Traffic Impact and Parking Assessment

Proposed Four Story Classroom Building at Clinton Street & College Street

Prepared for Trinity Catholic College Goulburn

JN
Responsive Engineering

N0241532.01A

Revision History

REVISION	DATE	BY	CHECKED	COMMENTS
A	17/12/2025	JT	SM	Issue for DA

The recipient of the latest issue as noted above will be responsible for superseding/destroying all previous documents.

Contents

1. Introduction

JN has been engaged by Webber Architects on behalf of the Trinity Catholic College Goulburn to prepare a Traffic Impact & Parking Assessment for the proposed four-storey classroom building at Clinton Street & College Street Goulburn, NSW 2580. The proposed development comprises fitness and physical education facilities, performing arts spaces, amenities, and multiple general learning areas, including a tiered learning space.

This report will discuss the existing and proposed parking conditions, and also provide an outline of the existing transport options and methods for users and visitors of Goulburn and Trinity Catholic College.

2. Conditions

2.1. Description

The site is located in the suburb of Goulburn. The site has the address Clinton St &, College St, Goulburn NSW 2580. This is shown in Figure 1 as follows. The site currently is a large well established co-educational school for Years 7 - 12 students. The College operates under the governance of the Catholic Education Office of the Archdiocese of Canberra and Goulburn.

The subject site falls under the jurisdiction of Goulburn Mulwaree Council.

Figure 1. Site Location Map

2.2. Existing Road Conditions

The Roads & Maritime Services (RMS, formally RTA) broadly classifies all roads into three administrative classes: state, regional and local. A detailed description of each administrative class is provided in "NSW Road Management Arrangements" (December 2008), however in general:

State Roads are the major arterial links throughout NSW and within major urban areas. They are the principle traffic carrying and linking routes for the movement of people and goods within the Sydney, Newcastle, Wollongong and Central Coast urban areas and which connect between these urban centers, the major regional towns, the major regions of the State and the major connections interstate.

Regional Roads are routes of secondary importance between State Roads and Local Roads which together with the State Roads, provide the main connections to and between smaller towns and districts and perform a sub arterial function in major urban areas.

Local Roads comprise the remaining Council controlled roads which provide for local circulation and access.

Clinton Street (Wheeo Road) is a Local Road. It has one lane of traffic in either direction and varying speed limits of 40km/h and 50km/h. Clinton Street is line-marked and signposted.

Addison Street is a Local Road. It has one lane of traffic in either direction and varying speed limits of 40km/h and 50km/h. Addison Street is line-marked and signposted.

Deccan Street is a Local Road. It has one lane of traffic in either direction and a speed limit of 50km/h. Deccan Street is line-marked and signposted.

College St Street is a Local Road. It has one lane of traffic in either direction and a speed limit of 40km/h. College Street is not linemarked.

Figure 2. Clinton street looking East (Google Maps 04/2024)

Figure 3. Clinton street looking West (Google Maps 04/2024)

Figure 4. Addison street looking East (Google Maps 04/2024)

Figure 5. Addison street looking West (Google Maps 04/2024)

Figure 6. Deccan street looking North (Google Maps 04/2024)

Figure 7. Deccan street looking South (Google Maps 04/2024)

Figure 8. College access looking North (Google Maps 02/2024)

Figure 9. College access looking South (Google Maps 02/2024)

2.3. Existing Traffic

Traffic movements have been counted from an external sub-contractor on the 11th Nov 2025, during the peak flow hours for each intersection as stated below:

INTERSECTION	AM PEAK	PM PEAK	TOTAL TRAFFIC VOLUME
Deccan Street and Clinton Street	7:00 to 10:00	14:30 to 17:30	3,951 vehicles
Deccan Street and Addison Street	7:00 to 10:00	14:30 to 17:30	1,625 vehicles
Wheeo Road (Clinton Street) and Gilmore Street	7:00 to 10:00	14:30 to 17:30	1,435 vehicles

This traffic data was input into Signalised & unsignalised Intersection Design and Research Aid (SIDRA) Engineering Software to interpret the level of Service for the Deccan, Clinton and Addison Street intersections. SIDRA printouts for results can be found in **Appendix B**, and traffic count prints can be found in **Appendix C**.

