30	11:45	0	1	5	0	9	0	0	0	1	
11:45	12:00	2	1	3	0	7	0	0	0	0	

Peak Time		North Approach Cowper St			East Approach Innovation W			South Approach Cowper St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:45	9:45	1	24	35	0	23	0	0	0	23	106
16:30	17:30	0	6	34	0	41	2	0	2	5	90

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



Light Vehicles		Time		North Approach Cowper St		East Approach Innovation Wy		South Approach Cowper St		Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour
8:00	8:15	0	1	8	0	2	0	0	0	0	1
8:15	8:30	0	1	8	0	10	1	0	0	3	
8:30	8:45	0	1	9	0	3	0	0	0	1	
8:45	9:00	0	9	10	0	10	0	0	0	4	
9:00	9:15	1	9	9	0	3	0	0	0	2	
9:15	9:30	0	3	8	0	5	0	0	0	10	
9:30	9:45	0	3	8	0	4	0	0	0	7	
9:45	10:00	0	2	7	0	7	0	0	1	2	
10:00	10:15	0	2	1	0	5	0	0	0	0	
10:15	10:30	2	0	7	0	8	0	0	0	0	
10:30	10:45	0	1	10	0	9	0	0	0	1	
10:45	11:00	0	2	8	0	8	0	0	0	2	
11:00	11:15	0	3	8	0	12	1	0	1	2	
11:15	11:30	0	0	8	0	12	1	0	1	0	
11:30	11:45	0	1	5	0	9	0	0	0	1	
11:45	12:00	2	1	3	0	7	0	0	0	0	

Peak Time		North Approach Cowper St			East Approach Innovation W			South Approach Cowper St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:45	9:45	1	24	35	0	22	0	0	0	23	105
16:30	17:30	0	6	34	0	41	2	0	2	5	90

Heavy Vehicles		Time		North Approach Cowper St		East Approach Innovation Wy		South Approach Cowper St		Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour
8:00	8:15	0	0	0	0	0	0	0	0	0	1
8:15	8:30	0	0	0	0	0	0	0	0	0	
8:30	8:45	0	0	0	0	0	0	0	0	0	
8:45	9:00	0	0	0	0	1	0	0	0	0	
9:00	9:15	0	0	0	0	0	0	0	0	0	
9:15	9:30	0	0	0	0	0	0	0	0	0	
9:30	9:45	0	0	0	0	0	0	0	0	0	
9:45	10:00	0	0	0	0	0	0	0	0	0	
10:00	10:15	0	0	0	0	0	0	0	0	0	
10:15	10:30	0	0	0	0	0	0	0	0	0	
10:30	10:45	0	0	0	0	0	0	0	0	0	
10:45	11:00	0	0	0	0	0	0	0	0	0	
11:00	11:15	0	0	0	0	0	0	0	0	0	
11:15	11:30	0	0	0	0	0	0	0	0	0	
11:30	11:45	0	0	0	0	0	0	0	0	0	
11:45	12:00	0	0	0	0	0	0	0	0	0	

Peak Time		North Approach Cowper St			East Approach Innovation W			South Approach Cowper St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:45	9:45	0	0	0	0	1	0	0	0	0	1
16:30	17:30	0	0	0	0	0	0	0	0	0	0

Cyclists		Time		North Approach Cowper St		East Approach Innovation Wy		South Approach Cowper St		Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour
8:00	8:15	0	0	1	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	1	0	0	0	0	0
8:30	8:45	0	0	1	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	1	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	1	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0	0	0
10:30	10:45	0	0	1	0	1	0	0	0	0	0
10:45	11:00	0	0	0	0	0	0	0	0	0	0
11:00	11:15	0	0	1	0	0	0	0	1	1	0
11:15	11:30	0	0	0	0	1	0	0	0	0	0
11:30	11:45	0	0	0	0	1	0	0	0	0	0
11:45	12:00	0	0	0	0	1	0	0	0	0	0

Peak Time		North Approach Cowper St			East Approach Innovation W			South Approach Cowper St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:45	9:45	0	0	0	0	1	0	0	0	0	1
16:30	17:30	0	0	2	0	2	0	0	1	0	5

Pedestrians Crossing		Time		North Approach Cowper St		East Approach Innovation Wy		South Approach Cowper St		Hourly Total	
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound
8:00	8:15	0	0	0	0	0	0	0	1	7	
8:15	8:30	0	0	0	0	0	0	0	0	10	
8:30	8:45	0	2	0	0	0	0	0	0	14	
8:45	9:00	0	4	0	0	0	0	0	0	15	
9:00	9:15	1	3	0	0	0	0	0	0	12	
9:15	9:30	0	4	0	0	0	0	0	0		
9:30	9:45	0	3	0	0	0	0	0	0		
9:45	10:00	0	1	0	0	0	0	0	0		
10:00	10:15	4	0	0	0	0	0	0	0	10	
10:15	10:30	0	1	0	0	0	0	0	0	7	
10:30	10:45	1	0	0	0	0	0	0	1	9	
10:45	11:00	1	2	0	0	0	0	0	0	13	
11:00	11:15	0	0	0	1	0	0	0	0	12	
11:15	11:30	3	0	0	0	0	0	0	0		
11:30	11:45	2	3	0	0	0	0	0	1		
11:45	12:00	0	2	0	0	0	0	0	0		

Peak Time		North Approach Cowper St		East Approach Innovation Wy		South Approach Cowper St		Peak total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	
8:45	9:45	1	14	0	0	0	0	15
16:30	17:30	5	2	0	1	0	1	9

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Elliotts Rd and Cowper St, Fairy Meadow

GPS: 34.392435 150.898338

Date: Fri 10/06/23
Weather: Overcast
Suburban: Fairy Meadow
Customer: Auricon

North: N/A
East: Elliotts Rd
South: Cowper St
West: Elliotts Rd

Survey Period: AM: 8:00 AM-10:00 AM
PM: 4:00 PM-6:00 PM
Traffic Peak: AM: 8:00 AM-9:30 AM
PM: 4:15 PM-5:15 PM

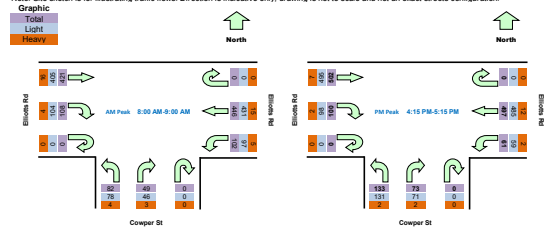
All Vehicles

Time	East Approach Elliotts Rd				South Approach Cowper St				West Approach Elliotts Rd				Hourly Total		
Period Start	Period End	U	WB	L	U	R	L	U	R	L	U	R	EB	Hour	Peak
8:00	8:15	0	95	31	0	10	17	0	25	84	1206				Peak
8:15	8:30	0	107	29	0	7	22	0	22	112	1208				Peak
8:30	8:45	0	125	16	0	15	23	0	29	115	1137				
8:45	9:00	0	119	26	0	17	20	0	32	110	1039				
9:00	9:15	0	78	29	0	16	13	0	33	93	923				
9:15	9:30	0	78	19	0	10	22	0	21	78					
9:30	9:45	0	94	12	0	13	11	0	18	77					
9:45	10:00	0	89	19	0	10	15	0	14	61					
10:00	10:15	0	116	12	0	13	29	0	26	110	1336				
10:15	10:30	0	124	19	0	28	31	0	31	132	1366				Peak
10:30	10:45	0	119	20	0	21	28	0	21	118	1316				
10:45	11:00	0	108	11	0	14	38	0	26	141	1324				
11:00	11:15	0	146	11	0	10	36	0	22	111	1282				
11:15	11:30	0	137	9	0	15	28	0	19	107					
11:30	11:45	0	131	9	0	19	41	0	28	107					
11:45	12:00	0	105	5	0	11	23	0	26	106					

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:00	9:00	0	446	102	0	49	82	0	108	421	1208
16:15	17:15	0	497	61	0	73	133	0	100	502	1366

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

Graphic
Total
Light
Heavy



Light Vehicles

Time		East Approach Elliotts Rd				South Approach Cowper St		West Approach Elliotts Rd			
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
8:00	8:15	0	90	30	0	10	16	0	23	82	
8:15	8:30	0	105	26	0	7	21	0	21	106	
8:30	8:45	0	121	15	0	13	23	0	29	111	
8:45	9:00	0	115	26	0	16	18	0	31	106	
9:00	9:15	0	74	29	0	15	12	0	32	92	
9:15	9:30	0	74	17	0	10	19	0	21	75	
9:30	9:45	0	90	12	0	13	9	0	18	74	
9:45	10:00	0	87	19	0	10	15	0	14	56	
10:00	10:15	0	112	12	0	13	27	0	26	107	
10:15	10:30	0	120	18	0	26	31	0	30	131	
10:30	10:45	0	116	19	0	21	26	0	20	116	
10:45	11:00	0	106	11	0	14	38	0	26	138	
11:00	11:15	0	143	11	0	10	36	0	22	110	
11:15	11:30	0	133	9	0	15	28	0	19	104	
11:30	11:45	0	127	9	0	18	40	0	28	106	
11:45	12:00	0	104	5	0	11	23	0	26	102	

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
8:00	9:00	0	431	97	0	46	78	0	104	405	1161
16:15	17:15	0	485	59	0	71	131	0	98	495	1339

Heavy Vehicles

Time		East Approach Elliotts Rd				South Approach Cowper St				West Approach Elliotts Rd			
Period Start	Period End	U	WB	L	U	R	L	U	R	L	U	R	EB
8:00	8:15	0	5	1	0	0	1	0	0	2	2	2	
8:15	8:30	0	2	3	0	0	1	0	1	0	1	6	
8:30	8:45	0	4	1	0	2	0	0	0	0	0	4	
8:45	9:00	0	4	0	0	1	2	0	1	2	0	1	4
9:00	9:15	0	4	0	0	1	1	0	1	1	0	1	1
9:15	9:30	0	4	2	0	0	0	3	0	0	0	0	3
9:30	9:45	0	4	0	0	0	0	2	0	0	0	0	3
9:45	10:00	0	2	0	0	0	0	0	0	0	0	0	5
10:00	10:15	0	4	0	0	0	0	2	0	0	0	0	3
10:15	10:30	0	4	1	0	2	0	0	0	0	1	1	
10:30	10:45	0	3	1	0	0	0	2	0	0	1	2	
10:45	11:00	0	2	0	0	0	0	0	0	0	0	0	3
11:00	11:15	0	3	0	0	0	0	0	0	0	0	0	1
11:15	11:30	0	4	0	0	0	0	0	0	0	0	0	3
11:30	11:45	0	4	0	0	1	1	0	1	0	0	0	1
11:45	12:00	0	1	0	0	0	0	0	0	0	0	0	4

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
8:00	9:00	0	15	5	0	3	4	0	4	16	47
16:15	17:15	0	12	2	0	2	2	0	2	7	27

Cyclists

Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
8:00	8:15	0	4	0	0	0	0	0	2	1
8:15	8:30	0	0	1	0	0	0	0	0	1
8:30	8:45	0	1	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	2	0	0	0	0	0	0	0
9:15	9:30	0	1	0	0	1	0	0	1	3
9:30	9:45	0	1	0	0	0	0	0	0	0
9:45	10:00	0	2	0	0	0	0	0	0	1
10:00	10:15	0	2	0	0	0	1	0	0	3
10:15	10:30	0	1	0	0	0	0	0	0	2
10:30	10:45	0	0	0	0	0	2	0	0	2
10:45	11:00	0	2	0	0	0	0	0	0	0
11:00	11:15	0	1	0	0	1	0	0	0	0
11:15	11:30	0	2	0	0	0	0	0	0	0
11:30	11:45	0	1	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0	0

Pedestrians Crossing

Time		East Approach Elliotts Rd		West Approach Cowper St		West Approach Elliotts Rd		Hourly Total
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
8:00	8:15	0	0	0	0	0	0	6
8:15	8:30	0	0	1	0	0	0	8
8:30	8:45	0	0	3	1	0	0	8
8:45	9:00	0	0	1	0	0	0	4
9:00	9:15	0	0	2	0	0	0	4
9:15	9:30	0	0	1	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	1	0
10:00	10:15	0	0	2	2	0	0	27
10:15	10:30	0	0	2	2	1	0	32
10:30	10:45	0	0	0	3	1	2	32
10:45	11:00	0	2	2	3	5	0	28
11:00	11:15	1	0	4	2	0	2	22
11:15	11:30	0	1	0	4	0	0	0
11:30	11:45	0	0	2	0	0	0	0
11:45	12:00	1	0	3	2	0	0	0

Peak Time		East Approach Elliotts Rd		South Approach Cowper St		West Approach Elliotts Rd		Peak total
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
8:00	9:00	0	0	5	1	0	0	6
16:15	17:15	1	2	8	10	7	4	32

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Elliotts Rd and Carters Ln, Fairy Meadow

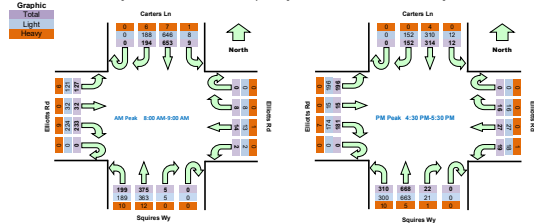
GPS -34.306126, 150.600559

Date:	PT 10/00/23	North:	Carters Ln	Survey	AM 8:00 AM-10:00 AM
Weather:	Overcast	East:	Elliotts Rd	Period	PM 4:00 PM-6:00 PM
Suburban:	Fairy Meadow	South:	Squires Wy	Traffic	AM 8:00 AM-9:00 AM
Customer:	Auricon	West:	Elliotts Rd	Peak	4:30 PM-5:30 PM

All Vehicles		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Hourly Total	
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
Period Start	Period End																		
8:00	8:15	0	48	130	3	0	2	1	1	0	1	93	46	0	53	6	19	1851	
8:15	8:30	0	43	158	3	0	1	4	1	0	1	90	48	0	62	4	33	1844	
8:30	8:45	0	47	186	0	0	1	5	0	0	2	90	49	0	58	7	41	1737	
8:45	9:00	0	56	179	3	0	4	4	0	0	1	102	56	0	60	15	34	1586	
9:00	9:15	0	37	141	5	0	3	3	1	0	4	76	42	0	49	3	32	1398	
9:15	9:30	0	36	94	6	0	4	8	3	0	4	80	32	0	36	2	34		
9:30	9:45	0	29	80	6	0	0	8	3	0	2	78	51	0	39	9	30		
9:45	10:00	0	38	87	1	0	4	3	2	0	1	86	45	0	33	5	21		
10:00	10:15	0	36	97	2	0	5	16	3	0	4	144	72	0	41	4	39	1888	
10:15	10:30	0	49	82	6	0	3	7	3	0	8	130	62	0	40	9	59	1906	
10:30	10:45	0	39	81	2	0	4	9	6	0	6	156	78	0	44	7	55	1932	Peak
10:45	17:00	0	34	67	10	0	8	1	6	0	7	164	70	0	46	8	59	1900	
17:00	17:15	0	40	89	0	0	1	10	3	0	4	160	85	0	43	0	46	1811	
17:15	17:30	0	39	77	0	0	3	7	4	0	5	188	77	0	48	0	36		
17:30	17:45	0	51	102	3	0	4	6	5	0	2	128	58	0	38	2	56		
17:45	18:00	0	26	90	0	0	1	1	2	0	2	121	61	0	43	0	44		

Peak Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Peak total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total	
8:00	9:00	0	134	653	12	0	8	14	2	0	5	375	184	0	233	32	127	1851	
16:30	17:30	0	152	310	12	0	16	27	18	0	21	663	300	0	181	15	196	1932	

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



Light Vehicles		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd					
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L		
Period Start	Period End																		
8:00	8:15	0	48	129	3	0	2	1	1	0	1	90	43	0	52	6	18		
8:15	8:30	0	40	157	2	0	1	3	1	0	1	85	47	0	57	4	33		
8:30	8:45	0	46	183	0	0	1	5	0	0	2	88	46	0	57	7	37		
8:45	9:00	0	54	177	3	0	4	4	0	0	1	100	53	0	58	15	33		
9:00	9:15	0	36	140	4	0	3	3	1	0	4	76	39	0	47	3	30		
9:15	9:30	0	34	91	5	0	4	8	2	0	4	80	29	0	35	2	34		
9:30	9:45	0	27	79	6	0	0	8	3	0	2	76	50	0	36	9	29		
9:45	10:00	0	36	87	1	0	4	3	2	0	1	86	44	0	29	5	21		
10:00	10:15	0	33	95	2	0	4	15	3	0	4	144	71	0	39	4	39		
10:15	10:30	0	48	81	6	0	3	7	3	0	8	128	59	0	39	9	57		
10:30	10:45	0	39	79	2	0	4	9	6	0	6	155	76	0	42	7	55		
10:45	17:00	0	34	66	10	0	8	1	6	0	7	163	68	0	45	8	59		
17:00	17:15	0	40	88	0	0	1	10	2	0	3	158	82	0	40	0	46		
17:15	17:30	0	39	77	0	0	3	7	4	0	5	187	74	0	47	0	36		
17:30	17:45	0	51	102	3	0	4	6	5	0	2	127	54	0	36	2	56		
17:45	18:00	0	26	90	0	0	1	1	2	0	2	121	60	0	41	0	43		

Peak Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Peak total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total	
8:00	9:00	0	188	645	8	0	8	13	2	0	5	363	189	0	224	32	121	1799	
16:30	17:30	0	152	310	12	0	16	27	18	0	21	663	300	0	174	15	196	1904	

Heavy Vehicles		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd					
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L		
Period Start	Period End																		
8:00	8:15	0	0	1	0	0	0	0	0	0	0	3	3	0	1	0	0		
8:15	8:30	0	3	1	1	0	0	1	0	0	0	5	1	0	5	0	0		
8:30	8:45	0	1	3	0	0	0	0	0	0	0	2	3	0	1	0	4		
8:45	9:00	0	2	2	0	0	0	0	0	0	0	2	3	0	2	0	1		
9:00	9:15	0	1	1	1	0	0	0	0	0	0	0	3	0	2	0	2		
9:15	9:30	0	2	3	1	0	0	0	0	0	0	0	3	0	3	0	0		
9:30	9:45	0	2	1	0	0	0	0	0	0	0	2	1	0	3	0	1		
9:45	10:00	0	2	0	0	0	0	0	0	0	0	0	1	0	4	0	0		
10:00	10:15	0	3	2	0	0	1	1	0	0	0	0	1	0	2	0	0		
10:15	10:30	0	1	1	0	0	0	0	0	0	0	2	3	0	1	0	2		
10:30	10:45	0	0	2	0	0	0	0	0	0	0	1	2	0	2	0	0		
10:45	17:00	0	0	1	0	0	0	0	0	0	0	1	2	0	1	0	0		
17:00	17:15	0	0	1	0	0	0	0	0	0	0	1	2	0	3	0	0		
17:15	17:30	0	0	0	0	0	0	0	0	0	0	1	3	0	3	0	0		
17:30	17:45	0	0	0	0	0	0	0	0	0	0	1	4	0	3	0	0		
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1		

Peak Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Peak total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total	
8:00	9:00	0	0	7	1	0	0	1	0	0	0	12	10	0	6	0	0	52	
16:30	17:30	0	0	4	0	0	0	0	1	0	1	5	10	0	7	0	0	28	

Cyclists		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd			
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
Period Start	Period End																
8:00	8:15	0	2	3	1	0	0	0	3	0	4	2	1	0	0	0	0
8:15	8:30	0	0	3	0	0	0	0	7	0	5	1	0	0	0	0	0
8:30	8:45	0	0	3	0	0	0	0	13	0	3	3	1	0	0	0	0
8:45	9:00	0	0	2	0	0	0	0	10	0	7	0	0	0	1	0	0
9:00	9:15	0	1	0	0	0	0	0	12	0	14	2	0	0	0	1	0
9:15	9:30	0	0	3	1	0	0	0	12	0	4	1	2	0	2	1	1
9:30	9:45	0	0	5	0	0	0	1	6	0	5	2	1	0	1	0	0
9:45	10:00	0	0	1	0	0	0	1	9	0	9	2	0	0	0	0	0
10:00	10:15	0	0	2	0	0	0	1	2	0	1	1	2	0	0	2	0
10:15	10:30	0	0	0	0	0	0	0	4	0	5	0	1	0	2	0	0
10:30	10:45	0	0	1	0	0	0	0	0	0	1	0	0	0	2	2	0
10:45	17:00	0	0	1	0	0	0	1	1	0	3	0	0	0	0	0	1
17:00	17:15	0	0	0	0	0	0	2	1	0	6	1	0	0	0	1	0
17:15	17:30	0	0	0	0	0	0	1	2	0	5	1	2	0	0	0	0
17:30	17:45	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Puckey Ave and Squies Wy, North Wollong

GPS: 34 402215 50 900299

Date: Fri 10/05/23
Weather: Overcast
Suburban: North Wollongong
Customer: Aurecon

North: Squies Wy
East: N/A
South: Squies Wy
West: Puckey Ave

Survey AM: 8:00 AM-10:00 AM
Period PM: 4:00 PM-6:00 PM
Traffic AM: 8:00 AM-9:30 AM
Peak PM: 4:30 PM-5:30 PM

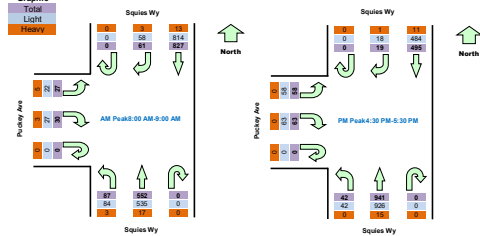
All Vehicles

Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Hourly	Total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Hour	Peak
8:00	8:15	0	6	178	0	133	20	0	9	7	1584	Peak
8:15	8:30	0	13	208	0	132	19	0	9	7	1581	
8:30	8:45	0	17	227	0	132	19	0	7	9	1469	
8:45	9:00	0	25	214	0	155	29	0	5	4	1331	
9:00	9:15	0	23	168	0	119	24	0	13	3	1179	
9:15	9:30	0	9	126	0	111	16	0	9	5		
9:30	9:45	0	10	112	0	126	13	0	7	5		
9:45	10:00	0	3	119	0	128	19	0	7	4		
10:00	10:15	0	6	135	0	206	7	0	16	14	1513	
10:15	10:30	0	3	122	0	182	17	0	3	18	1541	
10:30	10:45	0	5	126	0	231	12	0	14	9	1618	Peak
10:45	17:00	0	6	113	0	220	8	0	19	21	1566	
17:00	17:15	0	4	131	0	237	10	0	19	11	1507	
17:15	17:30	0	4	125	0	253	12	0	11	17		
17:30	17:45	0	5	140	0	177	5	0	7	11		
17:45	18:00	0	1	134	0	170	2	0	7	14		

Peak Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Peak total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	
8:00	9:00	0	61	827	0	552	87	0	30	27	1584
16:30	17:30	0	19	495	0	941	42	0	63	58	1618

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

Graphic



Light Vehicles

Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
8:00	8:15	0	5	177	0	129	20	0	8	5
8:15	8:30	0	13	202	0	127	18	0	9	6
8:30	8:45	0	15	225	0	129	19	0	6	7
8:45	9:00	0	25	210	0	150	27	0	4	4
9:00	9:15	0	22	186	0	116	22	0	13	3
9:15	9:30	0	8	120	0	108	16	0	9	5
9:30	9:45	0	10	108	0	123	13	0	6	5
9:45	10:00	0	3	115	0	127	18	0	7	4
10:00	10:15	0	6	131	0	205	7	0	16	14
10:15	10:30	0	3	120	0	178	17	0	3	17
10:30	10:45	0	5	122	0	228	12	0	14	9
10:45	17:00	0	5	112	0	217	8	0	19	21
17:00	17:15	0	4	126	0	232	10	0	19	11
17:15	17:30	0	4	124	0	249	12	0	11	17
17:30	17:45	0	5	137	0	172	5	0	7	11
17:45	18:00	0	1	132	0	169	2	0	7	14

Peak Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:00	9:00	0	58	814	0	535	84	0	27	22	1540
16:30	17:30	0	18	484	0	926	42	0	63	58	1501

Heavy Vehicles

Heavy Vehicles		North Approach Squies Wy										South Approach Squies Wy										West Approach Puckey Ave									
Period	Start	Period	End	U	R	SB	U	R	NB	L	U	R	L	U	R	L	U	R	L												
8:00	8:15	0	1	1	0	4	0	0	0	1	2																				
8:15	8:30	0	0	6	0	5	1	0	0	0	1																				
8:30	8:45	0	2	2	0	3	0	0	1	2																					
8:45	9:00	0	0	4	0	5	2	0	1	0	1																				
9:00	9:15	0	1	2	0	3	2	0	0	0	0																				
9:15	9:30	0	1	6	0	3	0	0	0	0	0																				
9:30	9:45	0	0	4	0	3	0	0	1	0																					
9:45	10:00	0	0	4	0	1	1	0	0	0	0																				
10:00	10:15	0	0	4	0	1	0	0	0	0	0																				
10:15	10:30	0	0	2	0	4	0	0	0	0	1																				
10:30	10:45	0	0	4	0	3	0	0	0	0	0																				
10:45	17:00	0	1	1	0	3	0	0	0	0	0																				
17:00	17:15	0	0	5	0	5	0	0	0	0	0																				
17:15	17:30	0	0	1	0	4	0	0	0	0	0																				
17:30	17:45	0	0	3	0	5	0	0	0	0	0																				
17:45	18:00	0	0	2	0	1	0	0	0	0	0																				

Peak Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Peak total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	
8:00	9:00	0	3	13	0	17	3	0	3	5	44
16:30	17:30	0	1	11	0	15	0	0	0	0	27

Cyclists

Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
8:00	8:15	0	1	6	0	11	1	0	1	0
8:15	8:30	0	1	8	0	5	0	0	1	1
8:30	8:45	0	2	15	0	10	0	0	0	1
8:45	9:00	0	2	9	0	10	3	0	0	0
9:00	9:15	0	2	10	0	10	1	0	0	0
9:15	9:30	0	1	14	0	7	2	0	0	0
9:30	9:45	0	0	10	0	10	0	0	0	0
9:45	10:00	0	0	7	0	13	0	0	0	1
10:00	10:15	0	2	2	0	5	2	0	0	0
10:15	10:30	0	0	5	0	6	0	0	0	0
10:30	10:45	0	1	3	0	3	0	0	2	0
10:45	17:00	0	0	2	0	4	0	0	2	0
17:00	17:15	0	0	2	0	7	0	0	2	0
17:15	17:30	0	0	3	0	3	0	0	0	1
17:30	17:45	0	0	0	0	1	0	0	0	0
17:45	18:00	0	0	0	0	4	1	0	0	1

Pedestrians Crossing

Time		North Approach Squies Wy		South Approach Squies Wy		West Approach Puckey Ave		Hourly Total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Northbound	Southbound	
8:00	8:15	0	0	1	0	0	0	9
8:15	8:30	0	0	0	0	0	0	15
8:30	8:45	1	1	0	1	0	0	24
8:45	9:00	0	2	3	0	0	0	29
9:00	9:15	0	0	6	0	1	0	30
9:15	9:30	0	2	4	2	0	1	
9:30	9:45	1	1	5	0	0	1	
9:45	10:00	0	0	6	0	0	0	
10:00	10:15	0	2	0	1	0	0	16
10:15	10:30	5	0	1	3	0	0	18
10:30	10:45	1	1	0	1	0	0	16
10:45	17:00	0	1	0	0	0	0	17
17:00	17:15	0	2	0	3	0	0	20
17:15	17:30	0	3	0	4	0	0	
17:30	17:45	0	1	2	1	0	0	
17:45	18:00	1	0	1	2	0	0	

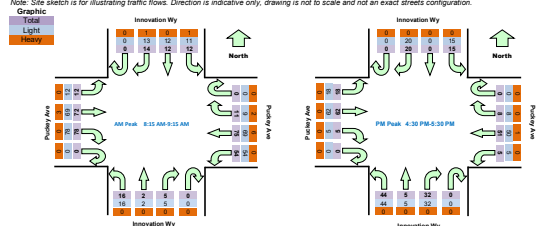
Peak Time		North Approach Squies Wy		South Approach Squies Wy		West Approach Puckey Ave		Peak total
Period Start	Period End	Westbound	Eastbound	Southbound	Northbound	Southbound	Northbound	
8:00	9:00	1	3	4	1	0	0	9
16:30	17:30	1	7	0	8	0	0	16

Date:	Fri 10/09/23	North:	Innovation Wy	Survey	AM 8:00 AM-10:00 AM
Weather:	Overcast	East:	Puckey Ave	Period	PM 4:00 PM-6:00 PM
Suburban:	Fairy Meadow	South:	Innovation Wy	Traffic	AM 8:15 AM-9:15 AM
Customer:	Auricon	West:	Puckey Ave	Peak	PM 4:30 PM-5:30 PM

Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
8:00	8:15	0	3	0	2	0	0	14	8	0	2	3	3	0	14	13	1	315	
8:15	8:30	0	4	4	4	0	3	19	8	0	1	0	2	0	15	14	2	363	Peak
8:30	8:45	0	5	2	1	0	3	14	10	0	2	2	0	0	17	20	5	341	
8:45	9:00	0	5	4	2	0	1	22	16	0	0	0	6	0	17	19	3	321	
9:00	9:15	0	0	2	5	0	4	20	20	0	2	0	8	0	29	19	2	271	
9:15	9:30	0	5	3	5	0	3	11	7	0	3	0	1	0	9	6	1		
9:30	9:45	0	3	1	1	0	4	11	5	0	3	0	2	0	11	14	6		
9:45	10:00	0	2	0	1	1	2	13	7	0	3	1	3	0	3	7	2		
10:00	10:15	0	5	0	2	0	3	10	1	0	10	0	10	0	0	12	4	248	
10:15	10:30	0	4	0	2	0	5	14	1	0	6	2	8	0	2	13	3	264	
10:30	10:45	0	6	0	4	0	2	14	0	0	5	1	11	0	2	13	4	265	Peak
10:45	11:00	0	5	0	5	0	0	12	2	0	9	0	8	0	2	21	5	253	
11:00	11:15	0	6	0	3	0	3	11	3	0	10	4	15	0	0	14	4	224	
11:15	11:30	0	3	0	3	0	3	14	0	0	8	0	10	0	1	14	5		
11:30	11:45	0	2	0	5	0	1	7	0	0	5	1	10	0	2	15	2		
11:45	12:00	0	1	0	2	0	0	5	1	0	3	0	10	0	0	13	5		

Peak Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	14	12	12	0	11	75	54	0	5	2	16	0	78	72	12	363
16:30	17:30	0	20	0	15	0	8	51	5	0	32	5	44	0	5	62	18	265

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



Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
8:00	8:15	0	3	0	2	0	0	13	8	0	2	3	3	0	14	9	1
8:15	8:30	0	3	4	4	0	2	19	8	0	1	0	2	0	15	13	2
8:30	8:45	0	5	2	0	0	2	13	10	0	2	2	0	0	17	19	5
8:45	9:00	0	5	4	2	0	1	21	16	0	0	0	6	0	17	18	3
9:00	9:15	0	0	2	5	0	4	16	20	0	2	0	8	0	29	19	2
9:15	9:30	0	5	3	5	0	3	10	7	0	3	0	1	0	9	6	1
9:30	9:45	0	3	1	1	0	4	11	5	0	3	0	2	0	11	13	6
9:45	10:00	0	1	0	1	1	2	12	7	0	3	1	3	0	3	7	2
10:00	10:15	0	5	0	2	0	3	10	1	0	10	0	10	0	0	12	4
10:15	10:30	0	4	0	2	0	5	14	1	0	6	2	8	0	2	12	3
10:30	10:45	0	6	0	4	0	2	14	0	0	5	1	11	0	2	13	4
10:45	11:00	0	5	0	5	0	0	11	2	0	9	0	8	0	2	21	5
11:00	11:15	0	6	0	3	0	3	11	3	0	10	4	15	0	0	14	4
11:15	11:30	0	3	0	3	0	3	14	0	0	8	0	10	0	1	14	5
11:30	11:45	0	2	0	5	0	1	7	0	0	5	1	10	0	2	15	2
11:45	12:00	0	1	0	2	0	0	5	1	0	3	0	10	0	0	13	5

Peak Time		North Approach innovation Wy				East Approach Puckey Ave				South Approach innovation Wy				West Approach Puckey Ave				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	13	12	11	0	9	69	54	0	5	2	16	0	78	69	12	350
16:30	17:30	0	20	0	15	0	8	50	5	0	32	5	44	0	5	62	18	264

Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
8:00	8:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0
8:15	8:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0
8:30	8:45	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0
8:45	9:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
9:00	9:15	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:45	10:00	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:30	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	1	0	1	0	2	6	0	0	0	0	0	0	0	3	0	13
16:30	17:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1

Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	11:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians Crossing																		
Period Start	Time	North Approach		Innovation Wy		East Approach		Puckey Ave		South Approach		Innovation Wy		West Approach		Puckey Ave		Hourly Total
		Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound					
8:00	8:15	2	1	0	0	1	0	0	0	2	1	0	0	2	1	0	48	
8:15	8:30	0	0	0	0	0	0	0	0	0	0	1	5	1	5	89		
8:30	8:45	2	4	0	0	3	0	0	0	1	1	3	98					
8:45	9:00	5	0	0	3	7	0	0	0	3	4	98						
9:00	9:15	11	6	1	7	0	0	1	22	84								
9:15	9:30	4	0	1	6	0	0	2	2									
9:30	9:45	2	2	4	1	0	0	0	0	4								
9:45	10:00	1	0	1	1	0	0	0	4	1								
10:00	10:15	1	0	3	1	0	0	0	1	1	32							
10:15	10:30	2	1	4	1	0	0	4	0	41								
10:30	10:45	0	1	2	2	0	0	4	0	35								
10:45	11:00	0	2	1	0	0	0	1	0	35								
11:00	11:15	0	2	4	1	0	0	9	0	37								
11:15	11:30	0	0	1	0	0	0	5	0									
11:30	11:45	0	1	1	1	0	1	5	0									
11:45	12:00	0	0	2	1	0	0	1	2									

Date:	Fri 16/06/23
Weather:	Overcast
Suburban:	Fairy Meadow
Customer:	Aurecon

North:	Cowper St
East:	Innovation Wy
South:	Cowper St
West:	N/A

Survey Period	AM:	8:00 AM-10:00 AM
	PM:	4:00 PM-6:00 PM
Traffic Peak	AM:	8:15 AM-9:15 AM
	PM:	4:30 PM-5:30 PM

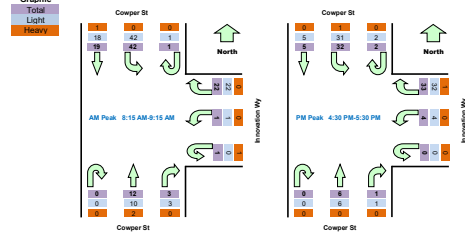
Air Vents		Air Vents										Air Vents			
Period	Start	End	Time	North	Approach	Cowp	Seast	Innovation	Wsouth	Approach	Cowp	Seast	Hourly	Hourly	Peak
				U	SB	L	U	R	L	U	R	SB			
8:00	8:15	8:15	0	1	6	0	6	0	0	0	0	2	84		
8:15	8:30	8:40	0	3	12	0	8	0	0	0	0	3	101		Peak
8:30	8:45	8:45	0	2	7	0	4	1	0	2	2	2	91		
8:45	9:00	9:00	0	5	11	1	4	0	0	0	0	4	96		
9:00	9:15	9:15	1	9	12	0	6	0	0	1	3	3	83		
9:15	9:30	9:30	0	5	5	0	4	0	0	0	0	2			
9:30	9:45	9:45	0	3	5	0	4	1	0	0	0	10			
9:45	10:00	10:00	0	2	4	0	2	0	0	0	0	4			
10:00	10:15	10:15	1	1	5	0	7	0	0	0	0	2	66		
10:15	10:30	10:30	0	1	6	0	5	0	0	0	0	3	74		
10:30	10:45	10:45	0	0	10	0	9	0	0	0	0	0	83		Peak
10:45	17:00	17:00	0	1	5	0	5	2	0	1	2	78			
17:00	17:15	17:15	0	3	10	0	8	1	0	0	0	2	77		
17:15	17:30	17:30	2	1	7	0	11	1	0	0	0	2			
17:30	17:45	17:45	0	1	7	0	5	0	0	0	0	1			
17:45	18:00	18:00	2	1	6	0	4	1	0	0	0	1			

Periods		North Approach		East Approach		South Approach		Hourly Total
Start	End	Cover St	St	Innovation	Wy	Cover St	St	
Period Start	Period End	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	
8:00	8:15	1	1	0	0	0	1	19
8:15	8:30	0	1	0	0	0	0	19
8:30	8:45	0	2	1	0	0	0	19
8:45	9:00	1	7	1	0	3	0	19
9:00	9:15	0	3	0	0	0	0	9
9:15	9:30	0	1	0	0	0	0	
9:30	9:45	1	2	0	0	0	0	
9:45	10:00	0	2	0	0	0	0	
10:00	10:15	0	5	0	0	0	0	20
10:15	10:30	3	1	0	1	0	0	21
10:30	10:45	1	0	0	0	0	0	21
10:45	11:00	6	1	0	0	2	0	23
11:00	11:15	3	3	0	0	0	0	15
11:15	11:30	4	1	0	0	0	0	
11:30	11:45	2	1	0	0	0	0	
11:45	12:00	0	1	0	0	0	0	

Peak Time		North Approach Cowper St			East Approach Innovation W			South Approach Cowper St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:15	9:15	1	19	42	1	22	1	0	3	12	101
16:30	17:30	2	5	32	0	33	4	0	1	6	83

Peak Time		North Approach Cowper St		East Approach Innovation Wy		South Approach Cowper St		Peak total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	
8:15	9:15	1	13	2	0	3	0	19
16:30	17:30	14	5	0	0	2	0	21

Graphic



Light Vehicle Times		North Approach Crossover Stair Approach Innovation WSouth Approach Crossover Stair										
Period Start	Period End	U	SB	L	U	R	I	N	W	U	R	NB
8:00	8:15	0	1	6	0	5	0	0	0	0	0	2
8:15	8:30	0	3	12	0	8	0	0	0	0	0	0
8:30	8:45	0	2	7	0	4	1	0	0	2	2	0
8:45	9:00	0	4	11	0	4	0	0	0	0	0	2
9:00	9:15	1	9	12	0	6	0	0	0	1	1	3
9:15	9:30	0	5	5	0	4	0	0	0	0	0	2
9:30	9:45	0	3	4	0	3	1	0	0	0	0	10
9:45	10:00	0	2	4	0	2	0	0	0	0	0	4
10:00	10:15	1	1	5	0	7	0	0	0	0	0	2
10:15	10:30	0	1	6	0	5	0	0	0	0	0	3
10:30	10:45	0	0	9	0	9	0	0	0	0	0	0
10:45	17:00	1	1	5	0	5	2	0	1	1	0	2
17:00	17:15	0	3	10	0	7	1	0	0	0	0	2
17:15	17:30	2	1	7	0	11	1	0	0	0	0	2
17:30	17:45	0	1	7	0	5	0	0	0	0	0	1
17:45	18:00	2	1	6	0	4	1	0	0	0	0	0

Peak Time		North Approach Cowper St			East Approach Innovation W			South Approach Cowper St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:15	9:15	1	18	42	0	22	1	0	3	10	97
16:30	17:30	2	5	31	0	32	4	0	1	6	81

[illegible]

Peak Time		North Approach Cowper St			East Approach Innovation W			South Approach Cowper St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:15	9:15	0	1	0	1	0	0	0	0	2	4
16:30	17:15	0	0	1	0	1	0	0	0	0	2

[illegible]

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Elliotts Rd and Cowper St, Fairy Meadow

GPS: 34.39545, 150.899338

Date: Sat 17/05/23
Weather: Overcast
Suburban: Fairy Meadow
Customer: Auricon

North: N/A
East: Elliotts Rd
South: Cowper St
West: Elliotts Rd

Survey AM: 8:00 AM-10:00 AM
Period PM: 4:00 PM-6:00 PM
Traffic AM: 9:00 AM-10:00 AM
Peak PM: 4:00 PM-5:00 PM

All Vehicles

Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
8:00	8:15	0	57	5	0	6	13	0	6	47	650	
8:15	8:30	0	51	11	0	4	10	0	10	39	718	
8:30	8:45	0	83	10	0	7	10	0	5	53	821	
8:45	9:00	0	98	14	0	7	10	1	16	77	850	
9:00	9:15	0	90	14	0	7	8	0	13	70	858	Peak
9:15	9:30	0	101	9	0	10	16	1	14	77		
9:30	9:45	0	83	9	0	9	12	0	13	71		
9:45	10:00	0	95	11	0	14	13	0	15	83		
10:00	10:15	0	94	5	0	18	12	1	14	91	961	Peak
10:15	10:30	0	106	8	0	25	20	0	13	87	934	
10:30	10:45	0	100	6	0	9	10	0	14	79	905	
10:45	11:00	0	116	8	0	10	9	1	12	93	870	
11:00	11:15	0	89	4	0	5	16	0	9	85	819	
11:15	11:30	0	110	4	0	8	14	1	11	82		
11:30	11:45	0	76	10	0	3	14	0	12	68		
11:45	12:00	0	94	6	0	7	23	1	9	58		

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
9:00	10:00	0	369	43	0	40	49	1	55	301	858
16:00	17:00	0	416	27	0	62	51	2	53	350	961

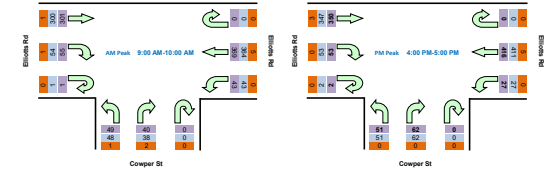
Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total

Light

Heavy



Light Vehicles

Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
8:00	8:15	0	56	5	0	6	12	0	6	47
8:15	8:30	0	51	11	0	4	10	0	10	38
8:30	8:45	0	83	10	0	7	10	0	5	53
8:45	9:00	0	98	14	0	6	10	1	16	75
9:00	9:15	0	89	14	0	7	7	0	12	70
9:15	9:30	0	101	9	0	10	16	1	14	77
9:30	9:45	0	79	9	0	9	12	0	13	71
9:45	10:00	0	95	11	0	12	13	0	15	82
10:00	10:15	0	92	5	0	18	12	1	14	91
10:15	10:30	0	105	8	0	25	20	0	13	86
10:30	10:45	0	100	6	0	9	10	0	14	79
10:45	11:00	0	114	8	0	10	9	1	12	91
11:00	11:15	0	89	4	0	5	16	0	9	85
11:15	11:30	0	108	4	0	8	14	1	11	81
11:30	11:45	0	76	9	0	3	14	0	12	68
11:45	12:00	0	94	6	0	7	23	1	9	57

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
9:00	10:00	0	364	43	0	38	48	1	54	300	848
16:00	17:00	0	411	27	0	62	51	2	53	347	953

Heavy Vehicles

Time		East Approach Elliotts Rd				South Approach Cowper St				West Approach Elliotts Rd			
Period Start	Period End	U	WB	L	U	R	L	U	R	U	R	EB	
8:00	8:15	0	1	0	0	0	0	1	0	0	0	0	
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	
8:45	9:00	0	0	0	0	1	0	0	0	0	0	2	
9:00	9:15	0	1	0	0	0	0	1	0	1	0	0	
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	
9:30	9:45	0	4	0	0	0	0	0	0	0	0	0	
9:45	10:00	0	0	0	0	2	0	0	0	0	0	1	
10:00	10:15	0	2	0	0	0	0	0	0	0	0	0	
10:15	10:30	0	1	0	0	0	0	0	0	0	0	1	
10:30	10:45	0	0	0	0	0	0	0	0	0	0	0	
10:45	11:00	0	2	0	0	0	0	0	0	0	0	2	
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	
11:15	11:30	0	2	0	0	0	0	0	0	0	0	1	
11:30	11:45	0	0	1	0	0	0	0	0	0	0	0	
11:45	12:00	0	0	0	0	0	0	0	0	0	0	1	

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
9:00	10:00	0	5	0	0	2	1	0	0	1	10
16:00	17:00	0	5	0	0	0	0	0	0	3	8

Cyclists

Years	Time		East Approach Elliotts Rd				South Approach Cowper St				West Approach Elliotts Rd			
	Period Start	Period End	U	WB	L	U	R	L	U	R	L	U	R	EB
2015	8:00	8:15	0	2	0	0	0	0	0	0	0	0	0	0
	8:15	8:30	0	5	0	0	1	0	0	0	0	0	0	2
	8:30	8:45	0	1	0	0	0	0	0	0	0	0	0	0
	8:45	9:00	0	2	0	0	0	1	0	0	0	0	0	0
	9:00	9:15	0	1	0	0	0	0	0	0	0	0	0	0
	9:15	9:30	0	3	0	0	0	0	0	0	0	0	0	0
	9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	1
	9:45	10:00	0	3	0	0	0	1	0	0	0	0	0	1
	10:00	10:15	0	0	0	0	1	0	0	0	0	0	0	1
	10:15	10:30	0	2	0	0	0	0	0	0	0	0	0	1
	10:30	10:45	0	3	0	0	0	0	0	0	0	0	0	1
	10:45	11:00	0	5	0	0	0	0	0	0	0	0	0	2
	11:00	11:15	0	3	0	0	0	0	0	0	0	0	0	0
	11:15	11:30	0	1	0	0	0	0	0	0	0	1	2	0
	11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	1
	11:45	12:00	0	0	0	0	0	0	0	0	0	0	0	1

Pedestrians Crossing

Time		East Approach Elliotts Rd		South Approach Cowper St		West Approach Elliotts Rd		Hourly Total
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
8:00	8:15	0	0	3	1	0	0	19
8:15	8:30	0	0	1	0	0	0	17
8:30	8:45	0	0	0	7	0	0	21
8:45	9:00	0	0	4	3	0	0	19
9:00	9:15	0	0	0	2	0	0	18
9:15	9:30	0	0	1	4	0	0	
9:30	9:45	0	0	4	1	0	0	
9:45	10:00	0	0	4	2	0	0	
10:00	10:15	0	0	2	2	0	2	33
10:15	10:30	0	0	4	1	0	0	37
10:30	10:45	2	0	3	2	0	0	39
10:45	11:00	1	0	8	3	1	2	33
11:00	11:15	2	0	5	2	0	1	23
11:15	11:30	1	0	3	2	0	1	
11:30	11:45	0	0	1	0	0	0	
11:45	12:00	0	0	0	3	2	0	

Peak Time		East Approach Elliotts Rd		South Approach Cowper St		West Approach Elliotts Rd		Peak total
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
9:00	10:00	0	0	9	9	0	0	18
16:00	17:00	3	0	17	8	1	4	33

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Elliotts Rd and Carters Ln, Fairy Meadow

GPS -34.396126, 150.900559

Date: Sat 17/06/23

Weather: Overcast

Suburban: Fairy Meadow

Customer: Auricon

North: Carters Ln

East: Elliotts Rd

South: Squires Wy

West: Elliotts Rd

Survey Period: AM 8:00 AM-10:00 AM

Traffic Peak: PM 4:00 PM-5:00 PM

Traffic Peak: AM 9:00 AM-10:00 AM

Traffic Peak: PM 4:00 PM-5:00 PM

All Vehicles

Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
8:00	8:15	0	18	39	0	0	1	1	2	0	5	51	21	0	15	5	23	922	
8:15	8:30	0	23	54	0	0	0	4	2	0	0	41	21	0	22	3	18	1022	
8:30	8:45	0	25	56	3	0	6	20	12	0	1	45	22	0	22	4	20	1131	
8:45	9:00	0	31	66	3	0	13	33	23	0	3	46	33	0	40	2	24	1189	
9:00	9:15	0	31	65	2	0	7	14	4	0	7	58	31	0	31	6	25	1191	Peak
9:15	9:30	0	34	63	2	0	1	9	10	0	1	60	55	0	21	5	36		
9:30	9:45	0	22	78	8	0	5	6	2	0	5	65	37	0	32	8	26		
9:45	10:00	0	37	87	1	0	1	9	1	0	2	64	44	0	39	9	25		
10:00	10:15	0	31	61	2	0	2	10	2	0	6	114	43	0	26	9	44	1351	Peak
10:15	10:30	0	41	67	5	0	4	9	1	0	2	100	43	0	31	5	41	1308	
10:30	10:45	0	31	74	4	0	6	12	4	0	1	70	43	0	32	3	35	1249	
10:45	11:00	0	53	78	0	0	2	11	2	0	2	74	43	0	25	4	43	1190	
11:00	11:15	0	43	73	5	4	4	7	2	0	0	79	28	0	28	3	35	1104	
11:15	11:30	0	37	62	0	0	3	7	4	0	1	67	43	0	28	1	37		
11:30	11:45	0	29	59	0	0	0	6	0	0	1	67	37	0	26	2	29		
11:45	12:00	0	40	71	1	0	1	1	1	0	1	53	40	0	17	0	25		

Peak Time	North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Peak total
Period Start/Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
9:00 10:00	0	132	293	13	0	14	38	17	0	15	242	167	0	123	28	112	1191
16:00 17:00	0	156	280	11	0	14	42	9	0	11	356	168	0	112	21	163	1343

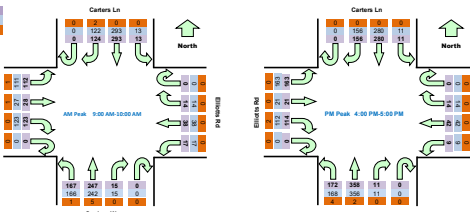
Note: Site sketch is for illustrating traffic flow. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total

Light

Heavy



Light Vehicles

Period Start		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
8:00	8:15	0	18	39	0	0	1	1	2	0	5	51	21	0	14	5	23
8:15	8:30	0	23	53	0	0	0	4	2	0	0	41	21	0	22	3	18
8:30	8:45	0	25	56	3	0	6	20	12	0	1	45	22	0	22	4	20
8:45	9:00	0	31	64	3	0	13	33	23	0	3	45	33	0	39	2	23
9:00	9:15	0	31	65	2	0	7	14	4	0	7	58	31	0	31	6	25
9:15	9:30	0	34	63	2	0	1	9	10	0	1	59	55	0	21	5	36
9:30	9:45	0	20	78	8	0	5	6	2	0	5	62	36	0	32	8	26
9:45	10:00	0	37	87	1	0	1	9	1	0	2	63	44	0	39	8	24
10:00	10:15	0	31	61	2	0	2	10	2	0	6	114	41	0	25	9	44
10:15	10:30	0	41	67	5	0	4	9	1	0	2	100	43	0	30	5	41
10:30	10:45	0	31	74	4	0	6	12	4	0	1	68	43	0	32	3	35
10:45	11:00	0	53	78	0	0	2	11	2	0	2	74	41	0	25	4	43
11:00	11:15	0	43	73	5	0	4	7	2	0	0	79	28	0	28	3	35
11:15	11:30	0	37	62	0	0	3	7	4	0	1	67	42	0	28	1	37
11:30	11:45	0	29	59	0	0	0	6	0	0	1	67	37	0	26	2	29
11:45	12:00	0	39	71	1	0	1	1	1	0	1	53	40	0	17	0	25

Peak Time	North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Peak total
Period Start/Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
9:00 10:00	0	122	293	13	0	14	38	17	0	15	242	166	0	123	27	111	1181
16:00 17:00	0	156	280	11	0	14	42	9	0	11	356	168	0	112	21	163	1343

Heavy Vehicles

Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	1
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:30	9:45	0	2	0	0	0	0	0	0	0	0	3	1	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:00	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:30	10:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	11:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45	12:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
9:00	10:00	0	2	0	0	0	0	0	0	0	0	5	1	0	0	1	1	10
16:00	17:00	0	0	0	0	0	0	0	0	0	0	2	4	0	2	0	0	8

Cyclists

Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	3	7	0	1	2	0	7	0	3	10	1	0	1	2	1
8:30	8:45	0	0	4	2	0	0	0	10	0	14	7	3	0	1	0	0
8:45	9:00	0	1	28	0	0	3	0	11	0	15	5	0	0	0	0	0
9:00	9:15	0	0	5	1	0	0	0	5	0	9	1	1	0	0	2	0
9:15	9:30	0	0	3	0	0	0	0	11	0	9	2	2	0	0	0	0
9:30	9:45	0	0	3	1	0	0	1	5	0	13	1	0	0	0	1	0
9:45	10:00	0	3	4	0	0	1	1	2	0	4	4	0	0	0	0	0
10:00	10:15	0	0	0	0	0	0	0	5	0	5	2	0	0	0	1	0
10:15	10:30	0	0	0	0	0	0	0	2	3	0	7	2	0	0	0	0
10:30	10:45	0	0	3	3	0	0	0	2	1	0	3	2	0	0	1	0
10:45	11:00	0	0	0	0	0	0	0	1	0	3	1	1	0	0	0	0
11:00	11:15	0	0	0	0	0	0	1	1	0	6	0	2	0	0	2	0
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:45	12:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

turningsurvey.com.au



Intersection of Puckey Ave and Squies Wy, North Wollong

GPS: 34 402315 50 900299
Date: Sat 17/05/23
Weather: Overcast
Suburban: North Wollongong
Customer: Aurecon

North: Squies Wy
East: N/A
South: Squies Wy
West: Puckey Ave

Survey Period: AM: 8:00 AM-10:00 AM
PM: 4:00 PM-6:00 PM
Traffic Peak: AM: 9:00 AM-10:00 AM
PM: 4:00 PM-5:00 PM

All Vehicles

Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Hourly Total	Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L		
8:00	8:15	0	2	54	0	75	8	0	2	2	672	
8:15	8:30	0	5	73	1	59	5	0	0	3	733	
8:30	8:45	0	3	87	0	66	2	0	10	2	802	
8:45	9:00	0	3	126	0	78	1	0	1	4	861	
9:00	9:15	0	1	99	0	95	2	0	6	1	894	Peak
9:15	9:30	0	3	91	0	113	1	0	4	3		
9:30	9:45	0	6	106	0	99	7	0	3	8		
9:45	10:00	0	9	118	0	106	4	0	5	4		
10:00	10:15	0	2	87	0	158	0	0	1	5	971	Peak
10:15	10:30	0	1	98	0	143	7	0	1	2	935	
10:30	10:45	0	0	110	0	113	1	0	7	1	890	
10:45	17:00	0	2	103	0	119	6	0	4	0	851	
17:00	17:15	0	4	99	0	104	5	0	2	3	802	
17:15	17:30	0	2	92	0	110	2	0	0	1		
17:30	17:45	0	2	83	0	105	2	0	1	0		
17:45	18:00	0	0	88	0	92	3	0	0	2		

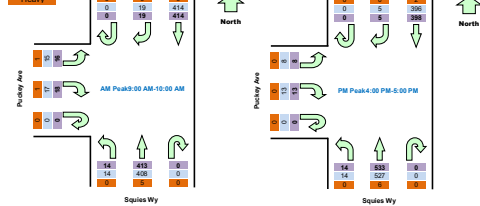
Peak Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
9:00	10:00	0	19	414	0	413	14	0	18	16	894
16:00	17:00	0	5	398	0	533	14	0	13	8	971

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

Graphic

Light

Heavy



Light Vehicles

Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
8:00	8:15	0	2	53	0	75	8	0	2	2
8:15	8:30	0	5	72	1	59	5	0	0	3
8:30	8:45	0	3	87	0	66	2	0	9	2
8:45	9:00	0	2	124	0	77	1	0	1	4
9:00	9:15	0	1	99	0	95	2	0	6	1
9:15	9:30	0	3	91	0	112	1	0	4	3
9:30	9:45	0	6	106	0	96	7	0	3	7
9:45	10:00	0	9	118	0	105	4	0	4	4
10:00	10:15	0	2	86	0	156	0	0	1	5
10:15	10:30	0	1	97	0	143	7	0	1	2
10:30	10:45	0	0	110	0	111	1	0	7	1
10:45	17:00	0	2	103	0	117	6	0	4	0
17:00	17:15	0	4	99	0	104	5	0	2	3
17:15	17:30	0	2	92	0	109	2	0	0	1
17:30	17:45	0	2	82	0	105	2	0	1	0
17:45	18:00	0	0	88	0	92	3	0	0	2

Peak Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
9:00	10:00	0	19	414	0	408	14	0	17	15	887
16:00	17:00	0	5	396	0	527	14	0	13	8	963

Heavy Vehicles

Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
8:00	8:15	0	0	1	0	0	0	0	0	0
8:15	8:30	0	0	1	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	1	0
8:45	9:00	0	1	2	0	1	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	1	0	0	0	0
9:30	9:45	0	0	0	0	3	0	0	0	1
9:45	10:00	0	0	0	0	1	0	0	1	0
10:00	10:15	0	0	1	0	2	0	0	0	0
10:15	10:30	0	0	1	0	0	0	0	0	0
10:30	10:45	0	0	0	0	2	0	0	0	0
10:45	17:00	0	0	0	0	2	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	1	0	0	0	0
17:30	17:45	0	0	1	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
9:00	10:00	0	0	0	0	5	0	0	1	1	7
16:00	17:00	0	0	2	0	6	0	0	0	0	8

Cyclists

Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
8:00	8:15	0	0	14	0	13	0	0	0	0
8:15	8:30	0	0	14	0	14	0	0	0	0
8:30	8:45	0	0	12	0	25	1	0	0	0
8:45	9:00	0	0	39	0	13	0	0	0	0
9:00	9:15	0	2	9	0	14	1	0	0	0
9:15	9:30	0	0	13	0	9	0	0	0	0
9:30	9:45	0	0	5	0	14	0	0	0	0
9:45	10:00	0	0	9	0	6	0	0	0	0
10:00	10:15	0	1	3	0	7	0	0	1	0
10:15	10:30	0	0	5	0	10	0	0	0	0
10:30	10:45	0	0	2	0	5	0	0	0	0
10:45	17:00	0	0	3	0	5	2	0	0	0
17:00	17:15	0	0	0	0	5	3	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	1	0	0	0
17:45	18:00	0	0	0	0	0	1	0	0	0

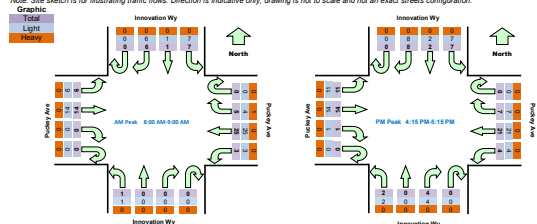
GPS -34 402086, 150 686517

Date:	Sat 17/08/23	North:	Innovation Wy	Survey	AM 8:00 AM-10:00 AM
Weather:	Overcast	East:	Puckey Ave	Period	PM 4:00 PM-6:00 PM
Suburban:	Fairy Meadow	South:	Innovation Wy	Traffic	AM 8:00 AM-9:00 AM
Customer:	Auricon	West:	Puckey Ave	Peak	4:15 PM-5:15 PM

All Vehicles		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Hourly Total
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak
Period Start	Period End																	
8:00	8:15	0	2	0	0	0	0	0	12	0	0	0	0	0	0	2	1	68
8:15	8:30	0	0	1	1	0	1	7	1	0	0	0	0	0	0	4	2	62
8:30	8:45	0	0	0	3	0	1	3	2	0	0	0	1	0	0	7	2	62
8:45	9:00	0	4	0	3	0	3	3	0	0	0	0	0	0	0	1	1	62
9:00	9:15	0	1	0	2	0	2	1	0	0	0	0	0	0	0	5	0	66
9:15	9:30	0	2	0	1	0	0	3	1	0	0	1	1	0	0	7	1	
9:30	9:45	0	0	1	3	0	1	5	1	0	0	1	0	0	0	6	1	
9:45	10:00	0	0	1	2	0	0	6	0	0	1	0	0	0	1	8	0	
10:00	10:15	1	1	0	0	0	0	4	0	0	0	0	0	0	0	5	3	74
10:15	10:30	0	1	0	1	0	3	4	1	0	1	0	1	0	1	4	2	81
10:30	10:45	0	1	1	3	0	0	4	0	0	1	0	0	0	0	4	2	78
10:45	11:00	0	5	1	1	0	1	6	1	0	1	0	1	0	0	4	4	77
11:00	11:15	0	1	0	2	0	3	7	2	0	1	0	0	0	0	2	3	62
11:15	11:30	0	0	0	0	0	2	4	0	0	0	1	0	0	0	5	4	
11:30	11:45	0	2	0	0	0	1	7	0	0	0	0	1	0	1	2	1	
11:45	12:00	0	0	0	1	0	1	4	0	0	1	0	0	0	1	0	2	

Peak Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	6	1	7	0	5	25	3	0	0	0	1	0	0	14	6	68
16:15	17:15	0	8	2	7	0	7	21	4	0	4	0	2	0	1	14	11	81

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



Light Vehicles		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Hourly Total
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak
Period Start	Period End																	
8:00	8:15	0	2	0	0	0	0	0	12	0	0	0	0	0	0	2	1	
8:15	8:30	0	0	1	1	0	1	7	1	0	0	0	0	0	0	4	2	
8:30	8:45	0	0	0	3	0	1	3	2	0	0	0	1	0	0	7	2	
8:45	9:00	0	4	0	3	0	2	3	0	0	0	0	0	0	0	1	1	
9:00	9:15	0	1	0	2	0	2	1	0	0	0	0	0	0	0	5	0	
9:15	9:30	0	2	0	1	0	0	3	1	0	0	1	1	0	0	7	1	
9:30	9:45	0	0	1	3	0	1	5	1	0	0	1	0	0	0	5	1	
9:45	10:00	0	0	1	1	0	0	6	0	0	1	0	0	0	1	7	0	
10:00	10:15	1	1	0	0	0	0	4	0	0	0	0	0	0	0	5	3	
10:15	10:30	0	1	0	1	0	3	4	1	0	1	0	1	0	1	4	2	
10:30	10:45	0	1	1	3	0	0	4	0	0	1	0	0	0	0	4	2	
10:45	11:00	0	5	1	1	0	1	6	1	0	1	0	1	0	0	4	4	
11:00	11:15	0	1	0	2	0	3	7	2	0	1	0	0	0	0	2	3	
11:15	11:30	0	0	0	0	0	2	4	0	0	0	1	0	0	0	5	4	
11:30	11:45	0	2	0	0	0	1	7	0	0	0	0	1	0	1	2	1	
11:45	12:00	0	0	0	1	0	1	4	0	0	1	0	0	0	1	0	2	

Peak Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	6	1	7	0	4	25	3	0	0	0	1	0	0	14	6	67
16:15	17:15	0	8	2	7	0	7	21	4	0	4	0	2	0	1	14	11	81

Heavy Vehicles		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Hourly Total
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak
Period Start	Period End																	
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45	9:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
9:45	10:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
10:00	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:15	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Cyclists		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Hourly Total
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak
Period Start	Period End																	
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30	8:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00	9:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	12:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	

Pedestrians Crossing		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy		
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TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Cowper St and Innovation Wy, Fairy Meadow

GPS -34.397422, 150.897934

Date: Sat 17/06/23
Weather: Overcast
Suburban: Fairy Meadow
Customer: Aurcon

North: Cowper St
East: Innovation Wy
South: Cowper St
West: N/A

Survey Period: AM: 8:00 AM-10:00 AM
PM: 4:00 PM-6:00 PM
Traffic: AM: 8:45 AM-9:45 AM
PM: 4:00 PM-5:00 PM

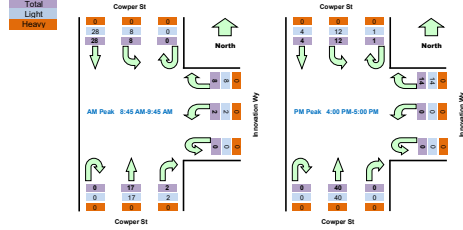
All Vehicles

Time	North Approach Cowper St				East Approach Innovation Wy				West Approach Cowper St				Hourly Total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak	
8:00	8:15	0	0	2	0	0	0	0	0	1	29		
8:15	8:30	0	0	1	0	2	1	0	0	2	37		
8:30	8:45	0	0	4	0	2	0	0	0	1	50		
8:45	9:00	0	6	1	0	3	1	0	1	1	65	Peak	
9:00	9:15	0	6	2	0	0	1	0	0	2	63		
9:15	9:30	0	8	1	0	3	0	0	0	7			
9:30	9:45	0	8	4	0	2	0	0	1	7			
9:45	10:00	0	1	2	0	2	0	0	0	6			
16:00	16:15	0	1	6	0	4	0	0	0	18	71	Peak	
16:15	16:30	1	1	1	0	5	0	0	0	18	51		
16:30	16:45	0	2	3	0	1	0	0	0	4	37		
16:45	17:00	0	0	2	0	4	0	0	0	0	33		
17:00	17:15	0	2	1	0	3	0	0	0	3	34		
17:15	17:30	0	2	3	0	6	0	0	0	1			
17:30	17:45	1	0	3	0	1	0	0	0	1			
17:45	18:00	0	0	2	0	5	0	0	0	0			

Peak Time		North Approach Cowper St				East Approach Innovation W				South Approach Cowper St				Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB		total		
8:45	9:45	0	28	8	0	8	2	0	2	17		65		
16:00	17:00	1	4	12	0	14	0	0	0	40		71		