2.3.1. Existing Traffic Profile

The existing traffic profile on the surrounding road network has been established through 3- hour peak period traffic surveys (AM and PM) on a typical weekday in November 2025 at the intersections of Deccan Street with Clinton and Additon Street, Wheeo Road (Clinton Street) with Gilmore Street. Accordingly, the morning and afternoon peak hour traffic profiles on the surrounding road network are shown in Figure 10,11 and 12.

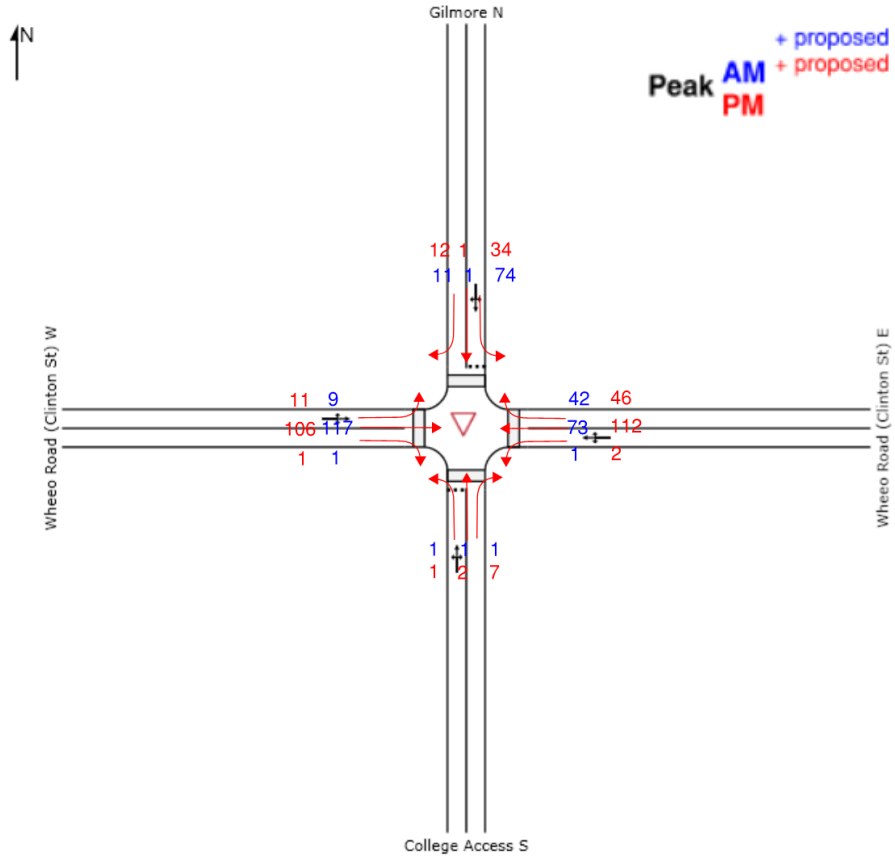

Figure 10. Existing Traffic Profile at intersection of Wheeo Raod with Gilmore Street

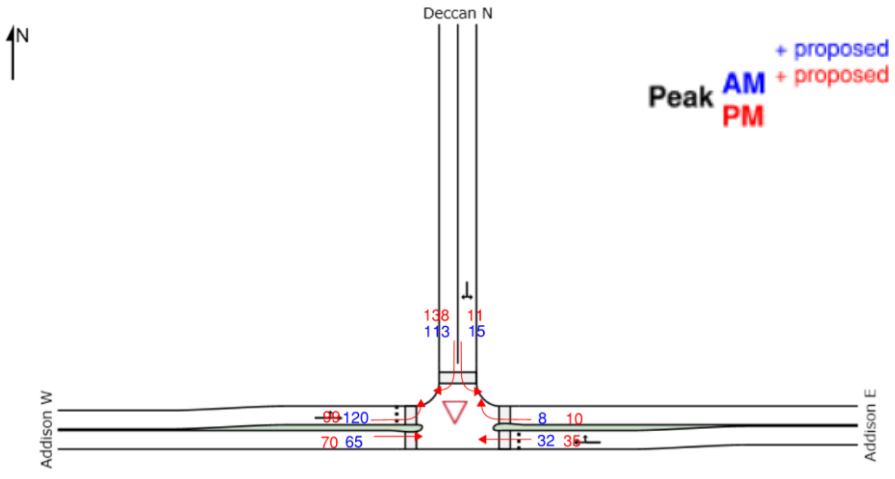

Figure 11. Existing Traffic Profile at intersection of Clinton Street with Deccan Street