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

Graphic



Light Vehicles

Time	North Approach Cowper St				East Approach Innovation Wy				West Approach Cowper St				
Period Start	Period End	U	SB	L	U	SB	L	U	R	L	U	R	NB
8:00	8:15	0	0	2	0	0	0	0	0	0	0	0	1
8:15	8:30	0	0	1	0	2	1	0	0	0	0	0	2
8:30	8:45	0	0	4	0	2	0	0	0	0	0	0	0
8:45	9:00	0	6	1	0	3	1	0	0	1	1	1	1
9:00	9:15	0	6	2	0	0	1	0	0	0	0	0	2
9:15	9:30	0	8	1	0	3	0	0	0	0	0	0	7
9:30	9:45	0	8	4	0	2	0	0	0	1	7	0	0
9:45	10:00	0	1	2	0	2	0	0	0	0	0	0	6
16:00	16:15	0	1	6	0	4	0	0	0	0	0	0	18
16:15	16:30	1	1	1	0	5	0	0	0	0	0	0	18
16:30	16:45	0	2	3	0	1	0	0	0	0	0	0	4
16:45	17:00	0	0	2	0	4	0	0	0	0	0	0	0
17:00	17:15	0	2	1	0	3	0	0	0	0	0	0	3
17:15	17:30	0	2	3	0	6	0	0	0	0	0	0	1
17:30	17:45	1	0	3	0	1	0	0	0	0	0	0	1
17:45	18:00	0	0	2	0	5	0	0	0	0	0	0	0

Peak Time		North Approach Cowper St			East Approach Innovation W			South Approach Cowper St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:45	9:45	0	28	8	0	8	2	0	2	17	65
16:00	17:00	1	4	12	0	14	0	0	0	40	71

Heavy Vehicles

Time		North Approach Cowper St				East Approach Innovation W				South Approach Cowper St			
Period Start	Period End	U	SB	L	U	R	L	U	R	L	U	R	NB
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Cowper St			East Approach Innovation W			South Approach Cowper St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:45	9:45	0	0	0	0	0	0	0	0	0	0
16:00	17:00	0	0	0	0	0	0	0	0	0	0

Cyclists

Years	Time		North Approach Cowper St				East Approach Innovation W				South Approach Cowper St			
	Period Start	Period End	U	SB	L	U	R	L	U	R	NB	U	R	NB
	8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0
	8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0
	8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0
	8:45	9:00	0	0	0	0	1	0	0	0	0	0	0	0
	9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0
	9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0
	9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0
	9:45	10:00	0	0	0	0	1	0	0	0	0	0	0	0
	16:00	16:15	0	0	0	0	0	0	0	0	0	0	0	0
	16:15	16:30	0	0	1	0	1	0	0	0	0	0	0	0
	16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0
	16:45	17:00	0	0	0	0	2	0	0	0	0	0	0	0
	17:00	17:15	0	0	0	0	1	0	0	0	0	0	0	0
	17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0
	17:30	17:45	0	0	0	0	1	0	0	0	0	0	0	0
	17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians Crossing

Time		North Approach Cowper St		East Approach Innovation Wy		South Approach Cowper St		Hourly Total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	
8:00	8:15	2	0	0	0	0	0	5
8:15	8:30	0	0	0	0	0	0	4
8:30	8:45	1	0	0	0	1	0	7
8:45	9:00	1	0	0	0	0	0	6
9:00	9:15	0	0	0	0	1	0	5
9:15	9:30	2	0	0	0	0	1	
9:30	9:45	0	0	1	0	0	0	
9:45	10:00	0	0	0	0	0	0	
16:00	16:15	0	1	0	0	0	0	12
16:15	16:30	9	0	0	0	0	0	12
16:30	16:45	0	0	1	0	0	0	4
16:45	17:00	1	0	0	0	0	0	8
17:00	17:15	0	1	0	0	0	0	11
17:15	17:30	1	0	0	0	0	0	
17:30	17:45	1	4	0	0	0	0	
17:45	18:00	1	3	0	0	0	0	

Peak Time		North Approach Cowper St		East Approach Innovation Wy		South Approach Cowper St		Peak total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	
8:45	9:45	3	0	1	0	1	1	6
16:00	17:00	10	1	1	0	0	0	12

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Elliotts Rd and Cowper St, Fairy Meadow

GPS: 34.39425, 150.899338

Date: Sun 10/06/23
Weather: Overcast
Suburban: Fairy Meadow
Customer: Auricon

North: N/A
East: Elliotts Rd
South: Cowper St
West: Elliotts Rd

Survey Period: AM: 8:00 AM-10:00 AM
PM: 4:00 PM-6:00 PM
Traffic Peak: AM: 9:00 AM-10:00 AM
PM: 4:00 PM-5:00 PM

All Vehicles

All Vehicles												
Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Hourly Total	Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
8:00	8:15	0	40	2	0	1	2	0	4	35	422	
8:15	8:30	0	45	1	0	3	4	0	6	31	485	
8:30	8:45	0	46	6	0	6	3	1	2	54	577	
8:45	9:00	0	48	4	0	4	8	0	3	63	662	
9:00	9:15	0	51	8	0	3	11	1	10	63	764	Peak
9:15	9:30	1	83	7	0	4	9	0	7	71		
9:30	9:45	0	87	13	0	3	6	0	14	80		
9:45	10:00	0	86	18	0	6	10	0	16	96		
10:00	10:15	0	95	8	0	9	12	0	14	111	897	Peak
10:15	10:30	0	108	7	0	6	14	0	4	70	874	
10:30	10:45	0	97	14	0	10	9	0	9	75	873	
10:45	11:00	0	86	4	0	12	18	0	13	92	873	
11:00	11:15	0	97	8	1	5	24	0	16	75	827	
11:15	11:30	0	76	11	0	13	20	1	17	70		
11:30	11:45	0	86	6	0	5	13	1	12	91		
11:45	12:00	0	73	7	0	6	12	0	15	66		

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
9:00	10:00	1	307	46	0	16	36	1	47	310	764
16:00	17:00	0	386	33	0	37	53	0	40	348	897

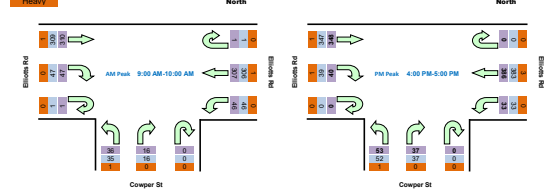
Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total

Light

Heavy



Light Vehicles

Light Vehicles		East Approach Elliotts Rd				South Approach Cowper St			West Approach Elliotts Rd		
Time	Period Start	Period End	U	WB	L	U	R	L	U	R	EB
8:00	8:15		0	39	2	0	1	2	0	4	35
8:15	8:30		0	45	1	0	2	4	0	4	35
8:30	8:45		0	46	6	0	6	2	1	2	54
8:45	9:00		0	48	4	0	4	8	0	3	63
9:00	9:15		0	50	8	0	3	11	1	10	63
9:15	9:30		1	83	7	0	4	8	0	7	71
9:30	9:45		0	87	13	0	3	6	0	14	79
9:45	10:00		0	86	18	0	6	10	0	16	96
10:00	10:15		0	94	8	0	9	12	0	14	111
10:15	10:30		0	107	7	0	6	14	0	4	69
10:30	10:45		0	96	14	0	10	9	0	9	75
10:45	11:00		0	86	4	0	12	17	0	12	92
11:00	11:15		0	95	8	1	5	24	0	16	75
11:15	11:30		0	76	11	0	12	20	1	17	70
11:30	11:45		0	85	6	0	5	13	1	12	91
11:45	12:00		0	73	7	0	6	11	0	15	65

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
9:00	10:00	1	306	46	0	16	35	1	47	309	761
16:00	17:00	0	383	33	0	37	52	0	39	347	891

Heavy Vehicles

Heavy Vehicles		East Approach Elliotts Rd				South Approach Cowper St				West Approach Elliotts Rd			
Period Start	Period End	U	WB	L	U	R	L	U	R	U	R	EB	
8:00	8:15	0	1	0	0	0	0	0	0	0	0	0	
8:15	8:30	0	0	0	0	1	0	0	0	2	0	0	
8:30	8:45	0	0	0	0	0	0	1	0	0	0	0	
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	
9:00	9:15	0	1	0	0	0	0	0	0	0	0	0	
9:15	9:30	0	0	0	0	0	0	1	0	0	0	0	
9:30	9:45	0	0	0	0	0	0	0	0	0	0	1	
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	
10:00	10:15	0	1	0	0	0	0	0	0	0	0	0	
10:15	10:30	0	1	0	0	0	0	0	0	0	0	1	
10:30	10:45	0	1	0	0	0	0	0	0	0	0	0	
10:45	11:00	0	0	0	0	0	1	0	1	0	0	0	
11:00	11:15	0	2	0	0	0	0	0	0	0	0	0	
11:15	11:30	0	0	0	0	1	0	0	0	0	0	0	
11:30	11:45	0	1	0	0	0	0	0	0	0	0	0	
11:45	12:00	0	0	0	0	0	0	1	0	0	0	1	

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
9:00	10:00	0	1	0	0	0	1	0	0	1	3
16:00	17:00	0	3	0	0	0	1	0	1	1	6

Cyclists

Cyclists	Time	East Approach Elliotts Rd				South Approach Cowper St				West Approach Elliotts Rd			
		U	WB	L	R	U	R	L	U	R	L	EB	
Period Start	Period End												
8:00	8:15	0	1	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	2	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	1	0	0	0	0	0	0	2	1	0	0
8:45	9:00	0	4	0	0	0	0	0	0	0	0	0	1
9:00	9:15	0	2	0	0	0	1	0	0	0	0	0	2
9:15	9:30	0	1	0	0	0	0	0	0	0	0	0	1
9:30	9:45	0	2	0	0	0	1	0	0	0	0	0	0
9:45	10:00	0	7	0	0	0	0	0	0	0	0	0	4
10:00	10:15	0	1	0	0	0	0	0	0	0	0	0	0
10:15	10:30	0	7	0	0	0	0	0	0	0	0	0	0
10:30	10:45	0	4	0	0	0	0	0	0	0	0	0	0
10:45	11:00	0	1	0	0	0	1	0	0	0	0	0	0
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	1
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	0
11:45	12:00	0	1	0	0	0	0	0	0	0	0	0	1

Pedestrians Crossing

Pedestrians Crossing		East Approach Elliotts Rd		South Approach Cowper St		West Approach Elliotts Rd		Hourly Total
Period Start Time	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
8:00	8:15	0	0	1	0	0	0	17
8:15	8:30	0	0	0	2	0	0	21
8:30	8:45	1	0	2	1	0	0	24
8:45	9:00	0	0	5	4	0	1	26
9:00	9:15	0	0	3	2	0	0	22
9:15	9:30	0	0	4	0	0	1	
9:30	9:45	0	0	4	2	0	0	
9:45	10:00	0	0	3	3	0	0	
10:00	10:15	0	0	1	1	0	1	18
10:15	10:30	0	0	3	3	0	0	19
10:30	10:45	1	1	3	1	0	0	22
10:45	11:00	0	0	1	2	0	0	26
11:00	11:15	0	2	0	2	0	0	25
11:15	11:30	1	0	5	3	0	0	
11:30	11:45	0	0	4	4	2	0	
11:45	12:00	0	0	1	0	1	0	

Peak Time		East Approach Elliotts Rd		South Approach Cowper St		West Approach Elliotts Rd		Peak total
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
9:00	10:00	0	0	14	7	0	1	22
16:00	17:00	1	1	8	7	0	1	18

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Elliotts Rd and Carters Ln, Fairy Meadow

GPS -34.306126, 150.600559

Date: Sun 18/06/23
Weather: Overcast
Suburban: Fairy Meadow
Customer: Auricon

North: Carters Ln
East: Elliotts Rd
South: Squires Wy
West: Elliotts Rd

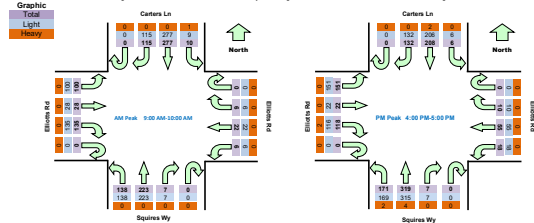
Survey Period: AM 8:00 AM-10:00 AM
PM 4:00 PM-6:00 PM
Traffic Period: AM 9:00 AM-10:00 AM
Peak Period: AM 9:00 AM-10:00 AM
PM 4:00 PM-5:00 PM

All Vehicles

Period	Start Period	End Period	North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Hourly Total
			U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak
8:00	8:15		0	17	39	4	0	1	1	0	0	4	21	17	0	18	2	14	671
8:15	8:30		0	20	43	3	0	2	4	1	0	3	27	19	0	15	4	7	734
8:30	8:45		0	21	38	5	0	2	2	0	0	1	38	22	0	22	11	21	840
8:45	9:00		0	9	49	6	0	1	7	2	0	4	41	25	0	30	14	14	947
9:00	9:15		0	12	54	1	0	3	6	1	0	0	41	24	0	30	10	19	1067
9:15	9:30		0	25	61	1	0	2	4	2	0	2	63	44	0	28	4	18	
9:30	9:45		0	34	73	2	0	0	6	2	0	3	64	37	0	29	6	34	
9:45	10:00		0	44	89	6	0	1	6	1	0	2	55	33	0	48	8	29	
10:00	10:15		0	27	62	3	0	4	16	6	0	3	93	51	0	33	9	46	1217
10:15	10:30		0	39	49	2	0	3	19	6	0	2	79	38	0	26	2	31	1113
10:30	10:45		0	35	57	1	0	1	15	5	0	1	78	41	0	33	4	34	1051
10:45	11:00		0	31	40	0	0	2	5	1	0	1	69	41	0	26	7	40	983
11:00	11:15		0	34	47	1	0	2	7	1	0	0	54	46	0	28	3	26	957
11:15	11:30		0	34	45	0	0	2	1	1	0	1	57	31	0	28	1	33	
11:30	11:45		0	21	55	1	0	1	3	0	0	0	51	41	0	23	4	37	
11:45	12:00		0	24	68	0	0	3	1	0	0	0	66	29	0	29	1	16	

Peak Time	North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Peak total
9:00	0	115	277	9	0	6	22	6	0	7	223	138	0	135	28	100	1067
16:00	0	132	266	6	0	10	55	18	0	7	315	169	0	116	22	151	1207

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



Light Vehicles

		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd			
Time		L	U	R	WB	L	U	R	WB	L	U	R	NB	L	U	R	EB
Period Start	Period End																
8:00	8:15	0	17	39	4	0	1	1	0	0	4	21	16	0	18	2	14
8:15	8:30	0	20	43	3	0	2	4	0	0	2	27	19	0	14	4	7
8:30	8:45	0	21	38	5	0	2	2	0	0	1	38	22	0	22	11	21
8:45	9:00	0	9	49	5	0	1	7	2	0	4	40	25	0	30	14	14
9:00	9:15	0	12	54	1	0	3	6	1	0	0	41	24	0	30	10	19
9:15	9:30	0	25	61	1	0	2	4	2	0	2	63	44	0	28	4	18
9:30	9:45	0	34	73	2	0	0	6	2	0	3	64	37	0	29	6	34
9:45	10:00	0	44	89	5	0	1	6	1	0	2	55	33	0	48	8	29
10:00	10:15	0	27	61	3	0	4	16	6	0	3	93	50	0	32	9	46
10:15	10:30	0	39	48	2	0	3	19	6	0	2	77	37	0	25	2	31
10:30	10:45	0	35	57	1	0	1	15	5	0	1	76	41	0	33	4	34
10:45	11:00	0	31	40	0	0	2	5	1	0	1	69	41	0	26	7	40
11:00	11:15	0	34	47	1	0	2	7	1	0	0	54	45	0	28	3	26
11:15	11:30	0	34	45	0	0	2	1	1	0	1	57	31	0	28	1	33
11:30	11:45	0	21	55	1	0	1	3	0	0	0	51	41	0	23	4	37
11:45	12:00	0	24	68	0	0	3	1	0	0	0	66	29	0	29	1	16

Peak Time	North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Peak total
9:00	0	115	277	9	0	6	22	6	0	7	223	138	0	135	28	100	1066
16:00	0	132	266	6	0	10	55	18	0	7	315	169	0	116	22	151	1207

Heavy Vehicles

Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd			
Period Start	Period End	U	R	WB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00	10:15	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0
10:15	10:30	0	0	1	0	0	0	0	0	0	0	2	1	0	1	0	0
10:30	10:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
9:00	10:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	17:00	0	0	2	0	0	0	0	0	0	0	4	2	0	2	0	0	10

Cyclists

		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd			
		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
Period Start	Period End																
8:00	8:15	0	0	13	0	0	0	1	4	3	4	8	1	0	2	7	0
8:15	8:30	0	0	2	0	0	0	0	10	6	3	1	0	0	0	0	0
8:30	8:45	0	0	8	0	0	0	1	6	0	5	5	0	0	1	0	0
8:45	9:00	0	1	10	2	0	0	2	6	0	5	16	1	0	1	0	1
9:00	9:15	0	0	2	4	0	0	0	13	0	4	2	2	0	3	0	0
9:15	9:30	0	0	4	0	0	0	0	7	0	8	5	1	0	0	1	0
9:30	9:45	0	0	4	0	0	0	1	5	0	15	0	1	0	0	0	0
9:45	10:00	0	4	5	0	0	1	2	6	0	9	6	4	0	0	4	0
10:00	10:15	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0
10:15	10:30	0	0	0	0	0	1	7	0	1	3	3	0	0	1	1	0
10:30	10:45	0	0	3	0	0	0	3	2	0	1	0	2	0	0	0	0
10:45	11:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
11:00	11:15	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
11:15	11:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:45	12:00	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0

Pedestrians Crossing

</

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Puckey Ave and Squies Wy, North Wollong

GPS: 34 402215 50 900299
Date: Sun 10/05/23
Weather: Overcast
Suburban: North Wollongong
Customer: Aurecon

North: Squies Wy
East: N/A
South: Squies Wy
West: Puckey Ave

Survey Period: AM: 8:00 AM-10:00 AM
PM: 4:00 PM-6:00 PM
Traffic Peak: AM: 9:00 AM-10:00 AM
PM: 4:00 PM-5:00 PM

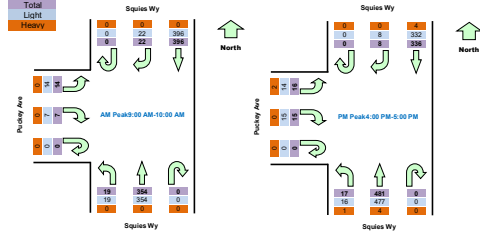
All Vehicles

Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Hourly Total	Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L		
8:00	8:15	0	3	54	0	41	1	0	0	1	493	
8:15	8:30	0	2	57	0	46	0	0	2	3	548	
8:30	8:45	0	2	58	0	60	3	0	2	1	643	
8:45	9:00	0	0	61	0	68	3	0	3	2	729	
9:00	9:15	0	3	62	0	62	4	0	1	3	812	Peak
9:15	9:30	0	3	68	0	108	5	0	0	1		
9:30	9:45	0	2	102	0	100	3	0	1	4		
9:45	10:00	0	14	124	0	84	7	0	5	6		
10:00	10:15	0	5	96	0	140	4	0	3	7	873	Peak
10:15	10:30	0	2	79	0	116	3	0	3	3	804	
10:30	10:45	0	1	94	0	116	5	0	3	4	766	
10:45	17:00	0	0	67	0	109	5	0	6	2	717	
17:00	17:15	0	1	81	0	95	3	0	1	5	723	
17:15	17:30	0	2	72	0	85	6	0	1	4		
17:30	17:45	0	1	77	0	89	1	0	1	3		
17:45	18:00	0	0	97	0	93	3	0	0	2		

Peak Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
9:00	10:00	0	22	396	0	354	19	0	7	14	812
16:00	17:00	0	8	336	0	481	17	0	15	16	873

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

Graphic



Light Vehicles

Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
8:00	8:15	0	3	54	0	40	1	0	0	1
8:15	8:30	0	2	55	0	45	0	0	2	3
8:30	8:45	0	2	58	0	60	3	0	2	1
8:45	9:00	0	0	61	0	67	3	0	3	2
9:00	9:15	0	3	62	0	62	4	0	1	3
9:15	9:30	0	3	68	0	108	5	0	0	1
9:30	9:45	0	2	102	0	100	3	0	1	4
9:45	10:00	0	14	124	0	84	7	0	5	6
10:00	10:15	0	5	94	0	139	3	0	3	7
10:15	10:30	0	2	77	0	114	3	0	3	2
10:30	10:45	0	1	94	0	115	5	0	3	3
10:45	17:00	0	0	67	0	109	5	0	6	2
17:00	17:15	0	1	81	0	94	3	0	1	5
17:15	17:30	0	2	72	0	85	6	0	1	4
17:30	17:45	0	1	77	0	89	1	0	1	3
17:45	18:00	0	0	97	0	93	3	0	0	2

Peak Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Peak total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	
9:00	10:00	0	22	396	0	354	19	0	7	14	812
16:00	17:00	0	8	332	0	477	16	0	15	14	862

Heavy Vehicles

Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
8:00	8:15	0	0	0	0	1	0	0	0	0
8:15	8:30	0	0	2	0	1	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	1	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0
10:00	10:15	0	0	2	0	1	1	0	0	0
10:15	10:30	0	0	2	0	2	0	0	0	1
10:30	10:45	0	0	0	0	1	0	0	0	1
10:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	1	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave			Peak total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	
9:00	10:00	0	0	0	0	0	0	0	0	0	0
16:00	17:00	0	0	4	0	4	1	0	0	2	11

Cyclists

Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Ave		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
8:00	8:15	0	0	12	0	14	0	0	0	0
8:15	8:30	0	0	4	0	19	0	0	0	1
8:30	8:45	0	0	13	0	7	0	0	2	0
8:45	9:00	1	0	16	0	17	0	0	0	0
9:00	9:15	0	0	15	0	5	2	0	0	0
9:15	9:30	0	3	5	0	18	0	0	1	1
9:30	9:45	0	0	11	0	10	0	0	1	3
9:45	10:00	0	0	10	0	20	0	0	0	0
10:00	10:15	0	0	0	0	3	0	0	1	0
10:15	10:30	0	0	5	0	8	0	0	0	0
10:30	10:45	0	0	5	0	4	2	0	0	0
10:45	17:00	0	0	1	0	1	1	0	0	0
17:00	17:15	0	0	1	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	1	0	0	0	0	0	0
17:45	18:00	0	0	0	0	1	0	0	0	0

[illegible][illegible]

Date:	Sun 18/06/23
Weather:	Overcast
Subject:	Science

Suburban:	Fairy Meadow
Customer:	Aurecon

All Vehicles

South:	Cowper St
West:	N/A

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Traffic	AM:	9:00 AM-10:00 AM
Peak	PM:	4:15 PM-5:15 PM

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Period Start		North Approach		South Approach		East Approach		Innovation		West Approach		South Approach		West Approach		Hourly Total	
		U	SB	U	SB	U	R	L	U	R	L	U	R	U	R		
8:00	8:15	0	1	1	0	1	0	0	0	0	0	0	0	0	0	11	Peak
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
8:30	8:45	0	0	1	0	0	0	0	0	0	0	2	2	2	22		
8:45	9:00	0	1	1	0	2	0	0	0	0	0	0	0	0	40		
9:00	9:15	0	3	1	0	2	0	0	1	0	2	75	75	75	Peak		
9:15	9:30	0	4	0	0	2	0	0	0	0	0						
9:30	9:45	0	14	3	0	0	2	1	0	1	1						
9:45	10:00	0	34	0	0	3	0	0	0	0	2						
10:00	10:15	0	0	5	0	3	0	0	0	0	0	41	41	41			
10:15	10:30	0	1	2	0	7	0	0	0	0	1	43	43	43	Peak		
10:30	10:45	1	2	2	0	1	1	0	0	0	1	41	41	41			
10:45	17:00	1	1	5	0	4	1	0	0	0	2	38	38	38			
17:00	17:15	0	0	0	3	7	0	0	0	0	0	33	33	33			
17:15	17:30	1	0	0	4	3	0	0	0	0	1						
17:30	17:45	0	0	5	0	0	0	0	0	0	0						
17:45	18:00	1	2	4	0	1	0	0	0	0	1						

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

Graphic		
Total	Cowper St	Cowper St
Light		



Time	North Approach Cover			Stair Approach Innovation			W South Approach Cover			NB
	U	SE	L	U	SE	L	U	SE	L	
8:00	8:15	0	1	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	1	0	0	0	0	0	2
8:45	9:00	0	1	1	0	2	0	0	0	0
9:00	9:15	0	3	1	0	2	0	1	0	2
9:15	9:30	0	4	0	0	2	0	0	0	0
9:30	9:45	0	14	3	0	0	2	1	0	1
9:45	10:00	0	34	0	0	3	0	0	0	2
10:00	10:15	0	0	5	0	3	0	0	0	0
10:15	10:30	0	1	2	0	7	0	0	0	1
10:30	10:45	1	2	2	0	1	1	1	0	0
10:45	11:00	1	0	5	0	4	1	0	0	1
11:00	11:15	0	0	3	0	7	0	0	0	0
11:15	11:30	1	0	4	0	3	0	0	0	1
11:30	11:45	0	0	5	0	0	0	0	0	0
11:45	12:00	1	2	4	0	1	0	0	0	1

Vehicle Type	Weight (kg)	Length (m)	Width (m)	Height (m)	Volume (m³)	Weight (kg)	Length (m)	Width (m)	Height (m)	Volume (m³)
Heavy Vehicles	10000	10	2.5	2.5	625	10000	10	2.5	2.5	625

[illegible][illegible]

Time		North Approach Cover St East Approach Lateral W South Approach Cover St S								
Period Start	Period End	U	S	L	U	R	L	U	R	NB
8:00	8:15	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	2	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	1	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	1	0	0	0	0
10:30	10:45	0	0	0	0	0	0	0	0	0
10:45	17:00	0	0	0	0	1	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0

Time		North Approach Cowper St		East Approach Innovation Wy		South Approach Cowper St		Hourly Total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	
8:00	8:15	0	0	0	0	0	0	2
8:15	8:30	0	0	0	0	0	0	1
8:30	8:45	0	0	0	0	0	0	2
8:45	9:00	0	0	1	0	0	0	2
9:00	9:15	0	0	0	0	0	0	1
9:15	9:30	1	0	0	0	0	0	
9:30	9:45	0	0	0	0	0	0	
9:45	10:00							
10:00	10:15	1	0	0	0	0	0	2
10:15	10:30	1	0	0	0	0	0	1
10:30	10:45	0	0	0	0	0	0	2
10:45	17:00							5
17:00	17:15	0	0	0	0	0	0	5
17:15	17:30	0	2	0	0	0	0	
17:30	17:45	0	1	0	0	2	0	
17:45	18:00	0	0	0	0	0	0	

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY



Intersection of Elliotts Rd and Cowper St, Fairy Meadow

GPS: 34.394315, 150.899338
 Date: Mon 19/06/23
 Weather: Overcast
 Suburban: Fairy Meadow
 Customer: Auricon

North: N/A
 East: Elliotts Rd
 South: Cowper St
 West: Elliotts Rd

Survey Period: AM: 8:00 AM-10:00 AM
 PM: 4:00 PM-6:00 PM
 Traffic Peak: AM: 8:15 AM-9:15 AM
 PM: 4:30 PM-5:30 PM

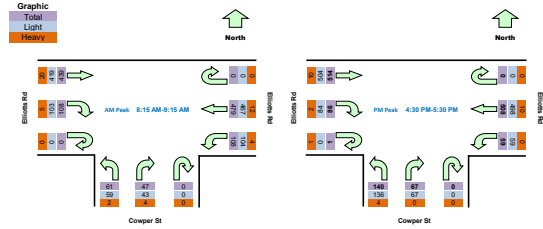
All Vehicles

Time		East Approach Elliotts Rd				South Approach Cowper St				West Approach Elliotts Rd				Hourly Total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak		
8:00	8:15	0	89	16	0	8	19	1	32	63	1209			
8:15	8:30	0	112	32	0	8	13	0	18	106	1242	Peak		
8:30	8:45	0	139	19	0	9	16	0	29	138	1200			
8:45	9:00	0	132	38	0	14	18	0	30	110	1077			
9:00	9:15	0	96	19	0	16	14	0	31	85	963			
9:15	9:30	0	80	20	0	16	37	0	28	66				
9:30	9:45	0	74	16	0	12	32	0	18	75				
9:45	10:00	0	96	11	0	16	17	0	16	72				
10:00	10:15	0	112	16	0	18	40	0	21	142	1366			
10:15	10:30	0	142	12	0	13	30	0	19	116	1362			
10:30	10:45	0	107	20	0	13	29	0	20	151	1375	Peak		
10:45	11:00	0	126	15	0	29	42	0	14	119	1352			
11:00	11:15	0	130	8	0	14	42	0	22	129	1326			
11:15	11:30	0	145	16	0	11	27	1	30	115				
11:30	11:45	0	144	15	0	15	37	0	11	95				
11:45	12:00	0	116	16	0	24	24	0	18	121				

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:15	9:15	0	479	108	0	47	61	0	108	439	1242
16:30	17:30	0	508	59	0	67	140	1	86	514	1375

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

Graphic
 Total
 Light
 Heavy



Light Vehicles

Time		East Approach Elliotts Rd				South Approach Cowper St		West Approach Elliotts Rd			
Period Start	Period End	U	WB	L	U	R	L	U	R	L	EB
8:00	8:15	0	84	16	0	8	18	1	31	62	
8:15	8:30	0	111	31	0	8	13	0	17	102	
8:30	8:45	0	134	18	0	8	16	0	28	134	
8:45	9:00	0	128	37	0	13	16	0	29	100	
9:00	9:15	0	94	18	0	14	14	0	29	83	
9:15	9:30	0	77	19	0	15	37	0	25	64	
9:30	9:45	0	72	14	0	9	29	0	17	73	
9:45	10:00	0	92	10	0	14	14	0	16	66	
10:00	10:15	0	109	16	0	18	38	0	21	140	
10:15	10:30	0	139	12	0	13	29	0	19	114	
10:30	10:45	0	105	20	0	13	29	0	19	149	
10:45	11:00	0	122	15	0	29	41	0	14	115	
11:00	11:15	0	128	8	0	14	39	0	21	128	
11:15	11:30	0	143	16	0	11	27	0	30	112	
11:30	11:45	0	142	15	0	15	37	0	11	94	
11:45	12:00	0	115	16	0	24	24	0	18	118	

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
8:15	9:15	0	467	104	0	43	59	0	103	419	1195
16:30	17:30	0	498	59	0	67	136	0	84	504	1348

Heavy Vehicles

Heavy Vehicles		East Approach Elliotts Rd						South Approach Cowper St						West Approach Elliotts Rd					
Time		U	WB	L	U	R	L	U	R	L	U	R	L	U	R	L			
Period Start	Period End	0	5	0	0	0	0	1	0	1	0	1	0	1	1	0			
8:00	8:15	0	5	0	0	0	0	1	0	1	0	1	0	1	1	0			
8:15	8:30	0	1	1	0	0	0	0	0	0	1	0	0	1	4	0			
8:30	8:45	0	5	1	0	1	0	0	0	0	1	0	0	1	4	0			
8:45	9:00	0	4	1	0	1	2	0	1	2	0	1	0	1	10	0			
9:00	9:15	0	2	1	0	2	0	0	0	0	2	0	0	2	2	0			
9:15	9:30	0	3	1	0	1	0	0	0	0	3	2	0	0	2	0			
9:30	9:45	0	2	2	0	3	3	0	3	3	0	1	2	0	0	2			
9:45	10:00	0	4	1	0	2	3	0	0	0	0	0	6	0	0	0			
10:00	10:15	0	3	0	0	0	2	0	0	0	2	0	0	0	2	0			
10:15	10:30	0	3	0	0	0	1	0	0	0	1	0	0	0	2	0			
10:30	10:45	0	2	0	0	0	0	0	0	0	1	2	0	0	0	2			
10:45	11:00	0	4	0	0	0	1	0	0	0	1	0	0	0	4	0			
11:00	11:15	0	2	0	0	0	3	0	1	0	0	1	1	0	0	0			
11:15	11:30	0	2	0	0	0	0	0	0	1	0	0	3	0	0	0			
11:30	11:45	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1			
11:45	12:00	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0			

Peak Time		East Approach Elliotts Rd			South Approach Cowper St			West Approach Elliotts Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
8:15	9:15	0	12	4	0	4	2	0	5	20	47
16:30	17:30	0	10	0	0	0	4	1	2	10	27