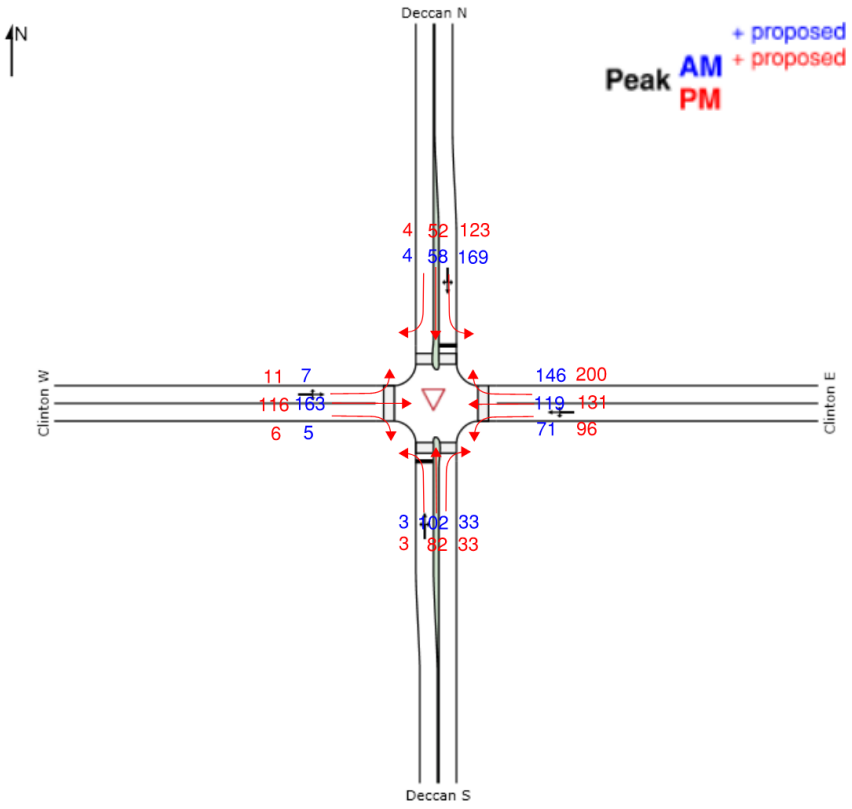

Figure 12. Existing Traffic Profile at intersection of Addison Street with Deccan Street

2.3.2. Existing Intersection Performance

The performance of the key intersections has been analysed using the SIDRA Intersection computer program. SIDRA modelling outputs a range of performance measures, in particular:

- Average Vehicle Delay (AVD) – The AVD (or average delay per vehicle in seconds) for intersections also provides a measure of the operational performance of an intersection and is used to determine an intersection's Level of Service (see below). For signalised intersections, the AVD reported relates to the average of all vehicle movements through the intersection. For priority (Give Way, Stop & Roundabout controlled) intersections, the AVD reported is that for the movement with the highest AVD.
- Level of Service (LOS) – This is a comparative measure that provides an indication of the operating performance, based on AVD.

The following table provides a recommended baseline for assessment as per the RMS Guide:

Table 1. RMS Level of Service Summary

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

The local network performance is provided in Section 4.3 which presents the comparation of SIDRA intersection modelling results of the key intersections under the existing and proposed development scenario.