Cyclists

Period	Time		East Approach Elliotts Rd				South Approach Cowper St				West Approach Elliotts Rd			
	Period Start	Period End	U	WB	L	U	R	L	U	R	L	U	R	EB
Peak	8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0
	8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0
	8:30	8:45	0	2	0	0	0	0	0	0	0	0	0	0
	8:45	9:00	0	1	0	0	0	0	0	0	0	0	0	0
	9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0
	9:15	9:30	0	0	0	0	0	0	0	0	1	0	0	0
	9:30	9:45	0	1	0	0	0	0	0	0	0	0	0	0
	9:45	10:00	0	3	0	0	0	0	0	0	0	0	0	0
	10:00	10:15	0	1	0	0	1	1	0	0	0	0	0	0
	10:15	10:30	0	1	2	0	0	0	0	0	1	1	0	0
	10:30	10:45	0	0	0	0	0	0	0	0	0	0	2	0
	10:45	11:00	0	0	0	0	0	0	0	0	0	0	1	1
	11:00	11:15	0	2	0	0	0	0	0	0	0	0	0	0
	11:15	11:30	0	2	2	0	0	0	0	0	0	0	0	0
	11:30	11:45	0	2	0	0	0	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0	0	0	0	0	

Pedestrians Crossing

Time		East Approach Elliotts Rd		South Approach Cowper St		West Approach Elliotts Rd		Hourly Total
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
8:00	8:15	0	0	0	1	0	0	9
8:15	8:30	0	0	4	0	0	0	9
8:30	8:45	0	0	1	2	0	0	16
8:45	9:00	0	0	0	1	0	0	15
9:00	9:15	0	0	1	0	0	0	18
9:15	9:30	0	1	4	6	0	0	
9:30	9:45	0	0	0	2	0	0	
9:45	10:00	0	0	0	4	0	0	
10:00	10:15	0	0	0	1	0	0	22
10:15	10:30	0	0	7	3	0	0	30
10:30	10:45	0	0	0	0	1	0	29
10:45	11:00	0	0	1	6	3	0	32
11:00	11:15	0	0	1	5	0	3	28
11:15	11:30	0	0	4	4	1	0	
11:30	11:45	0	1	1	2	0	0	
11:45	12:00	0	1	3	0	0	2	

Peak Time		East Approach Elliotts Rd		South Approach Cowper St		West Approach Elliotts Rd		Peak total
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
8:15	9:15	0	0	6	3	0	0	9
16:30	17:30	0	0	6	15	5	3	29

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Elliotts Rd and Carters Ln, Fairy Meadow

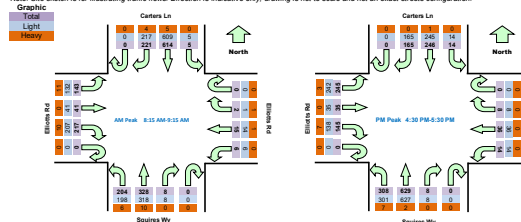
GPS -34.396126, 150.600559

Date: Mon 18/06/23
Weather: Overcast
Suburban: Fairy Meadow
Customer: AuriconNorth: Carters Ln
East: Elliotts Rd
South: Squires Wy
West: Elliotts RdSurvey Period: AM 8:00 AM-10:00 AM
PM 4:00 PM-6:00 PM
Traffic Period: AM 8:15 AM-9:15 AM
PM 4:30 PM-5:30 PM

All Vehicles		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd				Hourly Total	
Time	Period Start/Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
8:00	8:15	0	33	137	1	0	1	2	3	0	0	63	39	0	47	3	16	1787	
8:15	8:30	0	51	169	0	0	1	3	2	0	1	82	45	0	63	6	30	1804	Peak
8:30	8:45	0	52	171	2	0	0	4	2	0	2	89	64	0	62	7	37	1647	
8:45	9:00	0	77	158	1	0	1	2	0	0	3	92	51	0	56	15	41	1465	
9:00	9:15	0	41	116	2	0	0	6	2	0	2	65	44	0	36	13	35	1293	
9:15	9:30	0	27	76	5	0	1	5	1	0	3	74	41	0	25	9	29		
9:30	9:45	0	30	76	2	0	4	8	3	0	1	83	33	0	36	8	26		
9:45	10:00	0	30	76	3	0	5	7	1	0	2	76	54	0	38	3	28		
10:00	10:15	0	48	72	7	0	3	8	3	0	5	130	53	0	42	12	68	1835	
10:15	10:30	0	51	91	9	0	2	17	2	0	5	140	68	0	37	9	61	1826	
10:30	10:45	0	39	63	3	0	3	8	3	0	6	123	66	0	40	13	71	1853	Peak
10:45	11:00	0	39	71	5	0	2	6	4	0	0	157	70	0	30	10	60	1826	
11:00	11:15	0	46	45	2	0	1	11	4	0	2	154	74	0	40	7	56	1769	
11:15	11:30	0	41	67	4	0	2	11	3	0	0	195	98	0	35	5	58		
11:30	11:45	0	43	41	2	0	4	11	5	0	0	138	78	0	38	4	49		
11:45	12:00	0	55	64	5	0	6	13	5	0	2	109	40	0	38	5	55		

Peak Time	North Approach Carters Ln	East Approach Elliotts Rd	South Approach Squires Wy	West Approach Elliotts Rd	Peak total
Period Start/Period End	U R SB L	U R WB L	U R NB L	U R EB L	L
8:15 9:15	0 227 609 5	0 2 135 6	0 8 226 207	0 217 41 143	1804
10:30 11:30	0 165 245 14	0 8 36 14	0 8 627 301	0 138 35 242	1833

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



Light Vehicles

Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd			
Period Start/Period End	Time	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
8:00	8:15	0	32	137	1	0	1	2	3	0	0	61	36	0	46	3	16
8:15	8:30	0	51	167	0	0	0	3	2	0	1	77	44	0	60	6	30
8:30	8:45	0	50	170	2	0	0	3	2	0	2	88	62	0	60	7	35
8:45	9:00	0	75	156	1	0	1	2	0	0	3	90	50	0	55	15	33
9:00	9:15	0	41	116	2	0	0	6	2	0	2	63	42	0	32	13	34
9:15	9:30	0	27	74	5	0	1	5	1	0	3	74	38	0	23	9	28
9:30	9:45	0	28	76	2	0	4	8	3	0	1	82	32	0	34	7	24
9:45	10:00	0	28	75	3	0	5	6	1	0	1	75	51	0	34	3	25
10:00	10:15	0	48	71	7	0	3	8	3	0	5	129	51	0	41	12	68
10:15	10:30	0	50	91	9	0	2	17	2	0	5	139	66	0	36	9	60
10:30	10:45	0	39	63	3	0	3	8	3	0	6	123	65	0	38	13	71
10:45	11:00	0	39	71	5	0	2	6	4	0	0	157	67	0	28	10	59
11:00	11:15	0	46	44	2	0	1	11	4	0	2	154	72	0	39	7	56
11:15	11:30	0	41	67	4	0	2	11	3	0	0	193	97	0	33	5	56
11:30	11:45	0	43	40	2	0	4	11	5	0	0	138	74	0	37	4	49
11:45	12:00	0	55	64	5	0	6	13	5	0	2	108	39	0	36	5	55

Peak Time	North Approach Carters Ln	East Approach Elliotts Rd	South Approach Squires Wy	West Approach Elliotts Rd	Peak total
Period Start/Period End	U R SB L	U R WB L	U R NB L	U R EB L	L
8:15 9:15	0 217 609 5	0 1 14 6	0 8 318 198	0 207 41 132	1756
10:30 11:30	0 165 245 14	0 8 36 14	0 8 627 301	0 138 35 242	1833

Heavy Vehicles

Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd			
Period Start/Period End	Time	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
8:00	8:15	0	1	0	0	0	0	0	0	0	0	2	3	0	1	0	0
8:15	8:30	0	0	2	0	0	1	0	0	0	0	5	1	0	3	0	0
8:30	8:45	0	2	1	0	0	0	1	0	0	0	1	2	0	2	0	2
8:45	9:00	0	2	2	0	0	0	0	0	0	0	2	1	0	1	0	8
9:00	9:15	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	1
9:15	9:30	0	0	2	0	0	0	0	0	0	0	3	0	0	2	0	1
9:30	9:45	0	2	0	0	0	0	0	0	0	0	1	1	0	2	1	2
9:45	10:00	0	2	3	0	0	0	1	0	0	1	1	3	0	4	0	3
10:00	10:15	0	0	1	0	0	0	0	0	0	0	1	2	0	1	0	0
10:15	10:30	0	1	0	0	0	0	0	0	0	0	1	2	0	1	0	1
10:30	10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0
11:00	11:15	0	0	1	0	0	0	0	0	0	0	2	0	0	1	0	0
11:15	11:30	0	0	0	0	0	0	0	0	0	0	2	1	0	2	0	2
11:30	11:45	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0
11:45	12:00	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0

Peak Time	North Approach Carters Ln	East Approach Elliotts Rd	South Approach Squires Wy	West Approach Elliotts Rd	Peak total
Period Start/Period End	U R SB L	U R WB L	U R NB L	U R EB L	L
8:15 9:15	0 4 5 0 0	0 1 1 0	0 0 10 0	0 10 0 0	11
10:30 11:30	0 0 1 0 0	0 0 0 0	0 0 2 7	0 7 0 3	20

Cyclists

Time		North Approach Carters Ln				East Approach Elliotts Rd				South Approach Squires Wy				West Approach Elliotts Rd			
Period Start/Period End	Time	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
8:00	8:15	0	0	2	0	0	0	0	0	4	0	5	0	1	0	0	0
8:15	8:30	0	0	2	0	0	0	1	5	0	0	1	0	0	3	0	0
8:30	8:45	0	0	8	1	0	0	0	7	0	5	0	1	0	0	0	0
8:45	9:00	0	0	3	2	0	0	1	11	0	6	0	0	0	0	0	0
9:00	9:15	0	0	1	0	0	0	0	9	0	4	1	0	0	0	0	1
9:15	9:30	0	0	1	0	0	0	0	8	0	10	0	0	0	0	0	0
9:30	9:45	0	0	3	0	0	0	1	10	0	7	0	0	0	1	0	0
9:45	10:00	0	0	5	0	0	0	3	6	0	7	1	0	0	0	1	1
10:00	10:15	0	0	1	0	0	0	0	5	0	2	1	1	0	1	0	0
10:15	10:30	0	0	2	0	0	0	0	1	0	3	0	1	0	0	2	0
10:30	10:45	0	0	0	0	0	0	0	2	0	9	0	0	0	2	0	0
10:45	11:00	0	0	0	0	0	0	1	2	0	3	4	0	0	0	1	0
11:00	11:15	0	0	0	0	0	0	1	1	0	3	0	2	0	1	0	1
11:15	11:30	0	1	0	0	0	0	2	5	0	7	0	1	0	0	0	0
11:30	11:45	0	0	0	0	0	0	1	0	3	1	1	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0

Intersection of Puckey Ave and Squies Wy. North Wollongong

North:	Squires Wy
East:	N/A
South:	Squires Wy
West:	Puckey Ave

Survey Period	AM:	8:00 AM-10:00 AM
	PM:	4:00 PM-6:00 PM
Traffic Peak	AM:	8:00 AM-9:00 AM
	PM:	4:30 PM-5:30 PM

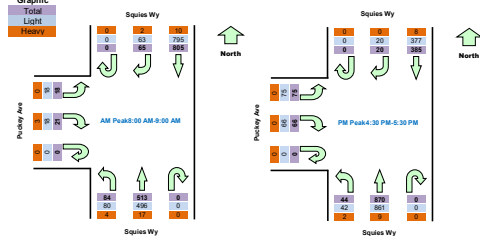
All Vehicles

Time		North Approach Squies Wy			South Approach Squies Wy			West Approach Puckey Av			Hourly	Total
Period	Start/End	U	R	SB	U	R	NB	L	U	R	L	Peak
8:00	8:15	0	6	181	0	98	20	0	4	4	1506	Peak
8:15	8:30	0	4	230	0	124	12	0	8	4	1489	
8:30	8:45	0	29	206	0	151	27	0	5	4	1359	
8:45	9:00	0	26	188	0	140	25	0	4	6	1190	
9:00	9:15	0	8	146	0	100	25	0	6	11	1062	
9:15	9:30	0	13	89	0	114	27	0	5	4		
9:30	9:45	0	12	103	0	112	12	0	9	5		
9:45	10:00	0	6	111	0	119	6	0	7	12		
10:00	10:15	0	7	110	0	173	8	0	26	15	1381	Peak
10:15	10:30	0	5	125	0	195	1	0	11	18	1391	
10:30	10:45	0	5	101	0	177	13	0	19	18	1460	
10:45	16:00	0	3	102	0	210	12	0	10	17	1345	
17:00	17:15	0	6	83	0	207	7	0	23	23	1263	
17:15	17:30	0	6	99	0	276	12	0	14	17		
17:30	17:45	0	7	77	0	95	6	0	14	19		
17:45	18:00	0	2	105	0	150	6	0	8	1		

Peak Time		North Approach Squires Wy			South Approach Squires Wy			West Approach Puckey Ave			Peak total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	
8:00	9:00	0	65	805	0	513	84	0	21	18	1506
16:30	17:30	0	20	385	0	870	44	0	66	75	1460

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

Graphic



Light Vehicles

Light Vehicle Time	North Approach				South Approach				West Approach				Puckey Ave			
	Period	Start	Time	End	U	R	SB	U	NB	L	U	R	L	U	R	L
8:00	8:15	0	6	180	0	93	20	0	3	4						
8:15	8:30	0	4	225	0	118	12	0	118	12	0	8	4			
8:30	8:45	0	29	203	0	148	25	0	148	25	0	4	4			
8:45	9:00	0	24	187	0	137	23	0	137	23	0	3	6			
9:00	9:15	0	7	143	0	97	23	0	97	23	0	5	10			
9:15	9:30	0	13	85	0	111	25	0	111	25	0	5	4			
9:30	9:45	0	12	101	0	110	12	0	110	12	0	7	5			
9:45	10:00	0	4	106	0	115	6	0	7	12						
10:00	10:15	0	7	108	0	170	7	0	170	7	0	26	15			
10:15	10:30	0	5	124	0	192	1	0	111	11	0	11	18			
10:30	10:45	0	5	99	0	176	12	0	176	12	0	19	18			
10:45	11:00	0	3	100	0	207	11	0	11	10	0	10	17			
11:00	11:15	0	6	81	0	205	7	0	205	7	0	23	23			
11:15	11:30	0	6	97	0	273	12	0	273	12	0	14	17			
11:30	11:45	0	7	75	0	93	6	0	93	6	0	14	19			
11:45	12:00	0	2	103	0	148	6	0	148	6	0	8	1			

Peak Time		North Approach Squires Wy			South Approach Squires Wy			West Approach Puckey Ave			Peak total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	
8:00	9:00	0	63	795	0	496	80	0	18	18	1470
16:30	17:30	0	20	377	0	861	42	0	66	75	1444

Heavy Vehicles

Period		North Approach			South Approach			West Approach			Puckey Ave		
Start	Period End	U	R	SB	U	NB	L	U	R	L	U	R	L
8:00	8:15	0	0	1	0	5	0	0	0	1	0		
8:15	8:30	0	0	5	0	6	0	0	0	1	0		
8:30	8:45	0	0	3	0	3	2	0	0	1	0		
8:45	9:00	0	2	1	0	3	2	0	0	1	0		
9:00	9:15	0	1	3	0	3	2	0	1	1	1		
9:15	9:30	0	0	4	0	3	2	0	0	0	0		
9:30	9:45	0	0	2	0	2	0	0	0	2	0		
9:45	10:00	0	2	5	0	4	0	0	0	0	0		
10:00	10:15	0	0	2	0	3	1	0	0	0	0		
10:15	10:30	0	0	1	0	3	0	0	0	0	0		
10:30	10:45	0	0	2	0	1	1	0	0	0	0		
10:45	17:00	0	0	2	0	3	1	0	0	0	0		
17:00	17:15	0	0	2	0	2	0	0	0	0	0		
17:15	17:30	0	0	2	0	3	0	0	0	0	0		
17:30	17:45	0	0	2	0	2	0	0	0	0	0		
17:45	18:00	0	0	2	0	2	0	0	0	0	0		

Peak Time		North Approach Squees Wy			South Approach Squees Wy			West Approach Puckey Ave			Peak total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	
8:00	9:00	0	2	10	0	17	4	0	3	0	36
16:30	17:30	0	0	8	0	9	2	0	0	0	19

Cyclists

[illegible]

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Puckey Ave and Innovation Wy, Fairy Meadow

GPS -34 402086, 150 686517

Date: Mon 18/06/23
Weather: Overcast
Suburban: Fairy Meadow
Customer: Auricon

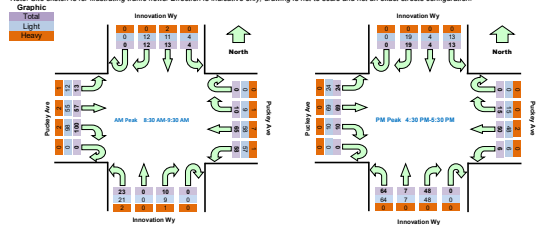
North: Innovation Wy
East: Puckey Ave
South: Innovation Wy
West: Puckey Ave

Survey Period: AM 8:00 AM-10:00 AM
PM 4:30 PM-6:00 PM
Traffic Period: AM 8:30 AM-9:30 AM
PM 4:30 PM-5:30 PM

All Vehicles		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Hourly Total	
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
Period Start	Period End																		
8:00	8:15	0	7	1	1	0	0	21	8	0	2	0	4	0	14	6	7	314	
8:15	8:30	0	5	3	3	0	1	12	5	0	0	1	0	0	18	10	2	345	
8:30	8:45	0	4	2	1	0	4	23	15	0	1	0	7	0	16	12	3	365	Peak
8:45	9:00	0	2	5	2	0	2	12	14	0	2	0	3	0	35	14	4	349	
9:00	9:15	0	3	6	1	0	2	13	17	0	4	0	9	0	26	17	4	286	
9:15	9:30	0	3	0	0	0	2	17	12	0	3	0	4	0	23	14	2		
9:30	9:45	0	2	1	5	1	2	11	7	0	4	0	5	0	17	15	2		
9:45	10:00	0	0	0	2	1	2	6	4	0	0	0	3	0	7	5	2		
10:00	10:15	0	3	0	5	0	1	10	3	0	14	1	18	0	3	23	2	307	
10:15	10:30	0	1	0	5	0	4	13	2	0	4	2	14	0	3	11	3	324	
10:30	10:45	0	3	2	4	0	4	15	1	0	6	0	16	0	3	19	8	329	Peak
10:45	11:00	0	6	1	2	0	5	13	2	0	11	3	14	0	2	16	6	306	
11:00	11:15	0	8	1	6	0	1	10	1	0	17	3	22	0	3	21	7	266	
11:15	11:30	0	2	0	1	0	5	12	2	0	14	1	12	0	2	13	3		
11:30	11:45	0	4	0	2	0	1	13	1	0	11	3	8	0	0	14	1		
11:45	12:00	0	0	2	1	0	1	9	1	0	3	4	7	0	0	6	7		

Peak Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
8:30	9:30	0	12	13	4	0	10	65	58	0	10	0	23	0	100	57	7	365
16:30	17:30	0	19	4	13	0	15	50	6	0	48	7	64	0	10	69	24	329

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



Light Vehicles		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave					
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L		
Period Start	Period End																		
8:00	8:15	0	6	1	1	0	0	21	8	0	2	0	4	0	14	5	7		
8:15	8:30	0	5	3	3	0	1	12	5	0	0	1	0	0	18	10	2		
8:30	8:45	0	4	2	1	0	4	21	15	0	1	0	7	0	16	11	2		
8:45	9:00	0	2	4	2	0	2	10	13	0	2	0	3	0	35	14	4		
9:00	9:15	0	3	5	1	0	1	12	17	0	4	0	8	0	25	16	4		
9:15	9:30	0	3	0	0	0	2	15	12	0	2	0	3	0	22	14	2		
9:30	9:45	0	2	1	5	1	2	11	7	0	4	0	4	0	17	13	2		
9:45	10:00	0	0	0	2	1	1	5	4	0	0	0	3	0	7	5	2		
10:00	10:15	0	3	0	5	0	1	9	3	0	14	1	18	0	3	23	2		
10:15	10:30	0	1	0	5	0	4	13	2	0	4	2	14	0	3	11	3		
10:30	10:45	0	3	2	4	0	4	14	1	0	6	0	16	0	3	19	8		
10:45	11:00	0	6	1	2	0	5	12	2	0	11	3	14	0	2	16	6		
11:00	11:15	0	8	1	6	0	1	10	1	0	17	3	22	0	3	21	7		
11:15	11:30	0	2	0	1	0	5	12	2	0	14	1	12	0	2	13	3		
11:30	11:45	0	4	0	2	0	1	13	1	0	11	3	8	0	0	14	1		
11:45	12:00	0	0	2	1	0	1	9	1	0	3	4	7	0	0	6	7		

Peak Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:30	9:30	0	12	11	4	0	9	58	57	0	9	0	21	0	98	55	12	346
16:30	17:30	0	19	4	13	0	15	48	6	0	48	7	64	0	10	69	24	327

Heavy Vehicles		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave					
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L		
Period Start	Period End																		
8:00	8:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30	8:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1		
8:45	9:00	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0		
9:00	9:15	0	0	1	0	0	1	1	0	0	0	0	1	0	1	1	0		
9:15	9:30	0	0	0	0	0	0	2	0	0	1	0	1	0	1	0	0		
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0		
9:45	10:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0		
10:00	10:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
10:15	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30	10:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
10:45	11:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Peak Time		North Approach Innovation Wy				East Approach Puckey Ave				South Approach Innovation Wy				West Approach Puckey Ave				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:30	9:30	0	0	2	0	0	1	7	1	0	1	0	2	0	2	2	1	19
16:30	17:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2

Cyclists		North Approach Innovation Wy					East Approach Puckey Ave					South Approach Innovation Wy					West Approach Puckey Ave				
Time		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L				
Period Start	Period End																				
8:00	8:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0				
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:30	8:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0				
8:45	9:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0				
9:00	9:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0				
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:00	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:15	10:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0				
10:30	10:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0				
10:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
17:00	17:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0				
17:15	17:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0				
17:30	17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1				
17:45	18:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0				

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Cowper St and Innovation Wy, Fairy Meadow

GPS -34.397422 150.897934

Date: Mon 15/05/23
Weather: Overcast
Suburban: Fairy Meadow
Customer: Auricon

North: Cowper St
East: Innovation Wy
South: Cowper St
West: N/A

Survey Period AM: 8:00 AM-10:00 AM
PM: 4:00 PM-6:00 PM
Traffic AM: 8:30 AM-9:30 AM
PM: 4:30 PM-5:30 PM

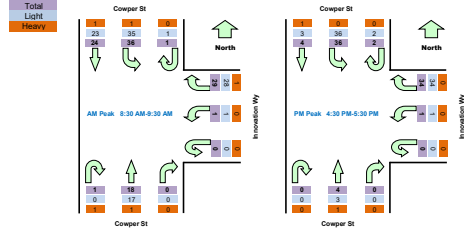
All Vehicles

Time		North Approach Cowper St			East Approach Innovation Wy			West Approach Cowper St			Hourly Total	Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	
8:00	8:15	0	0	9	0	5	0	0	0	0	91	Peak
8:15	8:30	0	0	8	0	4	0	0	0	2	90	
8:30	8:45	1	1	11	0	10	1	0	0	1	110	
8:45	9:00	0	12	14	0	9	0	0	0	3	102	
9:00	9:15	0	5	5	0	2	0	0	0	1	72	Peak
9:15	9:30	0	6	6	0	8	0	1	0	13		
9:30	9:45	1	1	4	0	4	0	0	0	7		
9:45	10:00	1	3	1	0	0	0	0	0	3		
10:00	10:15	0	2	4	0	5	0	0	2	1	70	Peak
10:15	10:30	0	1	6	0	9	0	0	1	0	77	
10:30	10:45	2	1	10	0	6	0	0	0	1	81	
10:45	11:00	0	0	7	0	12	0	0	0	0	76	
11:00	11:15	0	1	9	0	8	0	0	0	3	71	Peak
11:15	11:30	0	2	10	0	8	1	0	0	0		
11:30	11:45	0	2	6	0	5	0	0	0	2		
11:45	12:00	0	1	4	0	8	0	0	0	1		

Peak Time		North Approach Cowper St			East Approach Innovation W			South Approach Cowper St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:30	9:30	1	24	36	0	29	1	1	0	18	110
16:30	17:30	2	4	36	0	34	1	0	0	4	81

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

Graphic



Light Vehicles

Time		North Approach Cowper St				East Approach Innovation Wy				West Approach Cowper St			
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total		
8:00	8:15	0	0	9	0	5	0	0	0	0			
8:15	8:30	0	0	8	0	4	0	0	0	2			
8:30	8:45	1	1	11	0	10	1	0	0	1			
8:45	9:00	0	12	14	0	9	0	0	0	3			
9:00	9:15	0	5	5	0	2	0	0	0	1			
9:15	9:30	0	5	5	0	7	0	0	0	12			
9:30	9:45	0	1	4	0	4	0	0	0	6			
9:45	10:00	1	3	1	0	0	0	0	0	3			
10:00	10:15	0	2	4	0	5	0	0	2	1			
10:15	10:30	0	1	6	0	9	0	0	1	0			
10:30	10:45	2	1	10	0	6	0	0	0	1			
10:45	11:00	0	0	7	0	12	0	0	0	0			
11:00	11:15	0	0	9	0	8	0	0	0	2			
11:15	11:30	0	2	10	0	8	1	0	0	0			
11:30	11:45	0	2	6	0	5	0	0	0	2			
11:45	12:00	0	1	4	0	8	0	0	0	1			

Peak Time		North Approach Cowper St			East Approach Innovation W			South Approach Cowper St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:30	9:30	1	23	35	0	28	1	0	0	17	105
16:30	17:30	2	3	36	0	34	1	0	0	3	79

Heavy Vehicles

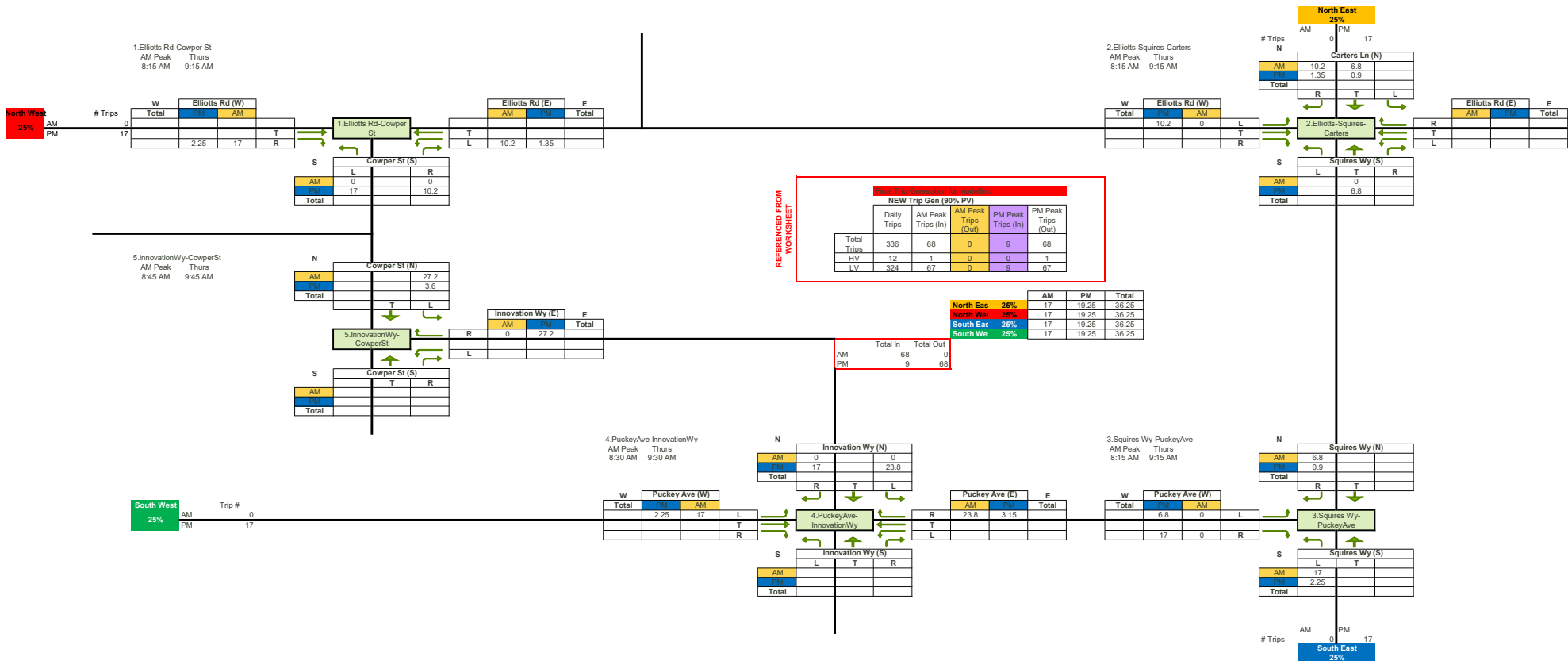
Time		North Approach Cowper St				East Approach Innovation W				South Approach Cowper St			
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	U	R	NB
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	1	1	0	1	0	1	0	1	0	0	1
9:30	9:45	1	0	0	0	0	0	0	0	0	0	0	1
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:30	10:45	0	0	0	0	0	0	0	0	0	0	0	0
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:00	11:15	0	1	0	0	0	0	0	0	0	0	0	1
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Cowper St			East Approach Innovation Wy			South Approach Cowper St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:30	9:30	0	1	1	0	1	0	1	0	1	5
16:30	17:30	0	1	0	0	0	0	0	0	1	2

Cyclists

Time		North Approach Cowper St				East Approach Innovation Wy				West Approach Cowper St			
Period Start	Period End	U	SB	L	U	R	L	U	R	U	R	NB	
8:00	8:15	0	0	1	0	0	0	0	0	0	0	0	
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	
8:30	8:45	0	0	1	0	0	0	0	0	0	0	0	
8:45	9:00	0	0	1	0	0	0	0	0	0	0	0	
9:00	9:15	0	0	2	0	0	0	0	0	0	0	0	
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	
10:00	10:15	0	0	0	0	0	0	0	0	0	0	0	
10:15	10:30	0	0	1	0	0	0	0	0	0	0	0	
10:30	10:45	0	0	1	0	0	0	0	0	0	0	0	
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	
11:00	11:15	0	0	0	0	1	0	0	0	0	0	0	
11:15	11:30	0	0	0	0	1	0	0	0	0	0	0	
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	
11:45	12:00	0	0	0	0	1	0	0	0	0	0	0	

Appendix D – Modelled Intersection Volumes



Appendix E – TCS Plans

TCS 909

PARRY MEADOW
WOL

362
SS=82

3 PHASES

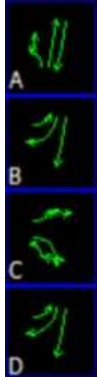


TCS 4238

PARRY MEADOW
WOL

7 C3
SS=64

4 PHASES



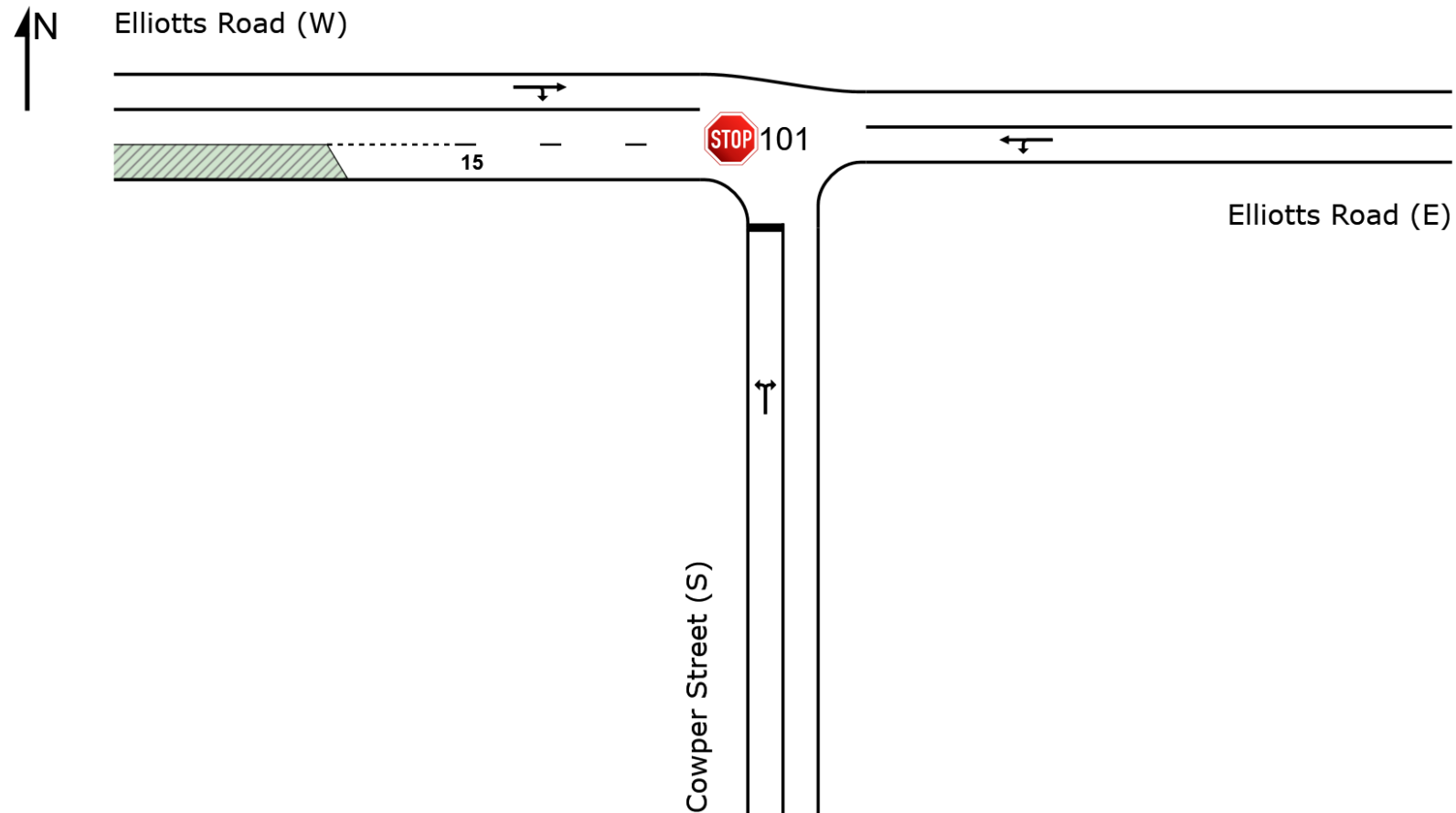
Appendix F – Base Year 2023 SIDRA Results

SITE LAYOUT

 Site: 101 [Elliotts Road/Cowper Street | 2023 Existing | AM (Site Folder: 2023 Base Year - AM)]

New Site
Site Category: Base Year
Stop (Two-Way)

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



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Project: C:\Users\mariam.alnuaimy\Aurecon Group\P520547 - No CONTRACT St George Illawarra Dragons HPCC - 02 Traffic Impact Assessment\Modelling\St George SIDRA v1.5.sip9

SITE LAYOUT

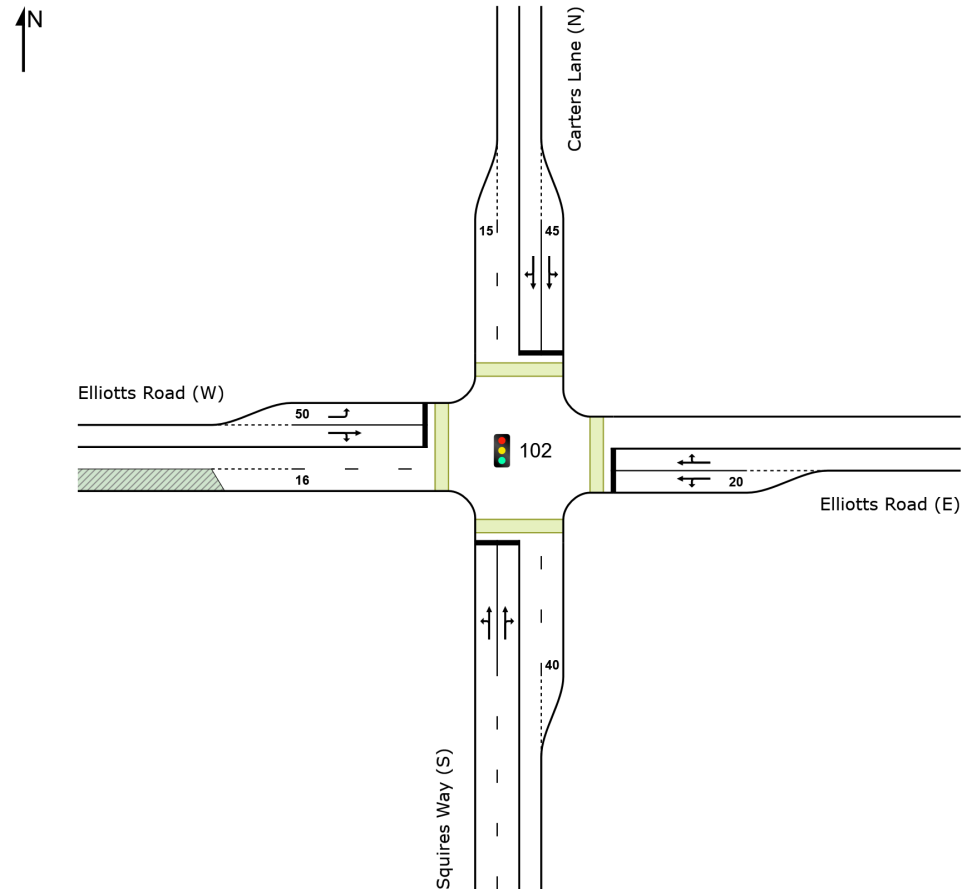
 **Site: 102 [Elliotts Road/Squires Way/Carters Lane | 2023 Existing | AM (Site Folder: 2023 Base Year - AM)]**

New Site

Site Category: Base Year

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



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Project: C:\Users\mariam.alnuaimy\Aurecon Group\P520547 - No CONTRACT St George Illawarra Dragons HPCC - 02 Traffic Impact Assessment\Modelling\St George SIDRA v1.5.sip9

SITE LAYOUT

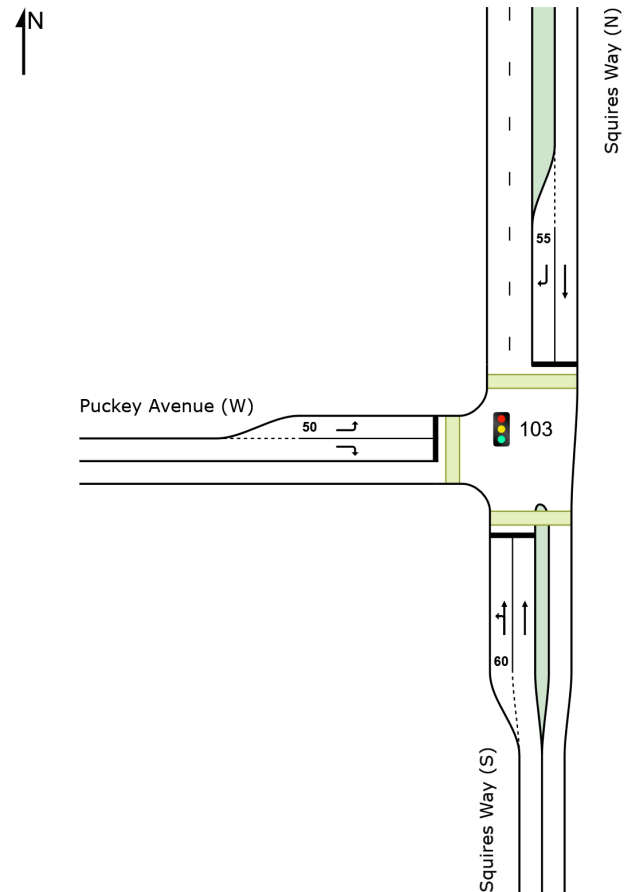
 **Site: 103 [Puckey Avenue/Squires Way | 2023 Existing | AM (Site Folder: 2023 Base Year - AM)]**

New Site

Site Category: Base Year

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Wednesday, 19 July 2023 12:18:45 PM

Project: C:\Users\mariam.alnuaimy\Aurecon Group\P520547 - No CONTRACT St George Illawarra Dragons HPCC - 02 Traffic Impact Assessment\Modelling\St George SIDRA v1.5.sip9

SITE LAYOUT

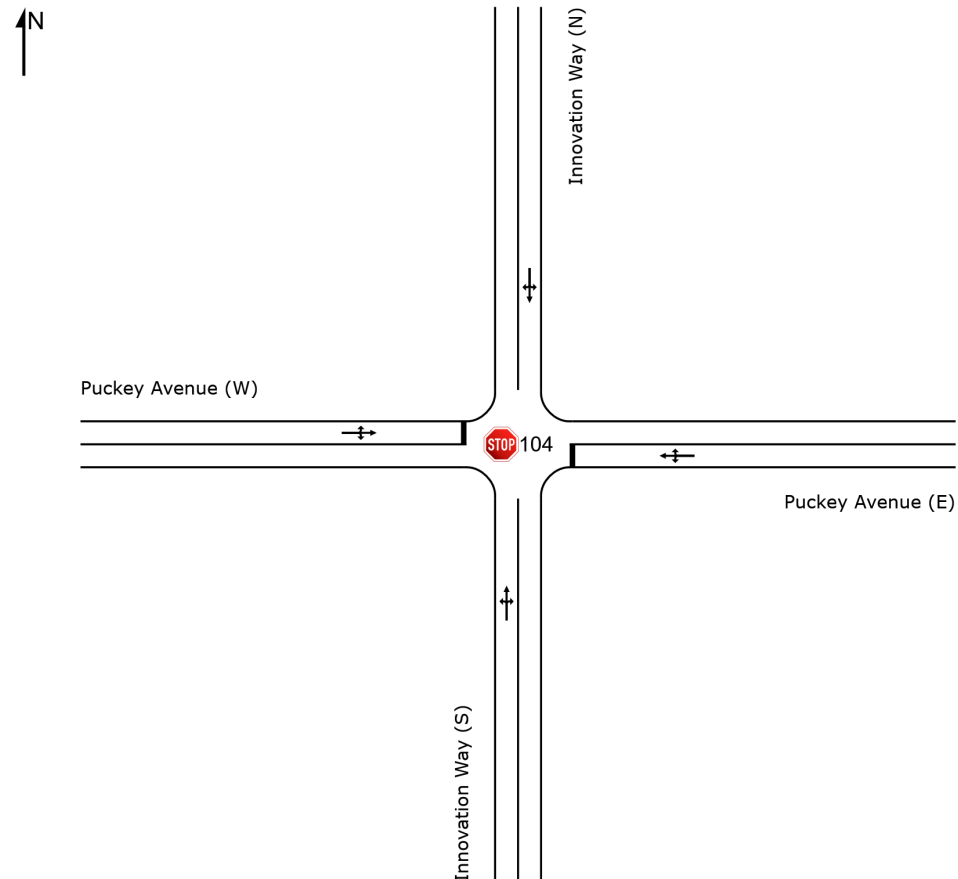
 **Site: 104 [Puckey Avenue/Innovation Way | 2023 Existing | AM (Site Folder: 2023 Base Year - AM)]**

New Site

Site Category: Base Year

Stop (Two-Way)

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



Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Wednesday, 19 July 2023 12:18:45 PM

Project: C:\Users\mariam.alnuaimy\Aurecon Group\P520547 - No CONTRACT St George Illawarra Dragons HPCC - 02 Traffic Impact Assessment\Modelling\St George SIDRA v1.5.sip9

MOVEMENT SUMMARY

 **Site: 101 [Elliotts Road/Cowper Street | 2023 Existing | AM (Site Folder: 2023 Base Year - AM)]**

New Site
Site Category: Base Year
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cowper Street (S)														
1	L2	94	7	99	7.4	0.282	11.7	LOS A	1.1	8.3	0.61	1.01	0.70	48.1
3	R2	44	2	46	4.5	0.282	20.4	LOS B	1.1	8.3	0.61	1.01	0.70	47.8
Approach		138	9	145	6.5	0.282	14.4	LOS A	1.1	8.3	0.61	1.01	0.70	48.0
East: Elliotts Road (E)														
4	L2	102	0	107	0.0	0.298	5.6	LOS A	0.0	0.0	0.00	0.11	0.00	57.0
5	T1	440	12	463	2.7	0.298	0.1	LOS A	0.0	0.0	0.00	0.11	0.00	58.5
Approach		542	12	571	2.2	0.298	1.1	NA	0.0	0.0	0.00	0.11	0.00	58.2
West: Elliotts Road (W)														
11	T1	400	14	421	3.5	0.354	1.8	LOS A	2.0	14.5	0.38	0.17	0.47	56.7
12	R2	113	9	119	8.0	0.354	9.7	LOS A	2.0	14.5	0.38	0.17	0.47	54.6
Approach		513	23	540	4.5	0.354	3.6	NA	2.0	14.5	0.38	0.17	0.47	56.2
All Vehicles		1193	44	1256	3.7	0.354	3.7	NA	2.0	14.5	0.23	0.24	0.28	56.0

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

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

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

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

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

Queue Model: SIDRA Standard.

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

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

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Project: C:\Users\maria.alnuaimy\Aurecon Group\IP520547 - No CONTRACT St George Illawarra Dragons HPCC - 02 Traffic Impact Assessment\Modelling\St George SIDRA v1.5.sip9

MOVEMENT SUMMARY

 Site: 102 [Elliotts Road/Squires Way/Carters Lane | 2023 Existing | AM (Site Folder: 2023 Base Year - AM)]

New Site

Site Category: Base Year

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Squires Way (S)														
1	L2	204	7	215	3.4	0.444	25.4	LOS B	5.4	39.0	0.88	0.79	0.88	38.9
2	T1	320	12	337	3.8	* 0.939	44.7	LOS D	15.2	105.6	1.00	1.29	1.73	30.6
3	R2	29	0	31	0.0	0.939	47.5	LOS D	15.2	105.6	1.00	1.29	1.73	26.6
Approach		553	19	582	3.4	0.939	37.7	LOS C	15.2	105.6	0.96	1.11	1.42	33.0
East: Elliotts Road (E)														
4	L2	25	0	26	0.0	0.028	27.1	LOS B	0.6	1.7	0.88	0.64	0.88	24.2
5	T1	7	0	7	0.0	0.036	24.2	LOS B	0.2	1.6	0.88	0.61	0.88	38.9
6	R2	2	0	2	0.0	0.036	28.3	LOS B	0.2	1.6	0.88	0.61	0.88	32.6
Approach		34	0	36	0.0	0.036	26.6	LOS B	0.6	1.7	0.88	0.63	0.88	26.7
North: Carters Lane (N)														
7	L2	9	0	9	0.0	0.226	9.2	LOS A	3.4	24.0	0.44	0.38	0.44	47.6
8	T1	712	9	749	1.3	0.790	14.1	LOS A	15.3	107.6	0.74	0.79	0.81	41.7
9	R2	188	3	198	1.6	* 0.790	23.0	LOS B	15.3	107.6	0.91	1.02	1.02	41.2
Approach		909	12	957	1.3	0.790	15.9	LOS B	15.3	107.6	0.77	0.83	0.85	41.6
West: Elliotts Road (W)														
10	L2	132	6	139	4.5	0.145	13.9	LOS A	2.1	15.0	0.53	0.70	0.53	45.2
11	T1	15	0	16	0.0	* 0.955	49.6	LOS D	10.4	74.9	1.00	1.23	1.95	28.3
12	R2	218	8	229	3.7	0.955	55.1	LOS D	10.4	74.9	1.00	1.23	1.95	29.8
Approach		365	14	384	3.8	0.955	40.0	LOS C	10.4	74.9	0.83	1.04	1.43	33.9
All Vehicles		1861	45	1959	2.4	0.955	27.3	LOS B	15.3	107.6	0.84	0.95	1.13	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.

Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped Dist] m		Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Squires Way (S)												
P1	Full	6	6	24.3	LOS C	0.0	0.0	0.90	0.90	189.8	215.2	1.13
East: Elliotts Road (E)												
P2	Full	5	5	24.3	LOS C	0.0	0.0	0.90	0.90	188.5	213.4	1.13
North: Carters Lane (N)												
P3	Full	7	7	24.3	LOS C	0.0	0.0	0.90	0.90	189.8	215.2	1.13
West: Elliotts Road (W)												
P4	Full	7	7	24.3	LOS C	0.0	0.0	0.90	0.90	189.8	215.2	1.13
All Pedestrians		25	26	24.3	LOS C	0.0	0.0	0.90	0.90	189.6	214.8	1.13

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

MOVEMENT SUMMARY

 Site: 103 [Puckey Avenue/Squires Way | 2023 Existing | AM (Site Folder: 2023 Base Year - AM)]

New Site

Site Category: Base Year

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Squires Way (S)														
1	L2	110	3	116	2.7	0.684	22.0	LOS B	6.4	45.3	0.95	0.87	1.08	38.5
2	T1	524	18	552	3.4	0.684	16.5	LOS B	6.6	46.2	0.96	0.86	1.08	45.9
Approach		634	21	667	3.3	0.684	17.4	LOS B	6.6	46.2	0.96	0.86	1.08	44.4
North: Squires Way (N)														
8	T1	873	9	919	1.0	* 0.870	17.1	LOS B	21.4	148.6	0.91	1.04	1.24	46.3
9	R2	74	2	78	2.7	0.264	22.7	LOS B	1.4	9.7	0.92	0.74	0.92	36.1
Approach		947	11	997	1.2	0.870	17.5	LOS B	21.4	148.6	0.91	1.01	1.21	45.3
West: Puckey Avenue (W)														
10	L2	35	1	37	2.9	0.043	10.1	LOS A	0.4	2.8	0.58	0.62	0.58	40.8
12	R2	39	2	41	5.1	* 0.150	20.6	LOS B	0.7	5.4	0.90	0.71	0.90	36.6
Approach		74	3	78	4.1	0.150	15.6	LOS B	0.7	5.4	0.75	0.67	0.75	38.5
All Vehicles		1655	35	1742	2.1	0.870	17.4	LOS B	21.4	148.6	0.92	0.94	1.14	44.6

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.

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

Queue Model: SIDRA Standard.

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance										
Mov	Input Vol.	Dem.	Aver.	Level of	AVERAGE BACK OF QUEUE		Prop.	Effective Travel Time	Travel Dist.	Aver.

ID	Crossing	Flow ped/h	Delay sec	Service	[Ped ped	Dist] m	Que	Stop Rate	sec	m	Speed m/sec	
South: Squires Way (S)												
P1	Full	14	15	14.5	LOS B	0.0	0.0	0.85	0.85	179.0	213.9	1.19
North: Squires Way (N)												
P3	Full	3	3	14.5	LOS B	0.0	0.0	0.85	0.85	180.0	215.2	1.20
West: Puckey Avenue (W)												
P4	Full	1	1	14.5	LOS B	0.0	0.0	0.85	0.85	177.5	211.9	1.19
All Pedestrians		18	19	14.5	LOS B	0.0	0.0	0.85	0.85	179.1	214.0	1.20

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: 104 [Puckey Avenue/Innovation Way | 2023 Existing | AM (Site Folder: 2023 Base Year - AM)]

New Site
Site Category: Base Year
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Innovation Way (S)														
1	L2	13	0	14	0.0	0.013	5.6	LOS A	0.0	0.3	0.07	0.50	0.07	46.0
2	T1	2	0	2	0.0	0.013	0.1	LOS A	0.0	0.3	0.07	0.50	0.07	49.4
3	R2	7	0	7	0.0	0.013	5.5	LOS A	0.0	0.3	0.07	0.50	0.07	43.6
Approach		22	0	23	0.0	0.013	5.1	NA	0.0	0.3	0.07	0.50	0.07	45.6
East: Puckey Avenue (E)														
4	L2	62	0	65	0.0	0.131	8.1	LOS A	0.5	3.8	0.08	1.00	0.08	40.8
5	T1	80	2	84	2.5	0.131	8.1	LOS A	0.5	3.8	0.08	1.00	0.08	43.4
6	R2	8	1	8	12.5	0.131	8.8	LOS A	0.5	3.8	0.08	1.00	0.08	41.9
Approach		150	3	158	2.0	0.131	8.1	LOS A	0.5	3.8	0.08	1.00	0.08	42.4
North: Innovation Way (N)														
7	L2	16	1	17	6.3	0.025	5.6	LOS A	0.1	0.6	0.05	0.39	0.05	48.5
8	T1	14	0	15	0.0	0.025	0.0	LOS A	0.1	0.6	0.05	0.39	0.05	50.0
9	R2	14	0	15	0.0	0.025	5.5	LOS A	0.1	0.6	0.05	0.39	0.05	49.3
Approach		44	1	46	2.3	0.025	3.8	NA	0.1	0.6	0.05	0.39	0.05	49.2
West: Puckey Avenue (W)														
10	L2	12	0	13	0.0	0.168	8.0	LOS A	0.6	4.5	0.05	1.01	0.05	45.2
11	T1	54	2	57	3.7	0.168	8.1	LOS A	0.6	4.5	0.05	1.01	0.05	42.5
12	R2	85	0	89	0.0	0.168	8.8	LOS A	0.6	4.5	0.05	1.01	0.05	40.6
Approach		151	2	159	1.3	0.168	8.5	LOS A	0.6	4.5	0.05	1.01	0.05	41.7
All Vehicles		367	6	386	1.6	0.168	7.6	NA	0.6	4.5	0.06	0.90	0.06	43.1

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

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

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

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

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

Queue Model: SIDRA Standard.

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

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

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SITE LAYOUT

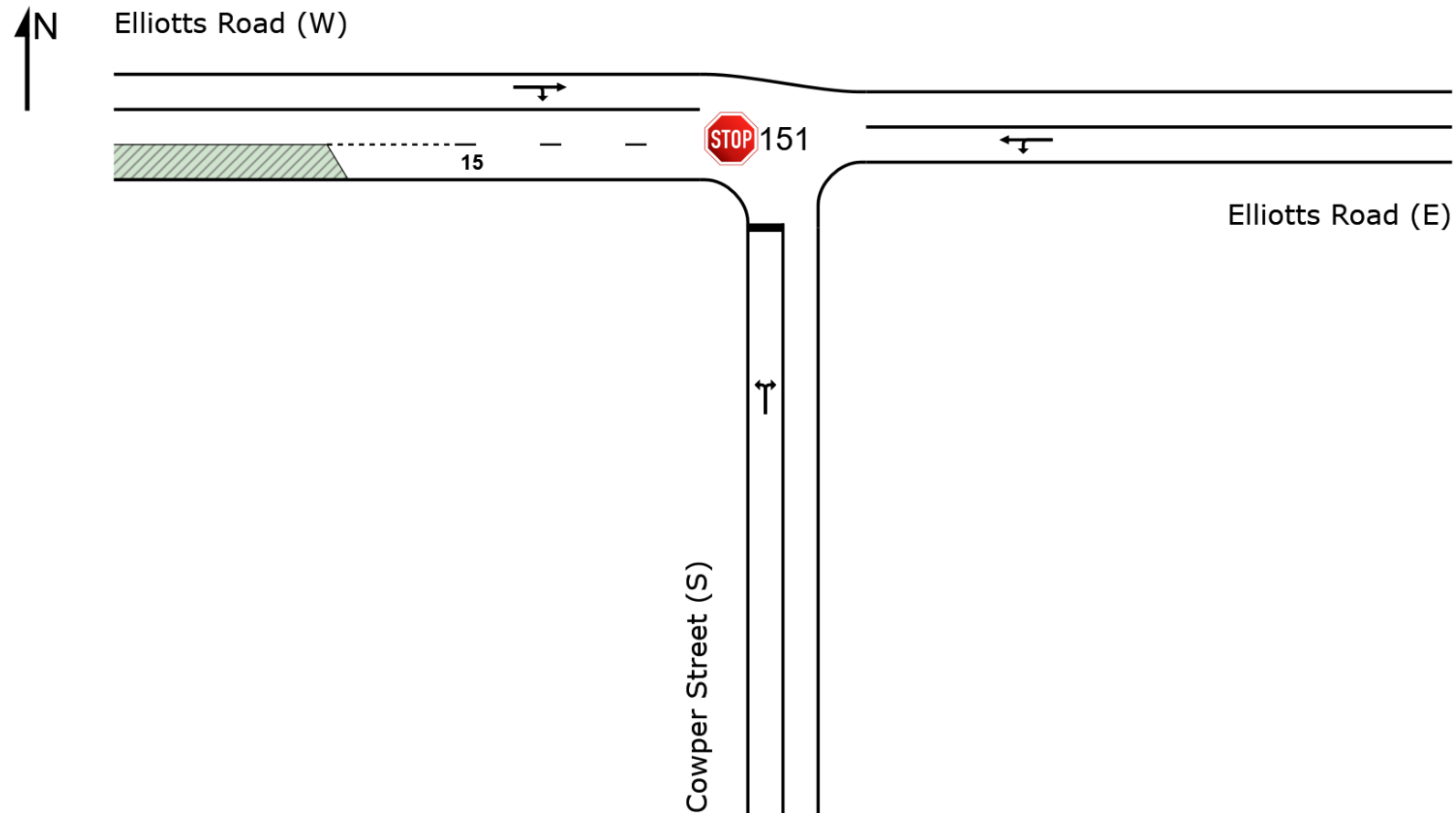
 **Site: 151 [Elliotts Road/Cowper Street | 2023 Existing | PM (Site Folder: 2023 Base Year - PM)]**

New Site

Site Category: Base Year

Stop (Two-Way)

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SITE LAYOUT

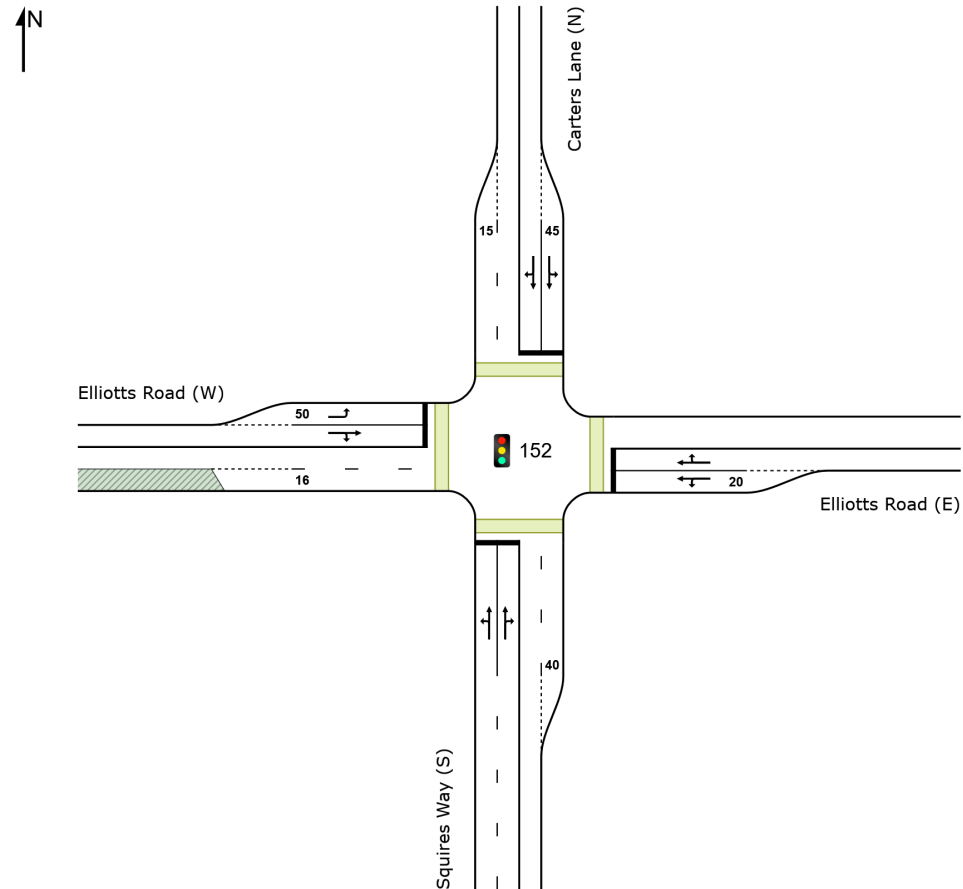
 Site: 152 [Elliotts Road/Squires Way/Carters Lane | 2023 Existing | PM (Site Folder: 2023 Base Year - PM)]

New Site

Site Category: Base Year

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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SITE LAYOUT

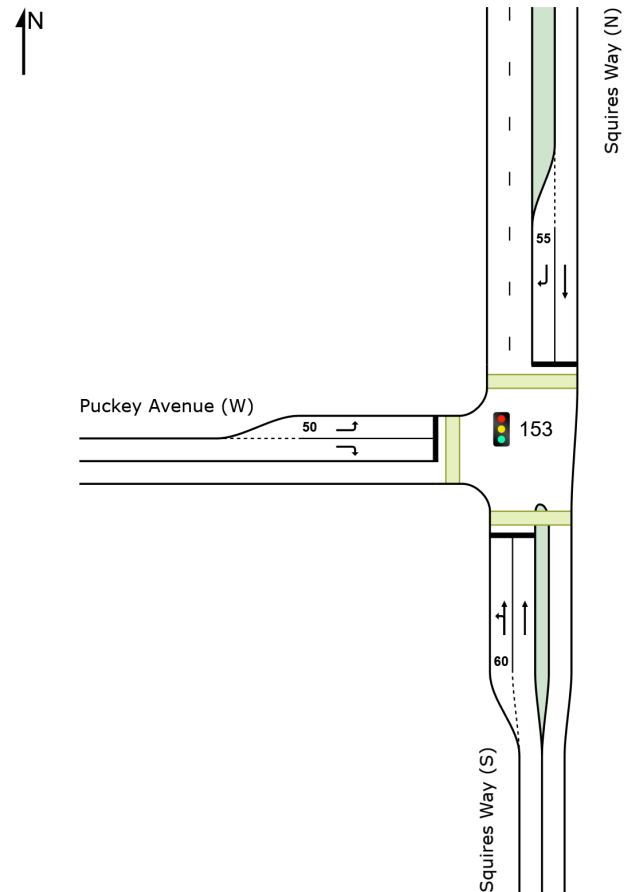
 **Site: 153 [Puckey Avenue/Squires Way | 2023 Existing | PM (Site Folder: 2023 Base Year - PM)]**

New Site

Site Category: Base Year

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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SITE LAYOUT

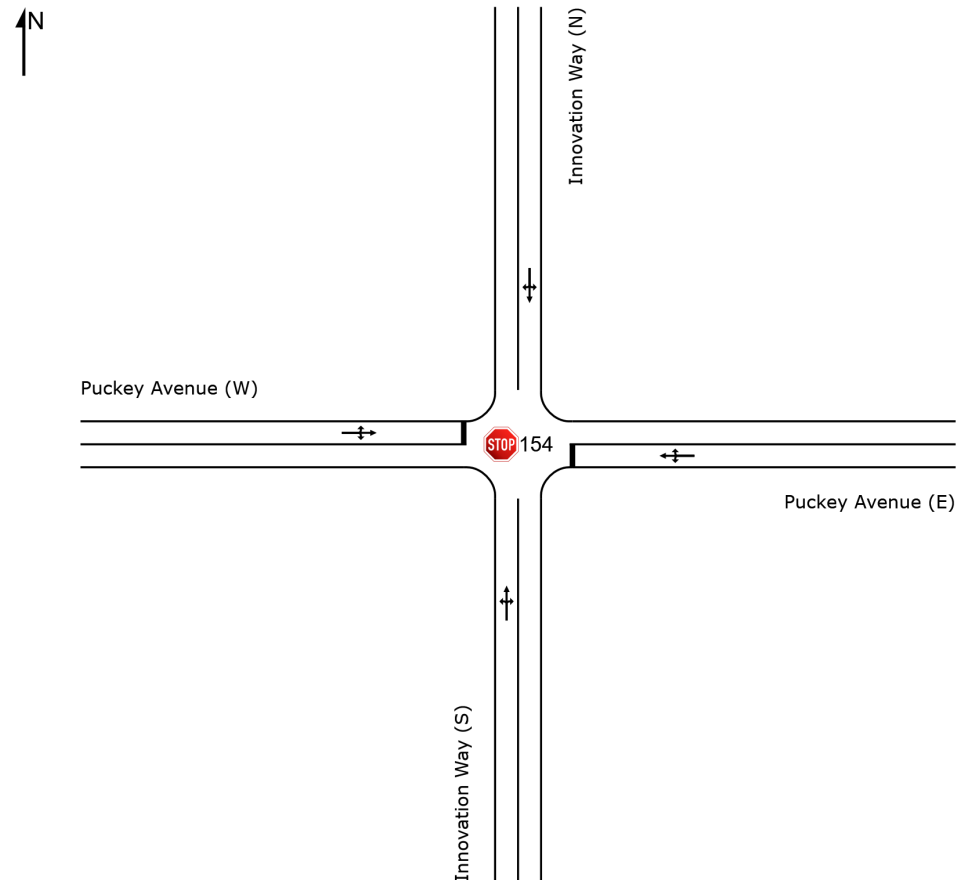
 **Site: 154 [Puckey Avenue/Innovation Way | 2023 Existing | PM (Site Folder: 2023 Base Year - PM)]**

New Site

Site Category: Base Year

Stop (Two-Way)

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MOVEMENT SUMMARY

 **Site: 151 [Elliotts Road/Cowper Street | 2023 Existing | PM (Site Folder: 2023 Base Year - PM)]**

New Site
Site Category: Base Year
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cowper Street (S)														
1	L2	156	3	164	1.9	0.591	15.9	LOS B	3.3	23.0	0.75	1.19	1.34	44.5
3	R2	79	0	83	0.0	0.591	30.8	LOS C	3.3	23.0	0.75	1.19	1.34	44.2
Approach		235	3	247	1.3	0.591	20.9	LOS B	3.3	23.0	0.75	1.19	1.34	44.4
East: Elliotts Road (E)														
4	L2	69	1	73	1.4	0.305	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	57.3
5	T1	486	12	512	2.5	0.305	0.1	LOS A	0.0	0.0	0.00	0.07	0.00	58.9
Approach		555	13	584	2.3	0.305	0.8	NA	0.0	0.0	0.00	0.07	0.00	58.7
West: Elliotts Road (W)														
11	T1	556	10	585	1.8	0.414	1.4	LOS A	2.0	14.3	0.29	0.11	0.39	57.4
12	R2	97	2	102	2.1	0.414	10.0	LOS A	2.0	14.3	0.29	0.11	0.39	55.6
Approach		653	12	687	1.8	0.414	2.7	NA	2.0	14.3	0.29	0.11	0.39	57.1
All Vehicles		1443	28	1519	1.9	0.591	4.9	NA	3.3	23.0	0.25	0.27	0.39	55.1

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

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

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

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

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

Queue Model: SIDRA Standard.