2.4. Public Transport

The subject site is serviced by the following Public Transport:

Local Bus Network

- Multiple bus lines run along the street frontages of Wheeo Road (Clinton Street), Deccan Street and Addison Street. The closest bus stop is located along Addison Street, Goulburn which is about a 4-minute walk to the north of the subject site as shown below in **Figure 13**.
- The subject site is within optimal walking distance (650m) of several bus services. These services and destination are summarised in Table 2 below:

Table 2. Bus Routes and Services

No.	Route	No.	Route
818	Crookwell to Goulburn	823	Goulburn to West Goulburn (Loop Service)
S683	Cullerin to Goulburn Schools via Gunning Public	S684	Bungonia to Goulburn Schools via Quialigo & Gundary
S685	Braidwood to Tarago via Goulburn Schools	S686	Marulan to Goulburn Schools via Bungonia & Gundary
S687	Lake Bathurst to Goulburn Schools via Tirrannaville & Brisbane Grove	S688	Boxers Creek to Goulburn Schools via Rosemont & Gundary
S691	Mount Baw Baw Rd to Goulburn Schools	S701	Windellama to Goulburn Schools via Bungonia
S725	Gurrundah to Goulburn via Gurrundah Rd	S726	Parkesbourne to Goulburn via Pomeroy
S810	Towrang to Goulburn Schools	S812	Middle Arm to Goulburn Schools
S813	Collector to Goulburn Schools	S815	Carrick to Goulburn School
S816	Marulan South to Goulburn Schools	S817	Tallong to Goulburn Schools

S819	Runowaters to Goulburn Schools via Sloane St	S821	Goulburn to Goulburn Schools via Kenmore
S822	Goulburn to Trinity Catholic via Wollondilly Public	S823	Goulburn to Goulburn Schools via Cowper St & Kinghorne St
S824	Goulburn to Goulburn Schools via Middle Arm Rd	S828	Goulburn East Public to Goulburn Schools via Taralga Rd
S833	Taralga to Goulburn Schools	S834	Grabbengullen to Goulburn Schools
S893	Mittagong to Goulburn Schools	S893	Moss Vale to Mittagong Via Goulburn Schools
-	Road Coach (Gunning)	-	Culmone's Bus Service

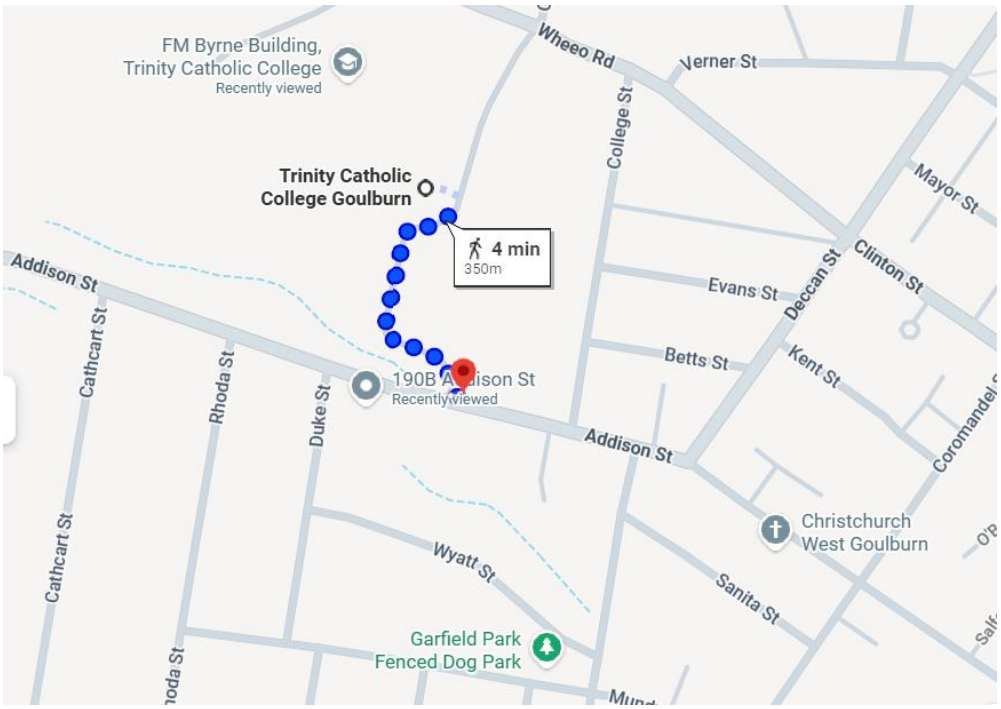

Figure 13. Closest Bus Stop Location (Google Map)

- The bus stop on the street frontage of Addison Street outside of Trinity Catholic College Goulburn connects with multiple bus services as indicated in Table 2 above and shown in **Figure 14 to 41** below.