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

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

MOVEMENT SUMMARY

 Site: 152 [Elliotts Road/Squires Way/Carters Lane | 2023 Existing | PM (Site Folder: 2023 Base Year - PM)]

New Site

Site Category: Base Year

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Squires Way (S)														
1	L2	309	8	325	2.6	0.321	15.5	LOS B	6.9	48.9	0.58	0.72	0.58	43.3
2	T1	677	3	713	0.4	0.875	31.5	LOS C	31.7	219.6	0.98	1.04	1.18	34.8
3	R2	22	0	23	0.0	* 0.875	34.6	LOS C	31.7	219.6	0.98	1.04	1.18	30.9
Approach		1008	11	1061	1.1	0.875	26.7	LOS B	31.7	219.6	0.86	0.94	0.99	36.9
East: Elliotts Road (E)														
4	L2	19	0	20	0.0	0.056	36.9	LOS C	0.7	3.8	0.89	0.68	0.89	29.3
5	T1	38	0	40	0.0	0.253	33.8	LOS C	2.2	15.4	0.92	0.72	0.92	34.7
6	R2	20	0	21	0.0	0.253	39.3	LOS C	2.2	15.4	0.92	0.72	0.92	32.1
Approach		77	0	81	0.0	0.253	36.0	LOS C	2.2	15.4	0.91	0.71	0.91	32.6
North: Carters Lane (N)														
7	L2	11	0	12	0.0	0.239	9.2	LOS A	4.5	31.7	0.39	0.35	0.39	47.7
8	T1	362	2	381	0.6	0.836	11.5	LOS A	10.5	73.8	0.49	0.48	0.55	43.1
9	R2	175	0	184	0.0	* 0.836	45.4	LOS D	10.5	73.8	1.00	1.09	1.32	32.4
Approach		548	2	577	0.4	0.836	22.3	LOS B	10.5	73.8	0.65	0.67	0.79	39.0
West: Elliotts Road (W)														
10	L2	225	2	237	0.9	0.426	32.2	LOS C	7.5	53.0	0.85	0.80	0.85	37.4
11	T1	24	0	25	0.0	* 0.947	60.1	LOS E	11.3	81.1	1.00	1.18	1.76	25.8
12	R2	176	7	185	4.0	0.947	65.7	LOS E	11.3	81.1	1.00	1.18	1.76	27.5
Approach		425	9	447	2.1	0.947	47.6	LOS D	11.3	81.1	0.92	0.98	1.28	31.9
All Vehicles		2058	22	2166	1.1	0.947	30.2	LOS C	31.7	219.6	0.82	0.87	1.00	36.1

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.

Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped Dist] m		Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Squires Way (S)												
P1	Full	26	27	34.3	LOS D	0.1	0.1	0.93	0.93	199.8	215.2	1.08
East: Elliotts Road (E)												
P2	Full	3	3	34.2	LOS D	0.0	0.0	0.93	0.93	198.4	213.4	1.08
North: Carters Lane (N)												
P3	Full	14	15	34.2	LOS D	0.0	0.0	0.93	0.93	199.8	215.2	1.08
West: Elliotts Road (W)												
P4	Full	8	8	34.2	LOS D	0.0	0.0	0.93	0.93	199.8	215.2	1.08
All Pedestrians		51	54	34.3	LOS D	0.1	0.1	0.93	0.93	199.7	215.1	1.08

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

MOVEMENT SUMMARY

 Site: 153 [Puckey Avenue/Squires Way | 2023 Existing | PM (Site Folder: 2023 Base Year - PM)]

New Site

Site Category: Base Year

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Squires Way (S)														
1	L2	34	0	36	0.0	0.649	19.0	LOS B	10.3	72.1	0.86	0.76	0.87	40.6
2	T1	927	11	976	1.2	* 0.649	13.5	LOS A	10.3	72.4	0.86	0.76	0.87	48.7
Approach		961	11	1012	1.1	0.649	13.7	LOS A	10.3	72.4	0.86	0.76	0.87	48.4
North: Squires Way (N)														
8	T1	540	6	568	1.1	0.454	5.0	LOS A	7.1	49.7	0.54	0.48	0.54	55.1
9	R2	16	1	17	6.3	* 0.079	28.0	LOS B	0.4	2.9	0.92	0.69	0.92	35.3
Approach		556	7	585	1.3	0.454	5.6	LOS A	7.1	49.7	0.56	0.49	0.56	54.2
West: Puckey Avenue (W)														
10	L2	78	0	82	0.0	0.116	15.0	LOS B	1.4	9.1	0.70	0.68	0.70	38.5
12	R2	38	0	40	0.0	* 0.176	26.2	LOS B	0.9	6.5	0.93	0.71	0.93	34.7
Approach		116	0	122	0.0	0.176	18.7	LOS B	1.4	9.1	0.78	0.69	0.78	37.2
All Vehicles		1633	18	1719	1.1	0.649	11.3	LOS A	10.3	72.4	0.75	0.66	0.76	49.1

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.

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

Queue Model: SIDRA Standard.

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance										
Mov	Input Vol.	Dem.	Aver.	Level of	AVERAGE BACK OF QUEUE		Prop.	EffectiveTravel Time	Travel Dist.	Aver.

ID	Crossing	Flow ped/h	Delay sec	Service	[Ped ped	Dist] m	Que	Stop Rate		Speed m/sec		
South: Squires Way (S)												
P1	Full	12	13	19.4	LOS B	0.0	0.0	0.88	0.88	183.9	213.9	1.16
North: Squires Way (N)												
P3	Full	17	18	19.4	LOS B	0.0	0.0	0.88	0.88	184.9	215.2	1.16
West: Puckey Avenue (W)												
P4	Full	1	1	19.4	LOS B	0.0	0.0	0.88	0.88	182.4	211.9	1.16
All Pedestrians		30	32	19.4	LOS B	0.0	0.0	0.88	0.88	184.4	214.6	1.16

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: 154 [Puckey Avenue/Innovation Way | 2023 Existing | PM (Site Folder: 2023 Base Year - PM)]

New Site
Site Category: Base Year
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Innovation Way (S)														
1	L2	69	0	73	0.0	0.064	5.5	LOS A	0.2	1.4	0.05	0.51	0.05	45.8
2	T1	9	0	9	0.0	0.064	0.1	LOS A	0.2	1.4	0.05	0.51	0.05	49.3
3	R2	34	0	36	0.0	0.064	5.4	LOS A	0.2	1.4	0.05	0.51	0.05	43.5
Approach		112	0	118	0.0	0.064	5.1	NA	0.2	1.4	0.05	0.51	0.05	45.4
East: Puckey Avenue (E)														
4	L2	8	0	8	0.0	0.064	8.0	LOS A	0.2	1.6	0.05	1.04	0.05	40.1
5	T1	42	0	44	0.0	0.064	8.3	LOS A	0.2	1.6	0.05	1.04	0.05	42.9
6	R2	13	0	14	0.0	0.064	8.2	LOS A	0.2	1.6	0.05	1.04	0.05	43.6
Approach		63	0	66	0.0	0.064	8.2	LOS A	0.2	1.6	0.05	1.04	0.05	42.8
North: Innovation Way (N)														
7	L2	16	0	17	0.0	0.020	5.7	LOS A	0.1	0.6	0.15	0.48	0.15	47.8
8	T1	3	0	3	0.0	0.020	0.2	LOS A	0.1	0.6	0.15	0.48	0.15	48.9
9	R2	15	0	16	0.0	0.020	5.7	LOS A	0.1	0.6	0.15	0.48	0.15	47.7
Approach		34	0	36	0.0	0.020	5.2	NA	0.1	0.6	0.15	0.48	0.15	47.8
West: Puckey Avenue (W)														
10	L2	11	0	12	0.0	0.066	8.0	LOS A	0.2	1.7	0.09	1.02	0.09	45.6
11	T1	51	1	54	2.0	0.066	8.3	LOS A	0.2	1.7	0.09	1.02	0.09	43.3
12	R2	6	0	6	0.0	0.066	8.3	LOS A	0.2	1.7	0.09	1.02	0.09	41.2
Approach		68	1	72	1.5	0.066	8.3	LOS A	0.2	1.7	0.09	1.02	0.09	43.5
All Vehicles		277	1	292	0.4	0.066	6.6	NA	0.2	1.7	0.07	0.75	0.07	44.6

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

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

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

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

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

Queue Model: SIDRA Standard.

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

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

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Appendix G – Future Year 2024 Without Development SIDRA Results

SITE LAYOUT

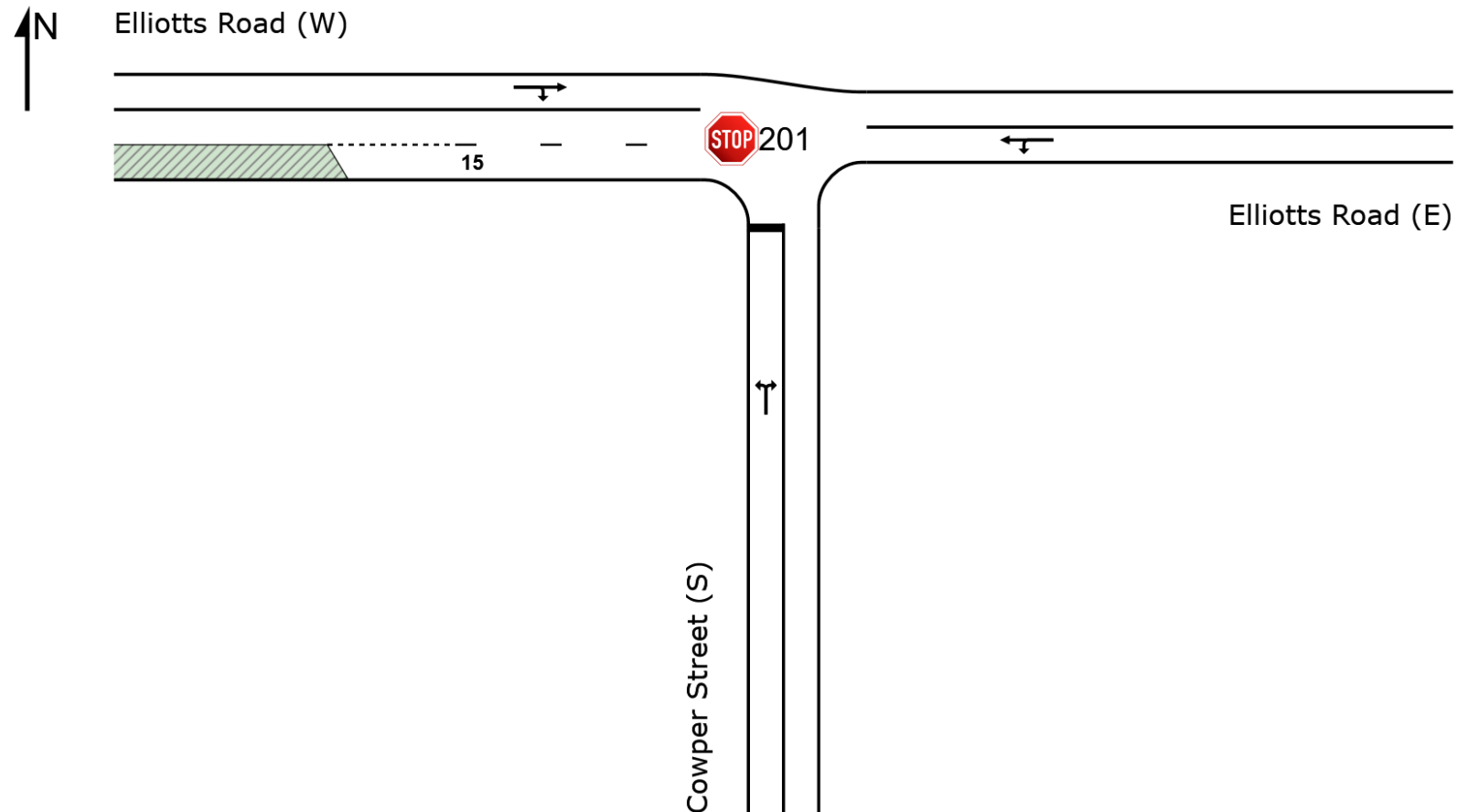
 **Site: 201 [Elliotts Road/Cowper Street | 2024 Future Year - No Development | AM (Site Folder: 2024 Future Year - No Development - AM)]**

New Site

Site Category: Future Conditions 1

Stop (Two-Way)

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



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SITE LAYOUT

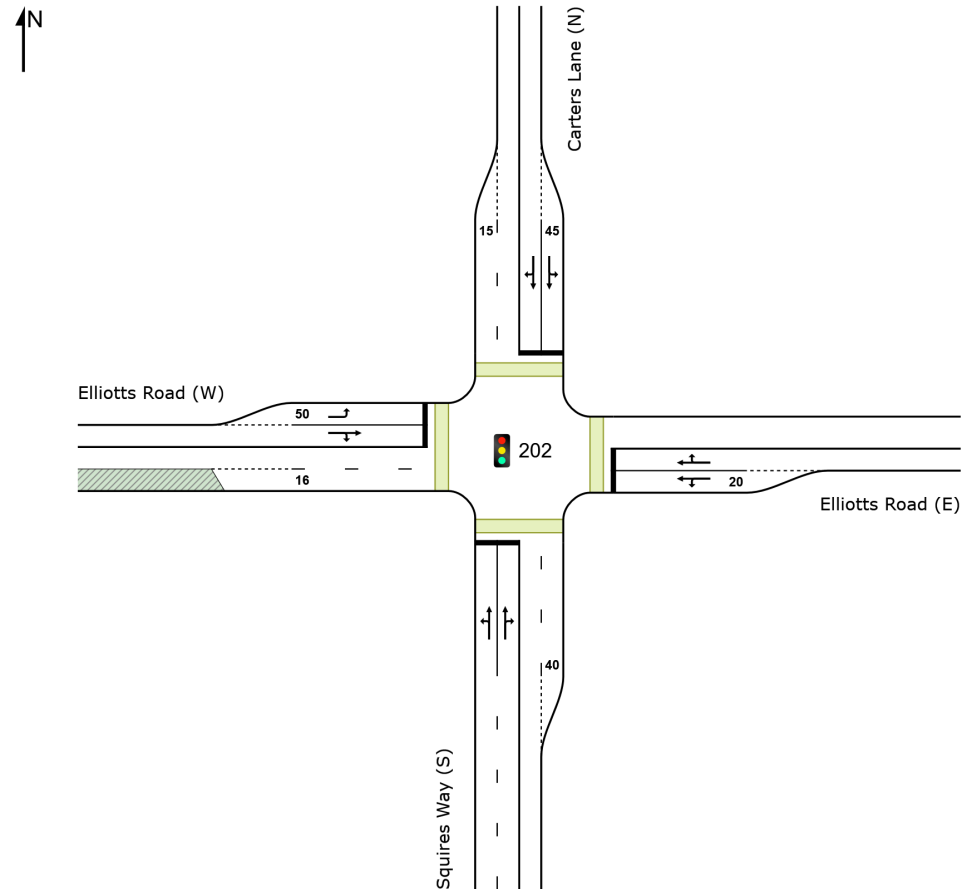
 Site: 202 [Elliotts Road/Squires Way/Carters Lane | 2024 Future Year - No Development | AM (Site Folder: 2024 Future Year - No Development - AM)]

New Site

Site Category: Future Conditions 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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SITE LAYOUT

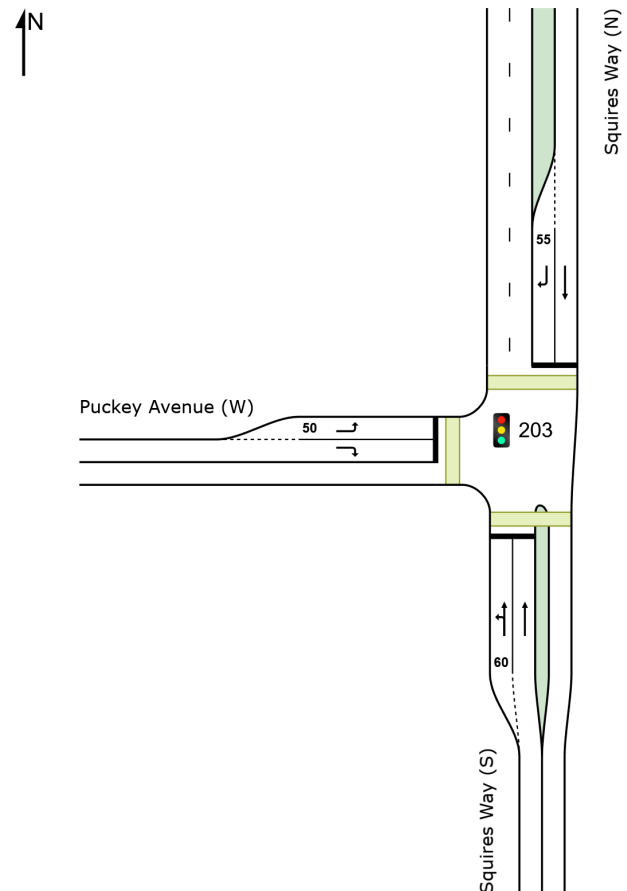
 **Site: 203 [Puckey Avenue/Squires Way | 2024 Future Year - No Development | AM (Site Folder: 2024 Future Year - No Development - AM)]**

New Site

Site Category: Future Conditions 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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SITE LAYOUT

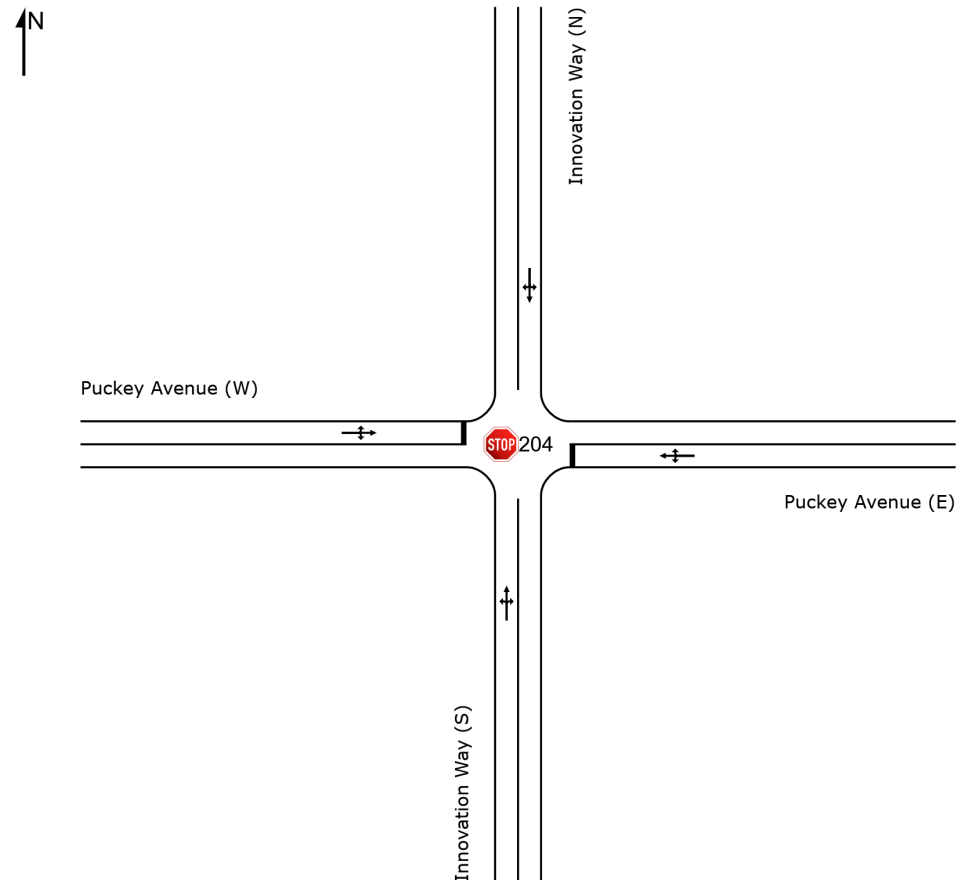
 **Site: 204 [Puckey Avenue/Innovation Way | 2024 Future Year - No Development | AM
(Site Folder: 2024 Future Year - No Development - AM)]**

New Site

Site Category: Future Conditions 1

Stop (Two-Way)

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MOVEMENT SUMMARY

 **Site: 201 [Elliotts Road/Cowper Street | 2024 Future Year - No Development | AM (Site Folder: 2024 Future Year - No Development - AM)]**

New Site
Site Category: Future Conditions 1
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cowper Street (S)														
1	L2	95	7	100	7.4	0.299	12.0	LOS A	1.2	8.8	0.63	1.03	0.74	47.7
3	R2	44	2	46	4.5	0.299	21.7	LOS B	1.2	8.8	0.63	1.03	0.74	47.4
Approach		139	9	146	6.5	0.299	15.1	LOS B	1.2	8.8	0.63	1.03	0.74	47.6
East: Elliotts Road (E)														
4	L2	106	0	112	0.0	0.310	5.6	LOS A	0.0	0.0	0.00	0.11	0.00	57.0
5	T1	457	12	481	2.6	0.310	0.1	LOS A	0.0	0.0	0.00	0.11	0.00	58.5
Approach		563	12	593	2.1	0.310	1.1	NA	0.0	0.0	0.00	0.11	0.00	58.2
West: Elliotts Road (W)														
11	T1	416	15	438	3.6	0.372	2.0	LOS A	2.2	16.0	0.39	0.17	0.50	56.5
12	R2	117	9	123	7.7	0.372	10.0	LOS A	2.2	16.0	0.39	0.17	0.50	54.5
Approach		533	24	561	4.5	0.372	3.8	NA	2.2	16.0	0.39	0.17	0.50	56.0
All Vehicles		1235	45	1300	3.6	0.372	3.8	NA	2.2	16.0	0.24	0.24	0.30	55.9

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

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

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

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

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

Queue Model: SIDRA Standard.

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

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

MOVEMENT SUMMARY

 Site: 202 [Elliotts Road/Squires Way/Carters Lane | 2024 Future Year - No Development | AM (Site Folder: 2024 Future Year - No Development - AM)]

New Site

Site Category: Future Conditions 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Squires Way (S)														
1	L2	209	7	220	3.3	0.455	25.5	LOS B	5.6	40.1	0.88	0.79	0.88	38.9
2	T1	328	12	345	3.7	* 0.966	52.8	LOS D	17.1	118.7	1.00	1.39	1.90	28.7
3	R2	30	0	32	0.0	0.966	55.6	LOS D	17.1	118.7	1.00	1.39	1.90	24.8
Approach		567	19	597	3.4	0.966	42.9	LOS D	17.1	118.7	0.96	1.17	1.53	31.5
East: Elliotts Road (E)														
4	L2	25	0	26	0.0	0.028	27.3	LOS B	0.6	1.7	0.88	0.64	0.88	24.2
5	T1	7	0	7	0.0	0.036	24.2	LOS B	0.2	1.6	0.88	0.61	0.88	38.9
6	R2	2	0	2	0.0	0.036	28.3	LOS B	0.2	1.6	0.88	0.61	0.88	32.6
Approach		34	0	36	0.0	0.036	26.7	LOS B	0.6	1.7	0.88	0.63	0.88	26.7
North: Carters Lane (N)														
7	L2	9	0	9	0.0	0.235	9.2	LOS A	3.6	25.2	0.44	0.39	0.44	47.5
8	T1	733	9	772	1.2	0.822	16.0	LOS B	16.6	117.2	0.76	0.83	0.86	40.9
9	R2	194	3	204	1.5	* 0.822	26.0	LOS B	16.6	117.2	0.95	1.09	1.11	39.9
Approach		936	12	985	1.3	0.822	18.0	LOS B	16.6	117.2	0.79	0.88	0.91	40.7
West: Elliotts Road (W)														
10	L2	137	6	144	4.4	0.150	13.9	LOS A	2.1	15.6	0.54	0.71	0.54	45.2
11	T1	16	0	17	0.0	* 0.991	63.2	LOS E	12.4	89.1	1.00	1.34	2.20	25.0
12	R2	226	8	238	3.5	0.991	68.7	LOS E	12.4	89.1	1.00	1.34	2.20	26.8
Approach		379	14	399	3.7	0.991	48.7	LOS D	12.4	89.1	0.83	1.11	1.60	31.4
All Vehicles		1916	45	2017	2.3	0.991	31.6	LOS C	17.1	118.7	0.85	1.01	1.23	35.3

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.

Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped Dist] m		Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Squires Way (S)												
P1	Full	6	6	24.3	LOS C	0.0	0.0	0.90	0.90	189.8	215.2	1.13
East: Elliotts Road (E)												
P2	Full	5	5	24.3	LOS C	0.0	0.0	0.90	0.90	188.5	213.4	1.13
North: Carters Lane (N)												
P3	Full	7	7	24.3	LOS C	0.0	0.0	0.90	0.90	189.8	215.2	1.13
West: Elliotts Road (W)												
P4	Full	7	7	24.3	LOS C	0.0	0.0	0.90	0.90	189.8	215.2	1.13
All Pedestrians		25	26	24.3	LOS C	0.0	0.0	0.90	0.90	189.6	214.8	1.13

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

MOVEMENT SUMMARY

 **Site: 203 [Puckey Avenue/Squires Way | 2024 Future Year - No Development | AM (Site Folder: 2024 Future Year - No Development - AM)]**

New Site

Site Category: Future Conditions 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Squires Way (S)														
1	L2	112	3	118	2.7	0.436	17.5	LOS B	6.1	42.8	0.77	0.70	0.77	40.5
2	T1	535	18	563	3.4	0.436	12.0	LOS A	6.3	43.7	0.77	0.68	0.77	48.6
Approach		647	21	681	3.2	0.436	13.0	LOS A	6.3	43.7	0.77	0.68	0.77	47.0
North: Squires Way (N)														
8	T1	903	9	951	1.0	* 0.785	9.4	LOS A	18.4	127.8	0.75	0.74	0.83	51.4
9	R2	76	2	80	2.6	0.339	28.7	LOS C	1.9	12.9	0.96	0.75	0.96	34.1
Approach		979	11	1031	1.1	0.785	10.9	LOS A	18.4	127.8	0.77	0.75	0.84	49.4
West: Puckey Avenue (W)														
10	L2	35	1	37	2.9	0.054	14.7	LOS B	0.6	4.1	0.68	0.65	0.68	38.8
12	R2	39	2	41	5.1	* 0.188	26.4	LOS B	1.0	7.0	0.93	0.72	0.93	34.6
Approach		74	3	78	4.1	0.188	20.9	LOS B	1.0	7.0	0.81	0.68	0.81	36.4
All Vehicles		1700	35	1789	2.1	0.785	12.1	LOS A	18.4	127.8	0.77	0.72	0.81	47.7

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.

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

Queue Model: SIDRA Standard.

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance										
Mov	Input Vol.	Dem.	Aver.	Level of	AVERAGE BACK OF QUEUE		Prop.	EffectiveTravel Time	Travel Dist.	Aver.

ID	Crossing	Flow ped/h	Delay sec	Service	[Ped ped	Dist] m	Que	Stop Rate			Speed m/sec	
South: Squires Way (S)												
P1	Full	14	15	19.4	LOS B	0.0	0.0	0.88	0.88	183.9	213.9	1.16
North: Squires Way (N)												
P3	Full	3	3	19.4	LOS B	0.0	0.0	0.88	0.88	184.9	215.2	1.16
West: Puckey Avenue (W)												
P4	Full	1	1	19.4	LOS B	0.0	0.0	0.88	0.88	182.4	211.9	1.16
All Pedestrians		18	19	19.4	LOS B	0.0	0.0	0.88	0.88	184.0	214.0	1.16

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: 204 [Puckey Avenue/Innovation Way | 2024 Future Year - No Development | AM**
(Site Folder: 2024 Future Year - No Development - AM)]

New Site
Site Category: Future Conditions 1
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/h HV] veh/h		DEMAND FLOWS [Total veh/h HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh Dist] m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Innovation Way (S)														
1	L2	13	0	14	0.0	0.013	5.6	LOS A	0.0	0.3	0.07	0.50	0.07	46.0
2	T1	2	0	2	0.0	0.013	0.1	LOS A	0.0	0.3	0.07	0.50	0.07	49.4
3	R2	7	0	7	0.0	0.013	5.5	LOS A	0.0	0.3	0.07	0.50	0.07	43.6
Approach		22	0	23	0.0	0.013	5.1	NA	0.0	0.3	0.07	0.50	0.07	45.6
East: Puckey Avenue (E)														
4	L2	62	0	65	0.0	0.131	8.1	LOS A	0.5	3.8	0.08	1.00	0.08	40.8
5	T1	80	2	84	2.5	0.131	8.1	LOS A	0.5	3.8	0.08	1.00	0.08	43.4
6	R2	8	1	8	12.5	0.131	8.8	LOS A	0.5	3.8	0.08	1.00	0.08	41.9
Approach		150	3	158	2.0	0.131	8.1	LOS A	0.5	3.8	0.08	1.00	0.08	42.4
North: Innovation Way (N)														
7	L2	16	1	17	6.3	0.025	5.6	LOS A	0.1	0.6	0.05	0.39	0.05	48.5
8	T1	14	0	15	0.0	0.025	0.0	LOS A	0.1	0.6	0.05	0.39	0.05	50.0
9	R2	14	0	15	0.0	0.025	5.5	LOS A	0.1	0.6	0.05	0.39	0.05	49.3
Approach		44	1	46	2.3	0.025	3.8	NA	0.1	0.6	0.05	0.39	0.05	49.2
West: Puckey Avenue (W)														
10	L2	12	0	13	0.0	0.168	8.0	LOS A	0.6	4.5	0.05	1.01	0.05	45.2
11	T1	54	2	57	3.7	0.168	8.1	LOS A	0.6	4.5	0.05	1.01	0.05	42.5
12	R2	85	0	89	0.0	0.168	8.8	LOS A	0.6	4.5	0.05	1.01	0.05	40.6
Approach		151	2	159	1.3	0.168	8.5	LOS A	0.6	4.5	0.05	1.01	0.05	41.7
All Vehicles		367	6	386	1.6	0.168	7.6	NA	0.6	4.5	0.06	0.90	0.06	43.1

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

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

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

Queue Model: SIDRA Standard.