- Bus Route 818 is a local return service run by PBC Goulburn and PBC Crookwell, offering daily return trips with school and non-school services.

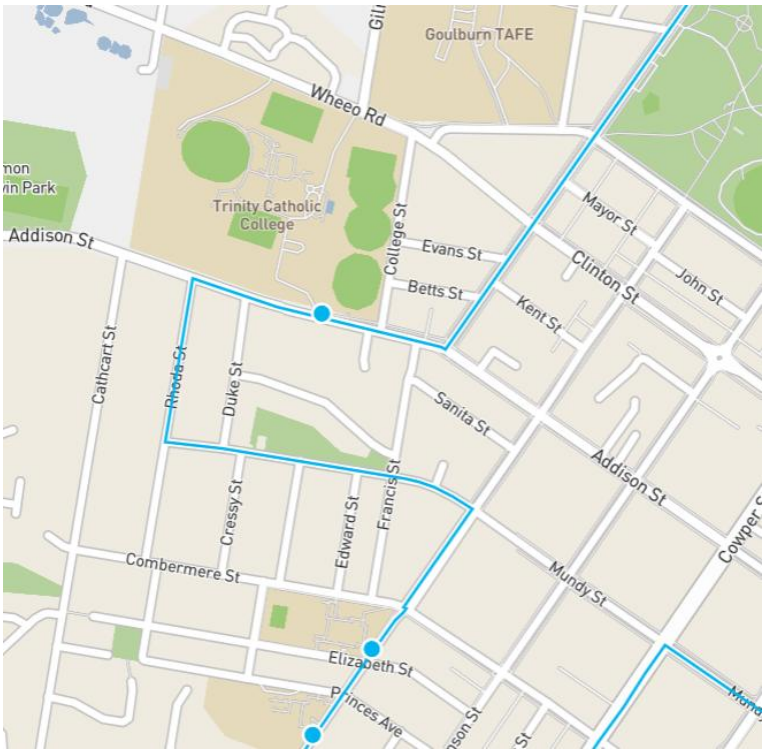

Figure 14. Bus Stop and Bus Route (818-Crookwell to Goulburn | transportnsw.info, Route 818 Crookwell to Goulburn | PBC Goulburn)

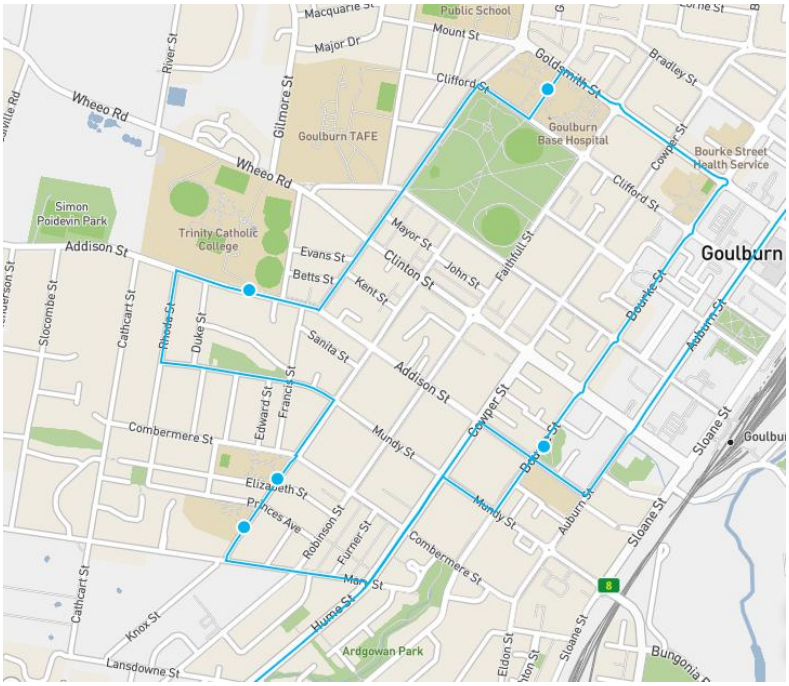

Figure 15. Bus Stop and Bus Route (S683-Cullerin to Goulburn Schools via Gunning Public | transportnsw.info)