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

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

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SITE LAYOUT

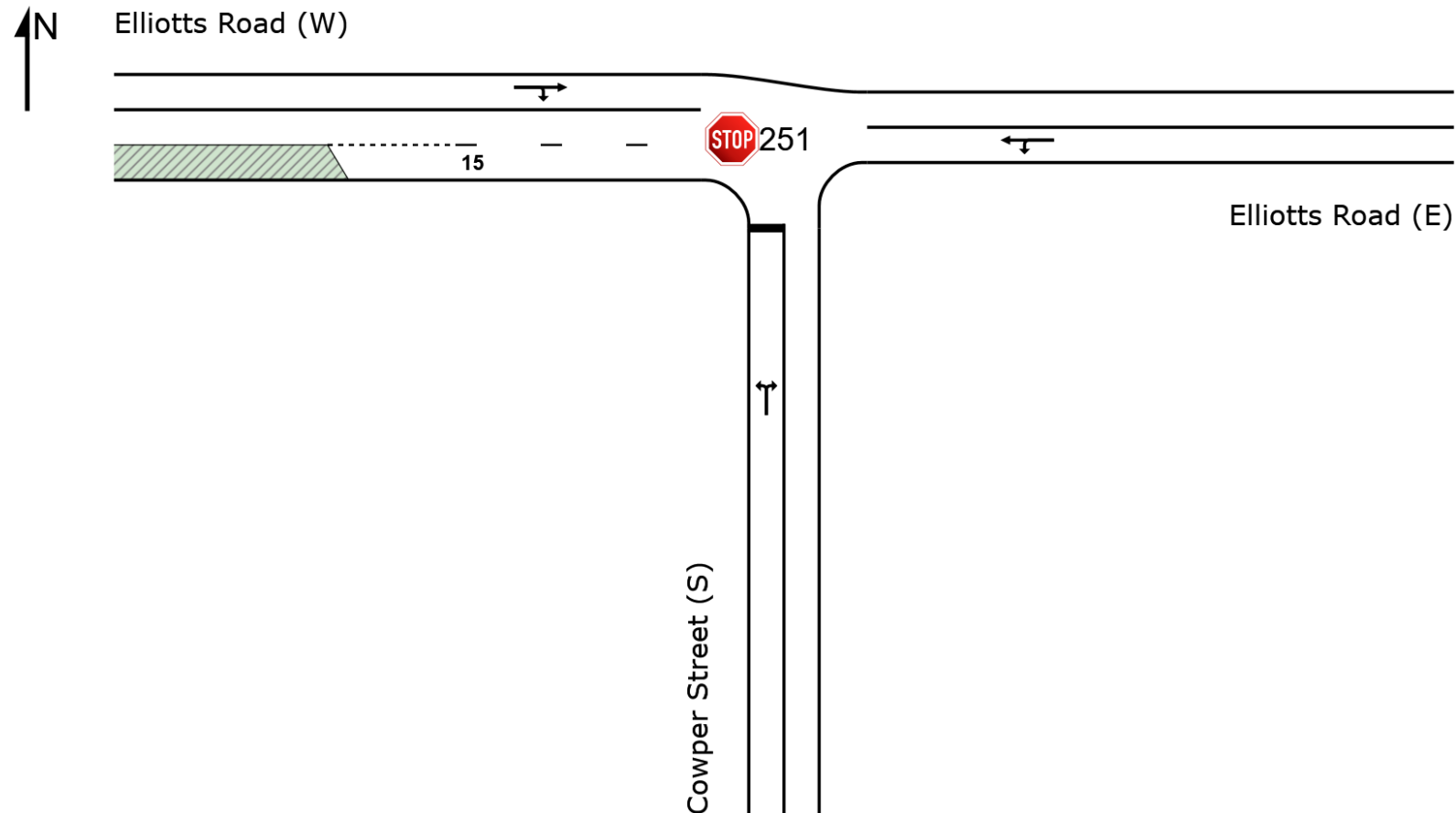
 **Site: 251 [Elliotts Road/Cowper Street | 2024 Future Year - No Development | PM (Site Folder: 2024 Future Year - No Development - PM)]**

New Site

Site Category: Future Conditions 1

Stop (Two-Way)

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SITE LAYOUT

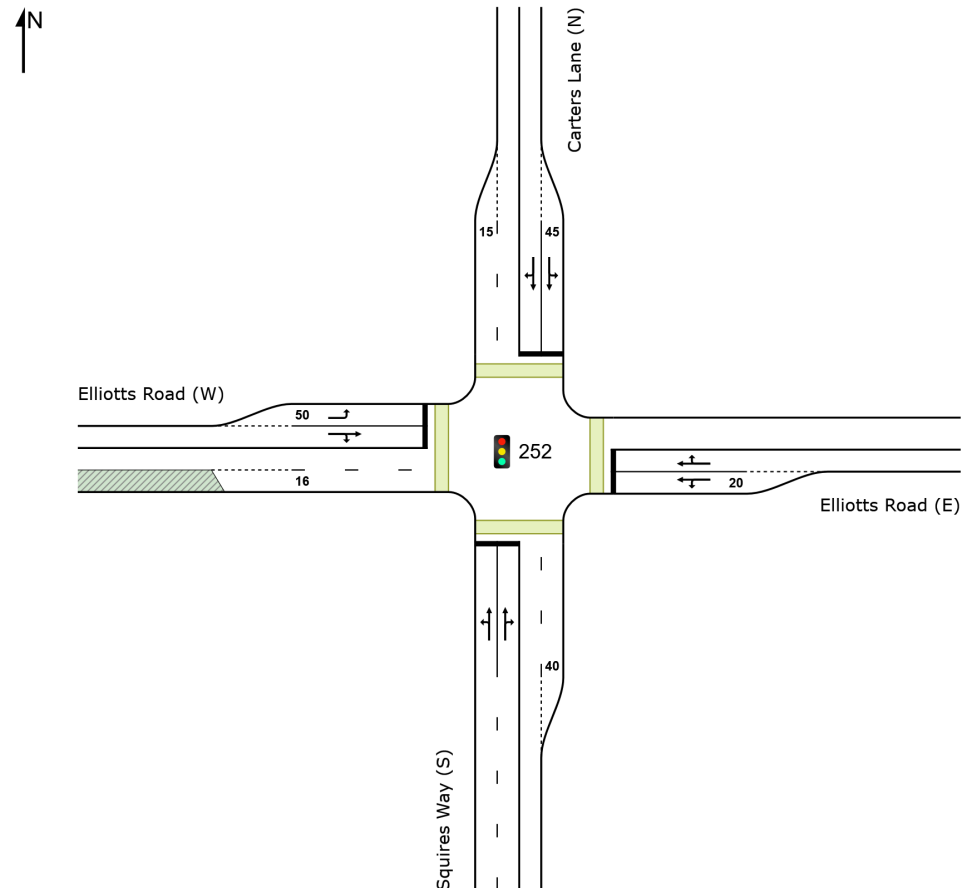
 Site: 252 [Elliotts Road/Squires Way/Carters Lane | 2024 Future Year - No Development | PM (Site Folder: 2024 Future Year - No Development - PM)]

New Site

Site Category: Future Conditions 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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SITE LAYOUT

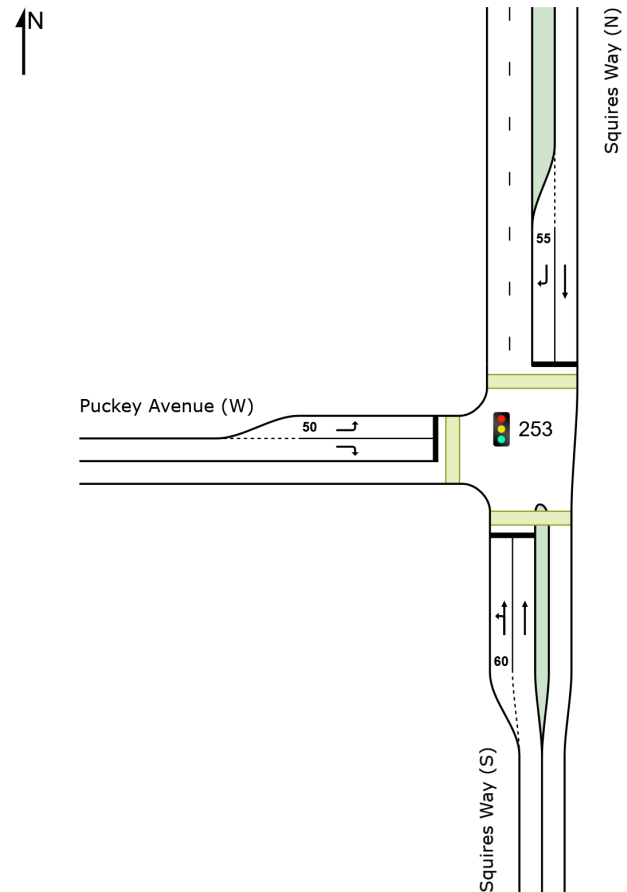
 **Site: 253 [Puckey Avenue/Squires Way | 2024 Future Year - No Development | PM (Site Folder: 2024 Future Year - No Development - PM)]**

New Site

Site Category: Future Conditions 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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SITE LAYOUT

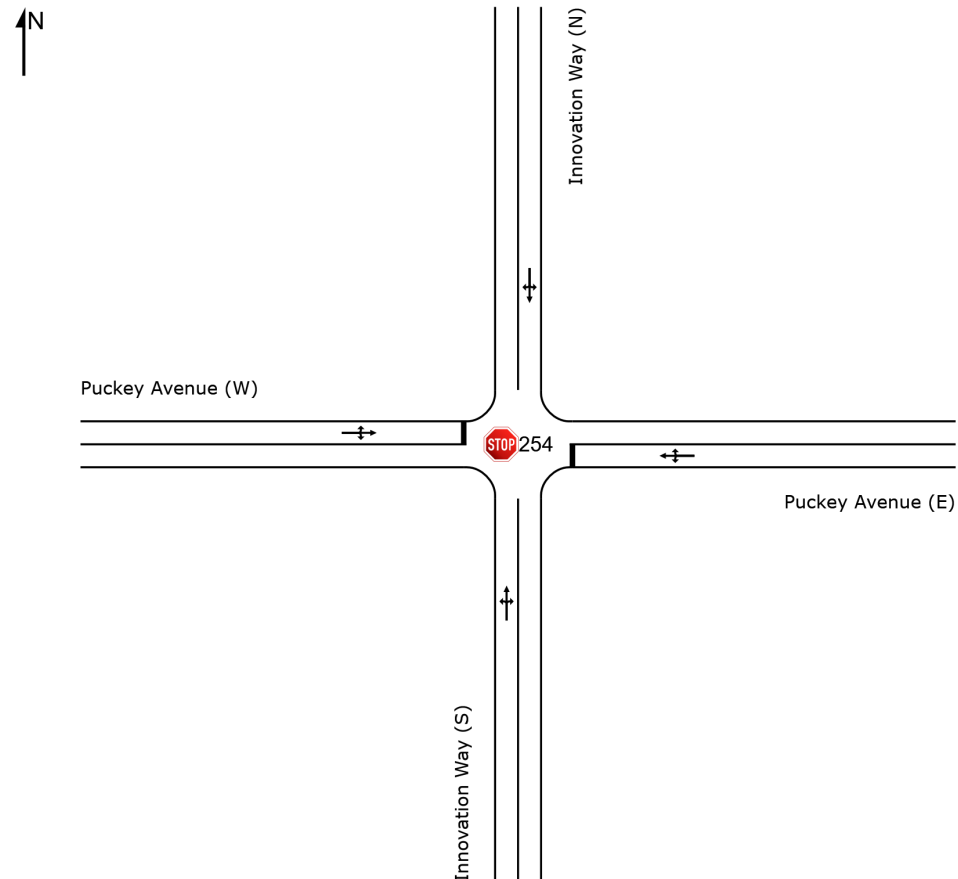
 **Site: 254 [Puckey Avenue/Innovation Way | 2024 Future Year - No Development | PM
(Site Folder: 2024 Future Year - No Development - PM)]**

New Site

Site Category: Future Conditions 1

Stop (Two-Way)

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MOVEMENT SUMMARY

 **Site: 251 [Elliotts Road/Cowper Street | 2024 Future Year - No Development | PM (Site Folder: 2024 Future Year - No Development - PM)]**

New Site
Site Category: Future Conditions 1
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cowper Street (S)														
1	L2	158	3	166	1.9	0.612	16.5	LOS B	3.4	24.3	0.76	1.20	1.40	44.1
3	R2	80	0	84	0.0	0.612	32.0	LOS C	3.4	24.3	0.76	1.20	1.40	43.8
Approach		238	3	251	1.3	0.612	21.7	LOS B	3.4	24.3	0.76	1.20	1.40	44.0
East: Elliotts Road (E)														
4	L2	70	1	74	1.4	0.309	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	57.3
5	T1	492	12	518	2.4	0.309	0.1	LOS A	0.0	0.0	0.00	0.07	0.00	58.9
Approach		562	13	592	2.3	0.309	0.8	NA	0.0	0.0	0.00	0.07	0.00	58.7
West: Elliotts Road (W)														
11	T1	563	10	593	1.8	0.420	1.4	LOS A	2.1	14.8	0.29	0.11	0.40	57.4
12	R2	98	2	103	2.0	0.420	10.1	LOS A	2.1	14.8	0.29	0.11	0.40	55.5
Approach		661	12	696	1.8	0.420	2.7	NA	2.1	14.8	0.29	0.11	0.40	57.1
All Vehicles		1461	28	1538	1.9	0.612	5.1	NA	3.4	24.3	0.26	0.27	0.41	55.0

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

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

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

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

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

Queue Model: SIDRA Standard.

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

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

MOVEMENT SUMMARY

 Site: 252 [Elliotts Road/Squires Way/Carters Lane | 2024 Future Year - No Development | PM (Site Folder: 2024 Future Year - No Development - PM)]

New Site

Site Category: Future Conditions 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Squires Way (S)														
1	L2	316	8	333	2.5	0.328	15.6	LOS B	7.1	50.2	0.59	0.72	0.59	43.3
2	T1	692	3	728	0.4	* 0.918	40.4	LOS C	36.9	255.9	1.00	1.15	1.32	32.1
3	R2	22	0	23	0.0	0.918	43.4	LOS D	36.9	255.9	1.00	1.15	1.32	28.2
Approach		1030	11	1084	1.1	0.918	32.8	LOS C	36.9	255.9	0.87	1.02	1.09	34.8
East: Elliotts Road (E)														
4	L2	19	0	20	0.0	0.056	36.9	LOS C	0.7	3.8	0.89	0.68	0.89	29.3
5	T1	38	0	40	0.0	0.254	33.8	LOS C	2.2	15.4	0.92	0.72	0.92	34.7
6	R2	20	0	21	0.0	0.254	39.3	LOS C	2.2	15.4	0.92	0.72	0.92	32.1
Approach		77	0	81	0.0	0.254	36.0	LOS C	2.2	15.4	0.91	0.71	0.91	32.6
North: Carters Lane (N)														
7	L2	12	0	13	0.0	0.257	9.2	LOS A	4.9	34.5	0.39	0.35	0.39	47.6
8	T1	379	2	399	0.5	0.897	12.1	LOS A	11.7	81.8	0.49	0.48	0.57	42.8
9	R2	183	0	193	0.0	* 0.897	53.2	LOS D	11.7	81.8	1.00	1.19	1.50	30.2
Approach		574	2	604	0.3	0.897	25.1	LOS B	11.7	81.8	0.65	0.71	0.86	37.8
West: Elliotts Road (W)														
10	L2	228	2	240	0.9	0.432	32.3	LOS C	7.6	53.8	0.85	0.80	0.85	37.3
11	T1	24	0	25	0.0	* 0.956	62.9	LOS E	11.7	84.0	1.00	1.20	1.81	25.1
12	R2	178	7	187	3.9	0.956	68.5	LOS E	11.7	84.0	1.00	1.20	1.81	26.9
Approach		430	9	453	2.1	0.956	49.0	LOS D	11.7	84.0	0.92	0.99	1.30	31.5
All Vehicles		2111	22	2222	1.0	0.956	34.2	LOS C	36.9	255.9	0.82	0.92	1.07	34.7

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.

Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped Dist] m		Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Squires Way (S)												
P1	Full	27	28	34.3	LOS D	0.1	0.1	0.93	0.93	199.8	215.2	1.08
East: Elliotts Road (E)												
P2	Full	3	3	34.2	LOS D	0.0	0.0	0.93	0.93	198.4	213.4	1.08
North: Carters Lane (N)												
P3	Full	14	15	34.2	LOS D	0.0	0.0	0.93	0.93	199.8	215.2	1.08
West: Elliotts Road (W)												
P4	Full	8	8	34.2	LOS D	0.0	0.0	0.93	0.93	199.8	215.2	1.08
All Pedestrians		52	55	34.3	LOS D	0.1	0.1	0.93	0.93	199.7	215.1	1.08

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

MOVEMENT SUMMARY

 **Site: 253 [Puckey Avenue/Squires Way | 2024 Future Year - No Development | PM (Site Folder: 2024 Future Year - No Development - PM)]**

New Site

Site Category: Future Conditions 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Squires Way (S)														
1	L2	35	0	37	0.0	0.667	19.3	LOS B	10.8	75.7	0.87	0.78	0.89	40.4
2	T1	953	11	1003	1.2	* 0.667	13.9	LOS A	10.8	76.0	0.87	0.78	0.89	48.5
Approach		988	11	1040	1.1	0.667	14.0	LOS A	10.8	76.0	0.87	0.78	0.89	48.2
North: Squires Way (N)														
8	T1	567	6	597	1.1	0.477	5.1	LOS A	7.6	53.3	0.56	0.49	0.56	55.0
9	R2	17	1	18	5.9	* 0.084	28.0	LOS B	0.4	3.0	0.92	0.69	0.92	35.3
Approach		584	7	615	1.2	0.477	5.7	LOS A	7.6	53.3	0.57	0.50	0.57	54.1
West: Puckey Avenue (W)														
10	L2	80	0	84	0.0	0.119	15.0	LOS B	1.4	9.3	0.70	0.68	0.70	38.5
12	R2	39	0	41	0.0	* 0.181	26.3	LOS B	1.0	6.7	0.93	0.71	0.93	34.7
Approach		119	0	125	0.0	0.181	18.7	LOS B	1.4	9.3	0.78	0.69	0.78	37.2
All Vehicles		1691	18	1780	1.1	0.667	11.5	LOS A	10.8	76.0	0.76	0.67	0.77	49.0

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.

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

Queue Model: SIDRA Standard.

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance										
Mov	Input Vol.	Dem.	Aver.	Level of	AVERAGE BACK OF QUEUE		Prop.	EffectiveTravel Time	Travel Dist.	Aver.

ID	Crossing	Flow ped/h	Delay sec	Service	[Ped ped	Dist] m	Que	Stop Rate			Speed m/sec
South: Squires Way (S)											
P1	Full	3	19.4	LOS B	0.0	0.0	0.88	0.88	183.9	213.9	1.16
North: Squires Way (N)											
P3	Full	1	19.4	LOS B	0.0	0.0	0.88	0.88	184.9	215.2	1.16
West: Puckey Avenue (W)											
P4	Full	1	19.4	LOS B	0.0	0.0	0.88	0.88	182.4	211.9	1.16
All Pedestrians		5	19.4	LOS B	0.0	0.0	0.88	0.88	183.8	213.8	1.16

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: 254 [Puckey Avenue/Innovation Way | 2024 Future Year - No Development | PM
(Site Folder: 2024 Future Year - No Development - PM)]

New Site
Site Category: Future Conditions 1
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Innovation Way (S)														
1	L2	70	0	74	0.0	0.064	5.5	LOS A	0.2	1.4	0.05	0.51	0.05	45.8
2	T1	9	0	9	0.0	0.064	0.1	LOS A	0.2	1.4	0.05	0.51	0.05	49.3
3	R2	34	0	36	0.0	0.064	5.4	LOS A	0.2	1.4	0.05	0.51	0.05	43.5
Approach		113	0	119	0.0	0.064	5.1	NA	0.2	1.4	0.05	0.51	0.05	45.4
East: Puckey Avenue (E)														
4	L2	8	0	8	0.0	0.065	8.0	LOS A	0.2	1.6	0.05	1.04	0.05	40.1
5	T1	43	0	45	0.0	0.065	8.3	LOS A	0.2	1.6	0.05	1.04	0.05	42.9
6	R2	13	0	14	0.0	0.065	8.2	LOS A	0.2	1.6	0.05	1.04	0.05	43.6
Approach		64	0	67	0.0	0.065	8.3	LOS A	0.2	1.6	0.05	1.04	0.05	42.8
North: Innovation Way (N)														
7	L2	16	0	17	0.0	0.020	5.7	LOS A	0.1	0.6	0.15	0.48	0.15	47.8
8	T1	3	0	3	0.0	0.020	0.2	LOS A	0.1	0.6	0.15	0.48	0.15	48.9
9	R2	15	0	16	0.0	0.020	5.7	LOS A	0.1	0.6	0.15	0.48	0.15	47.7
Approach		34	0	36	0.0	0.020	5.2	NA	0.1	0.6	0.15	0.48	0.15	47.8
West: Puckey Avenue (W)														
10	L2	11	0	12	0.0	0.066	8.0	LOS A	0.2	1.7	0.09	1.02	0.09	45.6
11	T1	51	1	54	2.0	0.066	8.3	LOS A	0.2	1.7	0.09	1.02	0.09	43.3
12	R2	6	0	6	0.0	0.066	8.3	LOS A	0.2	1.7	0.09	1.02	0.09	41.2
Approach		68	1	72	1.5	0.066	8.3	LOS A	0.2	1.7	0.09	1.02	0.09	43.5
All Vehicles		279	1	294	0.4	0.066	6.6	NA	0.2	1.7	0.07	0.75	0.07	44.6

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

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

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

Queue Model: SIDRA Standard.

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

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

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Appendix H – Future Year 2024 With Development SIDRA Results

SITE LAYOUT

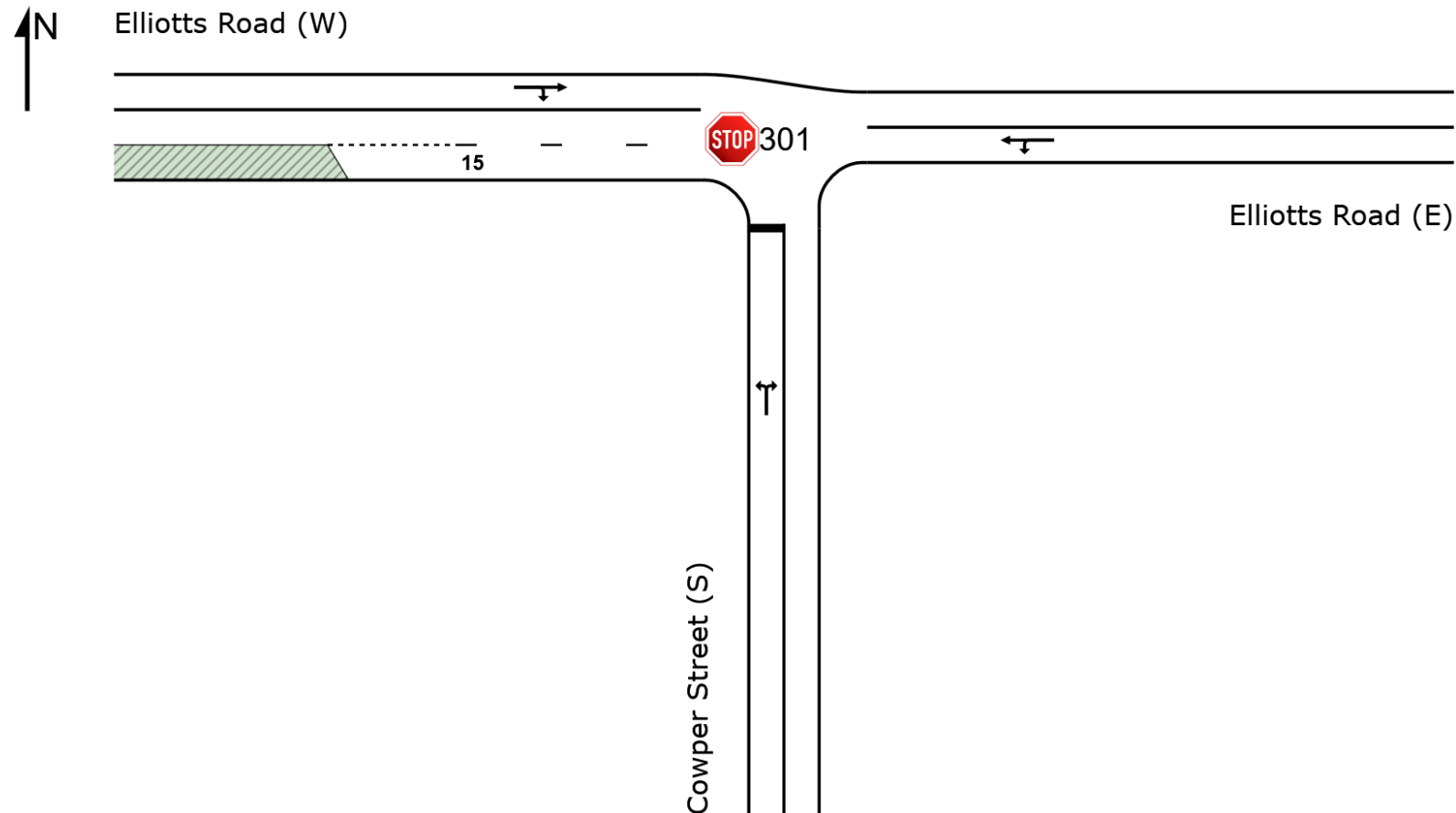
 **Site: 301 [Elliotts Road/Cowper Street | 2024 Future Year - With Development | AM (Site Folder: 2024 Future Year - With Development - AM)]**

New Site

Site Category: Proposed Design 1

Stop (Two-Way)

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SITE LAYOUT

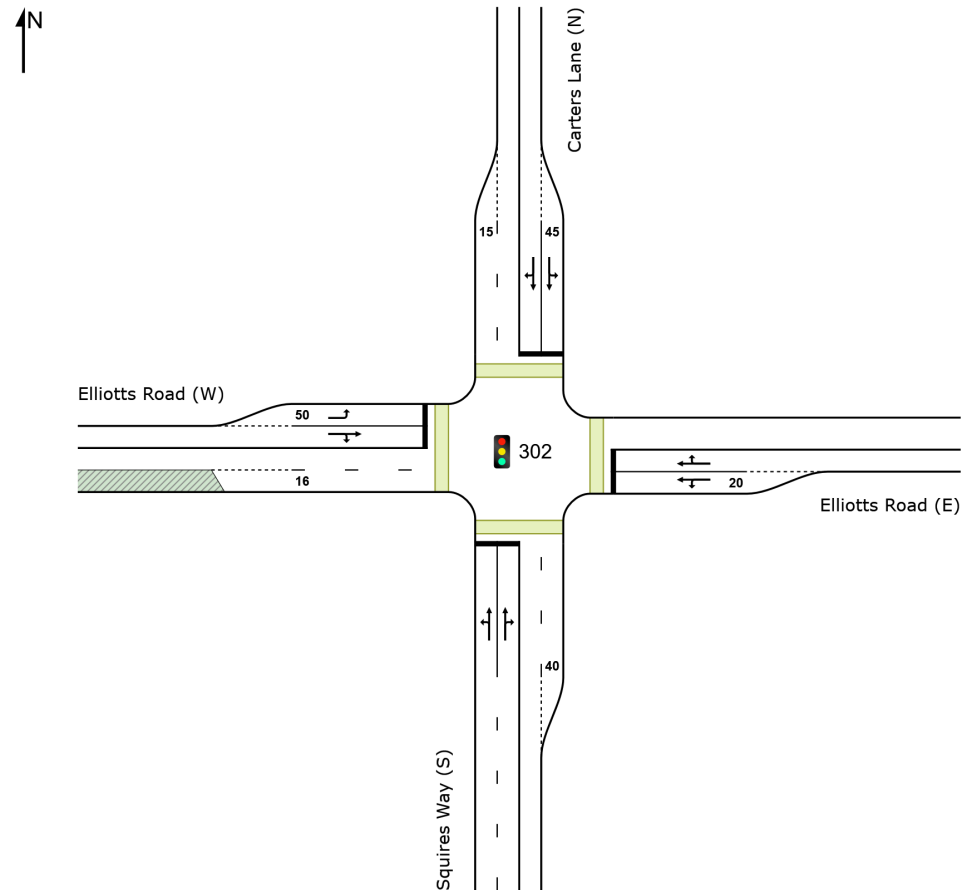
 **Site: 302 [Elliotts Road/Squires Way/Carters Lane | 2024 Future Year - With Development
| AM (Site Folder: 2024 Future Year - With Development - AM)]**

New Site

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: C:\Users\mariam.alnuaimy\Aurecon Group\P520547 - No CONTRACT St George Illawarra Dragons HPCC - 02 Traffic Impact Assessment\Modelling\St George SIDRA v1.5.sip9

SITE LAYOUT

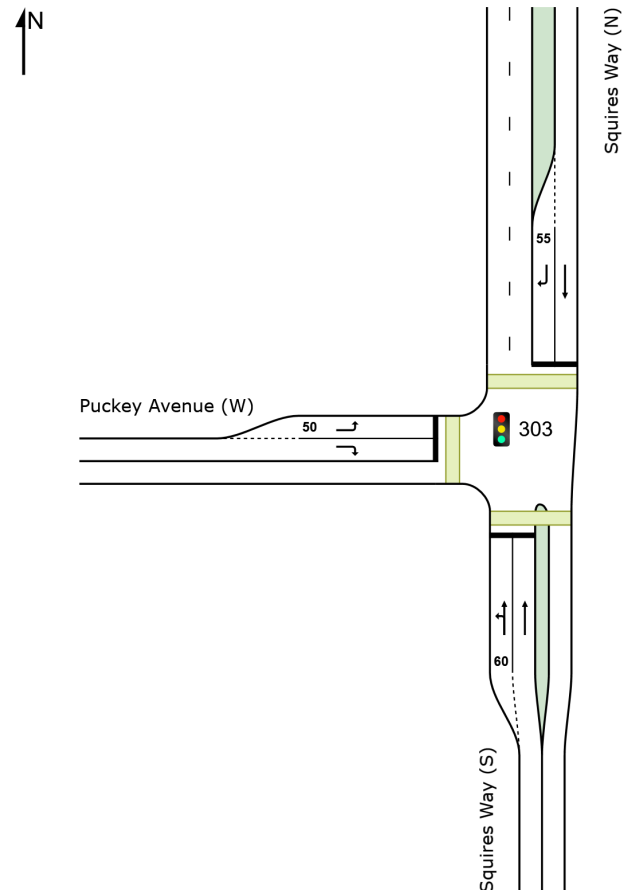
 **Site: 303 [Puckey Avenue/Squires Way | 2024 Future Year - With Development | AM (Site Folder: 2024 Future Year - With Development - AM)]**

New Site

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: C:\Users\mariam.alnuaimy\Aurecon Group\P520547 - No CONTRACT St George Illawarra Dragons HPCC - 02 Traffic Impact Assessment\Modelling\St George SIDRA v1.5.sip9

SITE LAYOUT

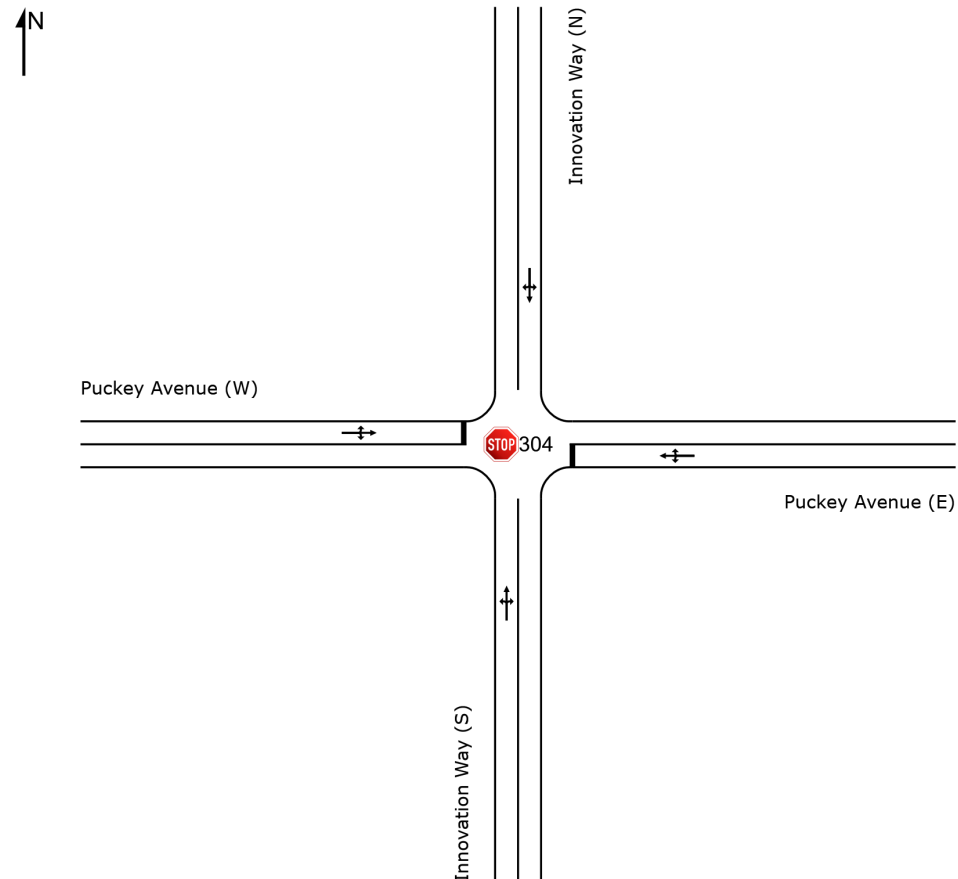
 **Site: 304 [Puckey Avenue/Innovation Way | 2024 Future Year - With Development | AM
(Site Folder: 2024 Future Year - With Development - AM)]**

New Site

Site Category: Proposed Design 1

Stop (Two-Way)

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



Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Wednesday, 19 July 2023 12:20:56 PM

Project: C:\Users\mariam.alnuaimy\Aurecon Group\P520547 - No CONTRACT St George Illawarra Dragons HPCC - 02 Traffic Impact Assessment\Modelling\St George SIDRA v1.5.sip9

MOVEMENT SUMMARY

 **Site: 301 [Elliotts Road/Cowper Street | 2024 Future Year - With Development | AM (Site Folder: 2024 Future Year - With Development - AM)]**

New Site
Site Category: Proposed Design 1
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cowper Street (S)														
1	L2	95	7	100	7.4	0.307	12.1	LOS A	1.2	9.1	0.64	1.03	0.76	47.5
3	R2	44	2	46	4.5	0.307	22.5	LOS B	1.2	9.1	0.64	1.03	0.76	47.2
Approach		139	9	146	6.5	0.307	15.4	LOS B	1.2	9.1	0.64	1.03	0.76	47.4
East: Elliotts Road (E)														
4	L2	116	0	122	0.0	0.316	5.6	LOS A	0.0	0.0	0.00	0.12	0.00	56.9
5	T1	457	12	481	2.6	0.316	0.1	LOS A	0.0	0.0	0.00	0.12	0.00	58.4
Approach		573	12	603	2.1	0.316	1.2	NA	0.0	0.0	0.00	0.12	0.00	58.1
West: Elliotts Road (W)														
11	T1	416	15	438	3.6	0.393	2.3	LOS A	2.6	18.7	0.44	0.20	0.58	56.0
12	R2	134	9	141	6.7	0.393	10.2	LOS A	2.6	18.7	0.44	0.20	0.58	54.1
Approach		550	24	579	4.4	0.393	4.3	NA	2.6	18.7	0.44	0.20	0.58	55.6
All Vehicles		1262	45	1328	3.6	0.393	4.1	NA	2.6	18.7	0.26	0.25	0.34	55.6

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

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

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

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

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

Queue Model: SIDRA Standard.

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

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

MOVEMENT SUMMARY

 **Site: 302 [Elliotts Road/Squires Way/Carters Lane | 2024 Future Year - With Development
| AM (Site Folder: 2024 Future Year - With Development - AM)]**

New Site

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Squires Way (S)														
1	L2	209	7	220	3.3	0.505	23.6	LOS B	4.9	35.1	0.91	0.80	0.91	39.7
2	T1	328	12	345	3.7	* 1.014	68.4	LOS E	18.4	127.3	1.00	1.65	2.47	25.5
3	R2	30	0	32	0.0	1.014	71.2	LOS F	18.4	127.3	1.00	1.65	2.47	21.8
Approach		567	19	597	3.4	1.014	52.0	LOS D	18.4	127.3	0.97	1.34	1.90	29.2
East: Elliotts Road (E)														
4	L2	25	0	26	0.0	0.030	24.1	LOS B	0.5	1.5	0.89	0.64	0.89	24.9
5	T1	7	0	7	0.0	0.038	20.9	LOS B	0.2	1.4	0.89	0.61	0.89	40.7
6	R2	2	0	2	0.0	0.038	25.0	LOS B	0.2	1.4	0.89	0.61	0.89	33.8
Approach		34	0	36	0.0	0.038	23.5	LOS B	0.5	1.5	0.89	0.63	0.89	27.5
North: Carters Lane (N)														
7	L2	9	0	9	0.0	0.243	9.2	LOS A	3.2	22.6	0.48	0.41	0.48	47.6
8	T1	740	9	779	1.2	0.849	15.3	LOS B	15.8	111.4	0.77	0.86	0.94	41.2
9	R2	204	3	215	1.5	* 0.849	24.7	LOS B	15.8	111.4	0.94	1.11	1.21	40.4
Approach		953	12	1003	1.3	0.849	17.3	LOS B	15.8	111.4	0.81	0.91	0.99	41.1
West: Elliotts Road (W)														
10	L2	137	6	144	4.4	0.154	13.1	LOS A	1.9	13.5	0.55	0.71	0.55	45.6
11	T1	16	0	17	0.0	* 1.001	60.7	LOS E	11.3	80.8	1.00	1.40	2.47	25.5
12	R2	226	8	238	3.5	1.001	66.3	LOS E	11.3	80.8	1.00	1.40	2.47	27.3
Approach		379	14	399	3.7	1.001	46.8	LOS D	11.3	80.8	0.84	1.15	1.78	31.9
All Vehicles		1933	45	2035	2.3	1.014	33.4	LOS C	18.4	127.3	0.86	1.08	1.41	34.7

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.

Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped Dist] m		Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Squires Way (S)												
P1	Full	6	6	19.4	LOS B	0.0	0.0	0.88	0.88	184.9	215.2	1.16
East: Elliotts Road (E)												
P2	Full	5	5	19.4	LOS B	0.0	0.0	0.88	0.88	183.5	213.4	1.16
North: Carters Lane (N)												
P3	Full	7	7	19.4	LOS B	0.0	0.0	0.88	0.88	184.9	215.2	1.16
West: Elliotts Road (W)												
P4	Full	7	7	19.4	LOS B	0.0	0.0	0.88	0.88	184.9	215.2	1.16
All Pedestrians		25	26	19.4	LOS B	0.0	0.0	0.88	0.88	184.6	214.8	1.16

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

MOVEMENT SUMMARY

 Site: 303 [Puckey Avenue/Squires Way | 2024 Future Year - With Development | AM (Site Folder: 2024 Future Year - With Development - AM)]

New Site

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Squires Way (S)														
1	L2	129	3	136	2.3	0.448	17.6	LOS B	6.3	44.1	0.77	0.71	0.77	40.3
2	T1	535	18	563	3.4	0.448	12.1	LOS A	6.5	45.2	0.78	0.68	0.78	48.5
Approach		664	21	699	3.2	0.448	13.2	LOS A	6.5	45.2	0.78	0.69	0.78	46.7
North: Squires Way (N)														
8	T1	903	9	951	1.0	* 0.789	9.5	LOS A	18.5	128.7	0.75	0.75	0.84	51.2
9	R2	83	2	87	2.4	0.372	28.9	LOS C	2.1	14.3	0.96	0.76	0.96	34.2
Approach		986	11	1038	1.1	0.789	11.2	LOS A	18.5	128.7	0.77	0.75	0.85	49.2
West: Puckey Avenue (W)														
10	L2	35	1	37	2.9	0.054	14.7	LOS B	0.6	4.1	0.68	0.65	0.68	38.8
12	R2	39	2	41	5.1	* 0.188	26.4	LOS B	1.0	7.0	0.93	0.72	0.93	34.6
Approach		74	3	78	4.1	0.188	20.9	LOS B	1.0	7.0	0.81	0.68	0.81	36.4
All Vehicles		1724	35	1815	2.0	0.789	12.4	LOS A	18.5	128.7	0.77	0.72	0.82	47.5

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.

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

Queue Model: SIDRA Standard.

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance										
Mov	Input Vol.	Dem.	Aver.	Level of	AVERAGE BACK OF QUEUE		Prop.	EffectiveTravel Time	Travel Dist.	Aver.

ID	Crossing	Flow ped/h	Delay sec	Service	[Ped ped	Dist] m	Que	Stop Rate		Speed m/sec		
South: Squires Way (S)												
P1	Full	14	15	19.4	LOS B	0.0	0.0	0.88	0.88	183.9	213.9	1.16
North: Squires Way (N)												
P3	Full	3	3	19.4	LOS B	0.0	0.0	0.88	0.88	184.9	215.2	1.16
West: Puckey Avenue (W)												
P4	Full	1	1	19.4	LOS B	0.0	0.0	0.88	0.88	182.4	211.9	1.16
All Pedestrians		18	19	19.4	LOS B	0.0	0.0	0.88	0.88	184.0	214.0	1.16

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: 304 [Puckey Avenue/Innovation Way | 2024 Future Year - With Development | AM**
(Site Folder: 2024 Future Year - With Development - AM)]

New Site
Site Category: Proposed Design 1
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Innovation Way (S)														
1	L2	13	0	14	0.0	0.013	5.6	LOS A	0.0	0.3	0.07	0.50	0.07	46.0
2	T1	2	0	2	0.0	0.013	0.1	LOS A	0.0	0.3	0.07	0.50	0.07	49.4
3	R2	7	0	7	0.0	0.013	5.5	LOS A	0.0	0.3	0.07	0.50	0.07	43.6
Approach		22	0	23	0.0	0.013	5.1	NA	0.0	0.3	0.07	0.50	0.07	45.6
East: Puckey Avenue (E)														
4	L2	62	0	65	0.0	0.160	8.1	LOS A	0.7	4.6	0.08	0.99	0.08	40.8
5	T1	80	2	84	2.5	0.160	8.1	LOS A	0.7	4.6	0.08	0.99	0.08	43.3
6	R2	32	1	34	3.1	0.160	8.5	LOS A	0.7	4.6	0.08	0.99	0.08	43.5
Approach		174	3	183	1.7	0.160	8.2	LOS A	0.7	4.6	0.08	0.99	0.08	42.6
North: Innovation Way (N)														
7	L2	16	1	17	6.3	0.025	5.6	LOS A	0.1	0.6	0.05	0.39	0.05	48.5
8	T1	14	0	15	0.0	0.025	0.0	LOS A	0.1	0.6	0.05	0.39	0.05	50.0
9	R2	14	0	15	0.0	0.025	5.5	LOS A	0.1	0.6	0.05	0.39	0.05	49.3
Approach		44	1	46	2.3	0.025	3.8	NA	0.1	0.6	0.05	0.39	0.05	49.2
West: Puckey Avenue (W)														
10	L2	29	0	31	0.0	0.181	8.0	LOS A	0.7	5.0	0.03	1.02	0.03	45.2
11	T1	54	2	57	3.7	0.181	8.2	LOS A	0.7	5.0	0.03	1.02	0.03	42.5
12	R2	85	0	89	0.0	0.181	8.8	LOS A	0.7	5.0	0.03	1.02	0.03	40.6
Approach		168	2	177	1.2	0.181	8.5	LOS A	0.7	5.0	0.03	1.02	0.03	42.1
All Vehicles		408	6	429	1.5	0.181	7.6	NA	0.7	5.0	0.05	0.91	0.05	43.2

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

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

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

Queue Model: SIDRA Standard.

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

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

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SITE LAYOUT

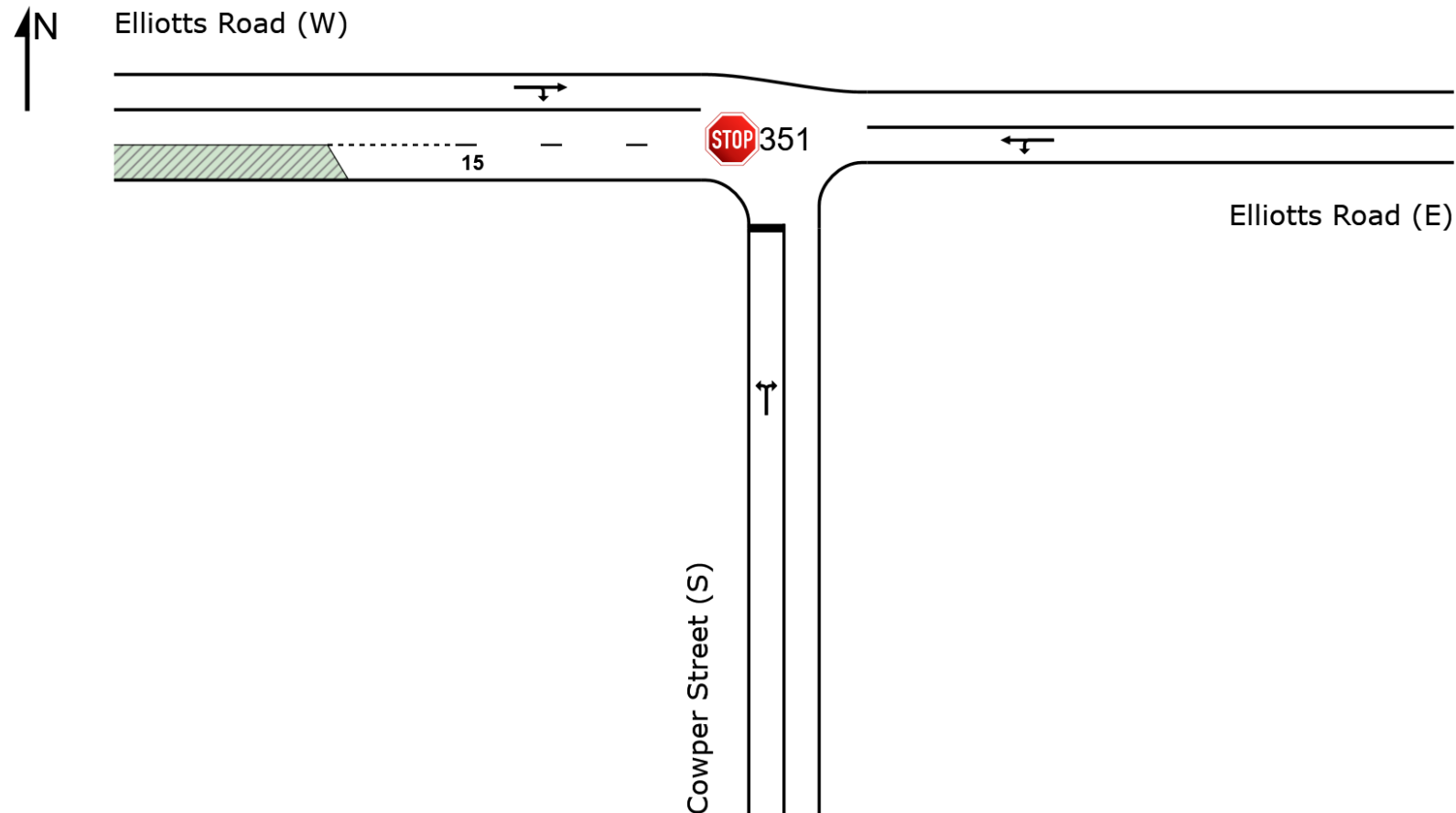
 **Site: 351 [Elliotts Road/Cowper Street | 2024 Future Year - With Development | PM (Site Folder: 2024 Future Year - With Development - PM)]**

New Site

Site Category: Proposed Design 1

Stop (Two-Way)

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SITE LAYOUT

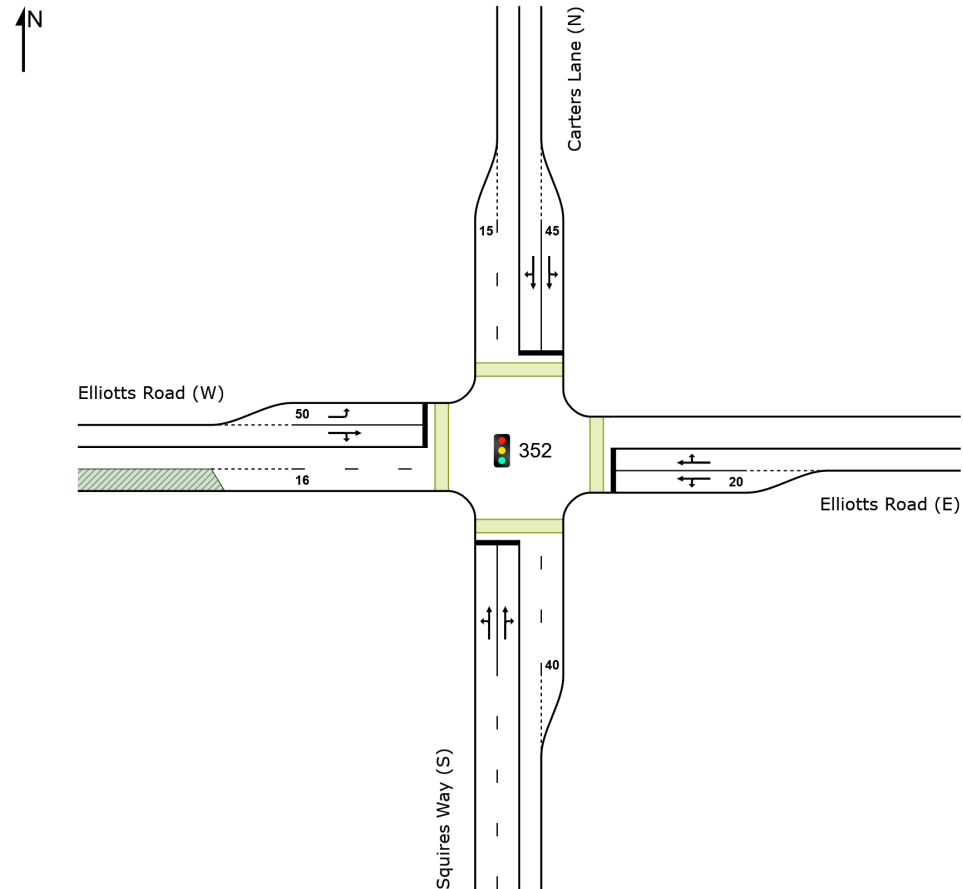
 **Site: 352 [Elliotts Road/Squires Way/Carters Lane | 2024 Future Year - With Development
| PM (Site Folder: 2024 Future Year - With Development - PM)]**

New Site

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: C:\Users\mariam.alnuaimy\Aurecon Group\P520547 - No CONTRACT St George Illawarra Dragons HPCC - 02 Traffic Impact Assessment\Modelling\St George SIDRA v1.5.sip9

SITE LAYOUT

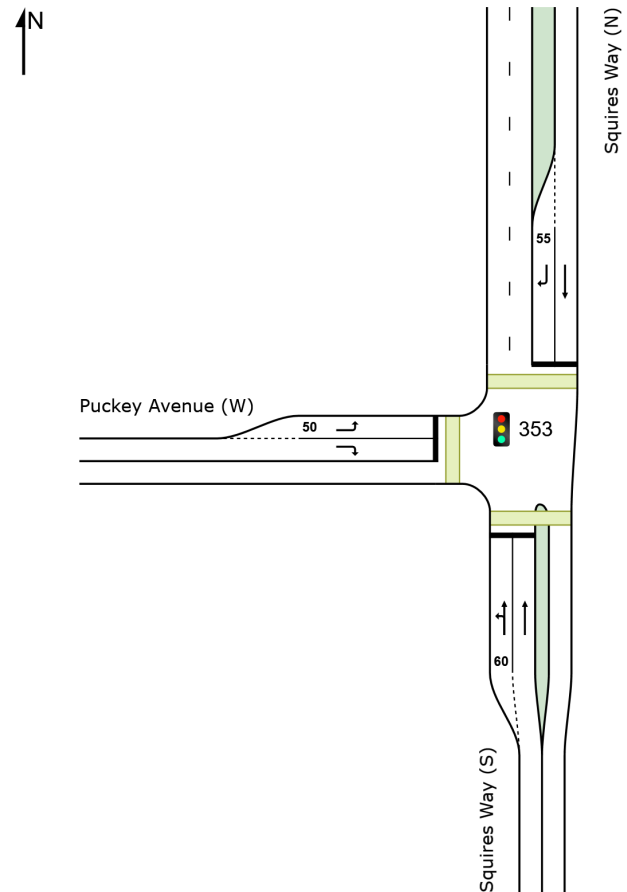
 **Site: 353 [Puckey Avenue/Squires Way | 2024 Future Year - With Development | PM (Site Folder: 2024 Future Year - With Development - PM)]**

New Site

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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SITE LAYOUT

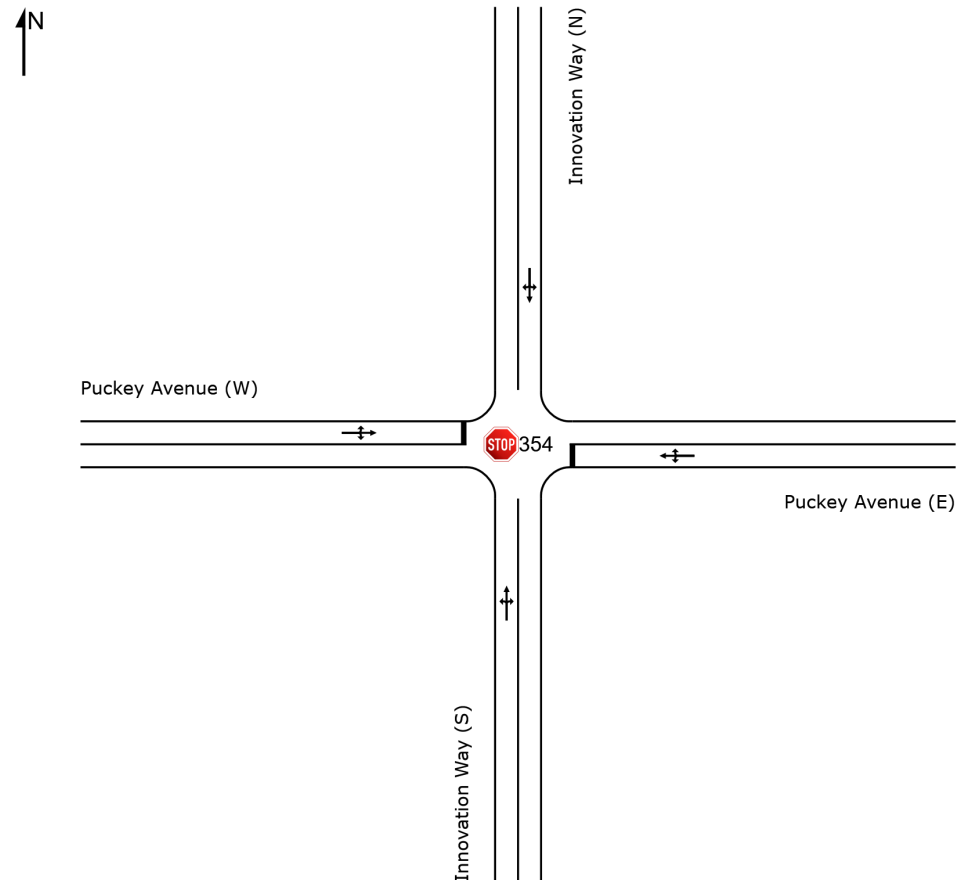
 **Site: 354 [Puckey Avenue/Innovation Way | 2024 Future Year - With Development | PM
(Site Folder: 2024 Future Year - With Development - PM)]**

New Site

Site Category: Proposed Design 1

Stop (Two-Way)

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



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MOVEMENT SUMMARY

 **Site: 351 [Elliotts Road/Cowper Street | 2024 Future Year - With Development | PM (Site Folder: 2024 Future Year - With Development - PM)]**

New Site
Site Category: Proposed Design 1
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cowper Street (S)														
1	L2	175	3	184	1.7	0.687	18.5	LOS B	4.4	30.8	0.78	1.27	1.65	43.0
3	R2	90	0	95	0.0	0.687	34.7	LOS C	4.4	30.8	0.78	1.27	1.65	42.7
Approach		265	3	279	1.1	0.687	24.0	LOS B	4.4	30.8	0.78	1.27	1.65	42.9
East: Elliotts Road (E)														
4	L2	71	1	75	1.4	0.310	5.6	LOS A	0.0	0.0	0.00	0.08	0.00	57.3
5	T1	492	12	518	2.4	0.310	0.1	LOS A	0.0	0.0	0.00	0.08	0.00	58.9
Approach		563	13	593	2.3	0.310	0.8	NA	0.0	0.0	0.00	0.08	0.00	58.7
West: Elliotts Road (W)														
11	T1	563	10	593	1.8	0.422	1.5	LOS A	2.1	15.2	0.30	0.11	0.41	57.3
12	R2	100	2	105	2.0	0.422	10.1	LOS A	2.1	15.2	0.30	0.11	0.41	55.5
Approach		663	12	698	1.8	0.422	2.8	NA	2.1	15.2	0.30	0.11	0.41	57.0
All Vehicles		1491	28	1569	1.9	0.687	5.8	NA	4.4	30.8	0.27	0.31	0.48	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.

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

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

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

Queue Model: SIDRA Standard.

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

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

MOVEMENT SUMMARY

 Site: 352 [Elliotts Road/Squires Way/Carters Lane | 2024 Future Year - With Development
| PM (Site Folder: 2024 Future Year - With Development - PM)]

New Site

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Squires Way (S)														
1	L2	316	8	333	2.5	0.328	15.6	LOS B	7.1	50.2	0.59	0.72	0.59	43.3
2	T1	699	3	736	0.4	* 0.937	45.7	LOS D	39.8	276.0	1.00	1.21	1.39	30.6
3	R2	22	0	23	0.0	0.937	48.7	LOS D	39.8	276.0	1.00	1.21	1.39	26.9
Approach		1037	11	1092	1.1	0.937	36.6	LOS C	39.8	276.0	0.87	1.06	1.15	33.6
East: Elliotts Road (E)														
4	L2	19	0	20	0.0	0.056	36.9	LOS C	0.7	3.8	0.89	0.68	0.89	29.3
5	T1	38	0	40	0.0	0.254	33.8	LOS C	2.2	15.4	0.92	0.72	0.92	34.7
6	R2	20	0	21	0.0	0.254	39.3	LOS C	2.2	15.4	0.92	0.72	0.92	32.1
Approach		77	0	81	0.0	0.254	36.0	LOS C	2.2	15.4	0.91	0.71	0.91	32.6
North: Carters Lane (N)														
7	L2	12	0	13	0.0	0.262	9.2	LOS A	5.0	35.4	0.39	0.35	0.39	47.6
8	T1	380	2	400	0.5	0.916	11.9	LOS A	11.9	83.1	0.48	0.48	0.56	42.9
9	R2	185	0	195	0.0	* 0.916	56.7	LOS E	11.9	83.1	1.00	1.22	1.58	29.4
Approach		577	2	607	0.3	0.916	26.2	LOS B	11.9	83.1	0.64	0.71	0.88	37.4
West: Elliotts Road (W)														
10	L2	238	2	251	0.8	0.451	32.6	LOS C	8.0	56.5	0.86	0.80	0.86	37.3
11	T1	24	0	25	0.0	* 0.956	62.9	LOS E	11.7	84.0	1.00	1.20	1.81	25.1
12	R2	178	7	187	3.9	0.956	68.5	LOS E	11.7	84.0	1.00	1.20	1.81	26.9
Approach		440	9	463	2.0	0.956	48.8	LOS D	11.7	84.0	0.92	0.98	1.29	31.6
All Vehicles		2131	22	2243	1.0	0.956	36.3	LOS C	39.8	276.0	0.82	0.94	1.10	34.1

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.

Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist] ped m		Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Squires Way (S)												
P1	Full	27	28	34.3	LOS D	0.1	0.1	0.93	0.93	199.8	215.2	1.08
East: Elliotts Road (E)												
P2	Full	3	3	34.2	LOS D	0.0	0.0	0.93	0.93	198.4	213.4	1.08
North: Carters Lane (N)												
P3	Full	14	15	34.2	LOS D	0.0	0.0	0.93	0.93	199.8	215.2	1.08
West: Elliotts Road (W)												
P4	Full	8	8	34.2	LOS D	0.0	0.0	0.93	0.93	199.8	215.2	1.08
All Pedestrians		52	55	34.3	LOS D	0.1	0.1	0.93	0.93	199.7	215.1	1.08

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

MOVEMENT SUMMARY

 **Site: 353 [Puckey Avenue/Squires Way | 2024 Future Year - With Development | PM (Site Folder: 2024 Future Year - With Development - PM)]**

New Site

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Squires Way (S)														
1	L2	37	0	39	0.0	0.668	19.4	LOS B	10.8	75.9	0.87	0.78	0.89	40.4
2	T1	953	11	1003	1.2	* 0.668	13.9	LOS A	10.9	76.3	0.87	0.78	0.89	48.5
Approach		990	11	1042	1.1	0.668	14.1	LOS A	10.9	76.3	0.87	0.78	0.89	48.1
North: Squires Way (N)														
8	T1	567	6	597	1.1	0.477	5.1	LOS A	7.6	53.3	0.56	0.49	0.56	55.0
9	R2	18	1	19	5.6	* 0.088	28.1	LOS B	0.4	3.2	0.92	0.69	0.92	35.3
Approach		585	7	616	1.2	0.477	5.8	LOS A	7.6	53.3	0.57	0.50	0.57	54.1
West: Puckey Avenue (W)														
10	L2	87	0	92	0.0	0.130	15.1	LOS B	1.5	10.2	0.70	0.68	0.70	38.5
12	R2	56	0	59	0.0	* 0.261	26.6	LOS B	1.4	9.7	0.94	0.73	0.94	34.7
Approach		143	0	151	0.0	0.261	19.6	LOS B	1.5	10.2	0.80	0.70	0.80	36.9
All Vehicles		1718	18	1808	1.0	0.668	11.7	LOS A	10.9	76.3	0.76	0.68	0.77	48.7

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.

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

Queue Model: SIDRA Standard.

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance										
Mov	Input Vol.	Dem.	Aver.	Level of	AVERAGE BACK OF QUEUE		Prop.	EffectiveTravel Time	Travel Dist.	Aver.

ID	Crossing	Flow ped/h	Delay sec	Service	[Ped ped	Dist] m	Que	Stop Rate			Speed m/sec
South: Squires Way (S)											
P1	Full	3	19.4	LOS B	0.0	0.0	0.88	0.88	183.9	213.9	1.16
North: Squires Way (N)											
P3	Full	1	19.4	LOS B	0.0	0.0	0.88	0.88	184.9	215.2	1.16
West: Puckey Avenue (W)											
P4	Full	1	19.4	LOS B	0.0	0.0	0.88	0.88	182.4	211.9	1.16
All Pedestrians		5	19.4	LOS B	0.0	0.0	0.88	0.88	183.8	213.8	1.16

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: 354 [Puckey Avenue/Innovation Way | 2024 Future Year - With Development | PM**
(Site Folder: 2024 Future Year - With Development - PM)]

New Site
Site Category: Proposed Design 1
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/h HV] veh/h		DEMAND FLOWS [Total veh/h HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Innovation Way (S)														
1	L2	70	0	74	0.0	0.065	5.6	LOS A	0.2	1.5	0.08	0.50	0.08	45.6
2	T1	9	0	9	0.0	0.065	0.1	LOS A	0.2	1.5	0.08	0.50	0.08	49.1
3	R2	34	0	36	0.0	0.065	5.5	LOS A	0.2	1.5	0.08	0.50	0.08	43.3
Approach		113	0	119	0.0	0.065	5.1	NA	0.2	1.5	0.08	0.50	0.08	45.2
East: Puckey Avenue (E)														
4	L2	8	0	8	0.0	0.071	8.0	LOS A	0.3	1.8	0.05	1.04	0.05	39.9
5	T1	43	0	45	0.0	0.071	8.5	LOS A	0.3	1.8	0.05	1.04	0.05	42.7
6	R2	16	0	17	0.0	0.071	8.4	LOS A	0.3	1.8	0.05	1.04	0.05	43.4
Approach		67	0	71	0.0	0.071	8.4	LOS A	0.3	1.8	0.05	1.04	0.05	42.6
North: Innovation Way (N)														
7	L2	40	0	42	0.0	0.044	5.7	LOS A	0.2	1.2	0.15	0.50	0.15	47.5
8	T1	3	0	3	0.0	0.044	0.2	LOS A	0.2	1.2	0.15	0.50	0.15	48.5
9	R2	32	0	34	0.0	0.044	5.7	LOS A	0.2	1.2	0.15	0.50	0.15	47.4
Approach		75	0	79	0.0	0.044	5.5	NA	0.2	1.2	0.15	0.50	0.15	47.5
West: Puckey Avenue (W)														
10	L2	13	0	14	0.0	0.070	8.0	LOS A	0.3	1.8	0.08	1.02	0.08	45.4
11	T1	51	1	54	2.0	0.070	8.6	LOS A	0.3	1.8	0.08	1.02	0.08	43.1
12	R2	6	0	6	0.0	0.070	8.5	LOS A	0.3	1.8	0.08	1.02	0.08	40.9
Approach		70	1	74	1.4	0.070	8.5	LOS A	0.3	1.8	0.08	1.02	0.08	43.4
All Vehicles		325	1	342	0.3	0.071	6.6	NA	0.3	1.8	0.09	0.72	0.09	44.8

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

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

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

Queue Model: SIDRA Standard.

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

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

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