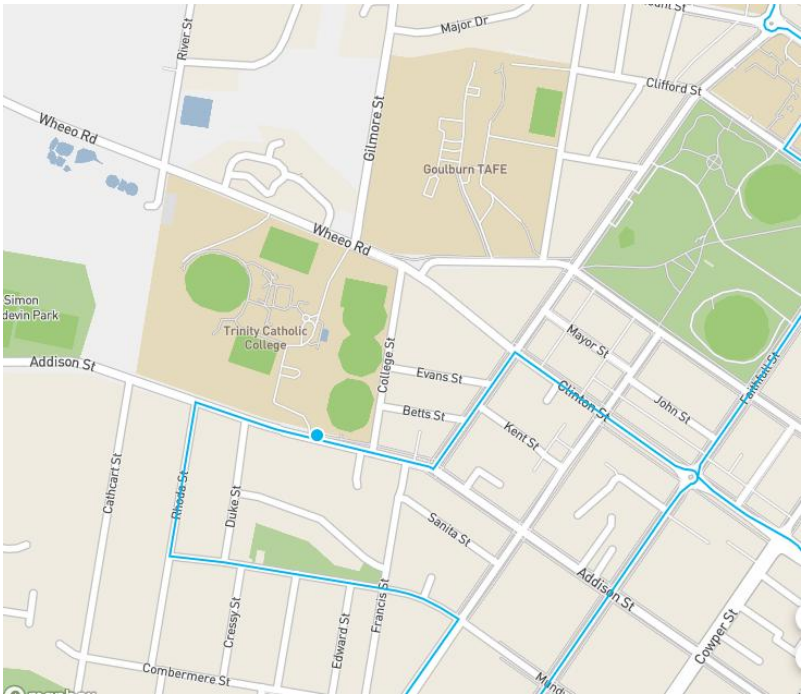

Figure 16. Bus Stop and Bus Route (S684-Bungonia to Goulburn Schools via Quialigo & Gundary | transportnsw.info)

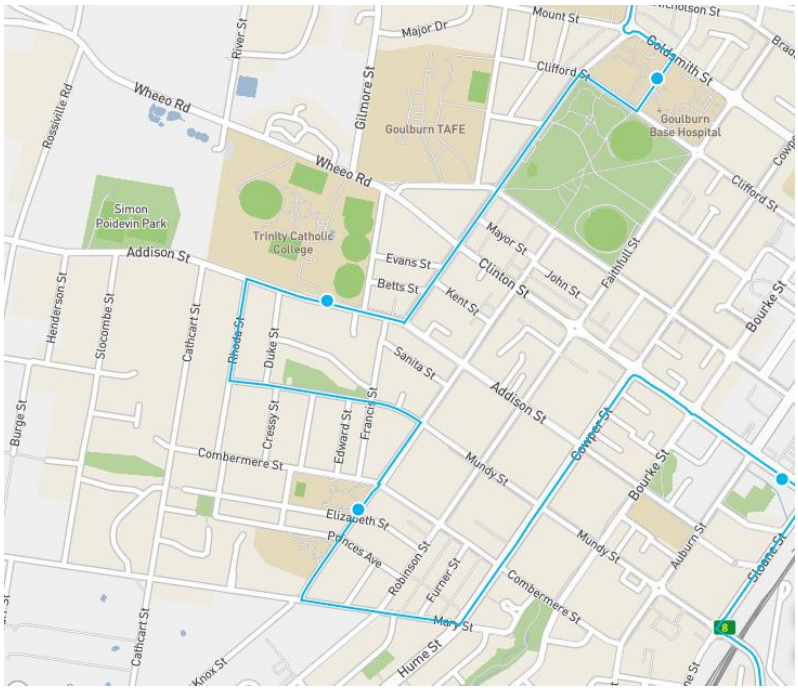

Figure 17. Bus Stop and Bus Route (S685-Braidwood to Tarago via Goulburn Schools | transportnsw.info)

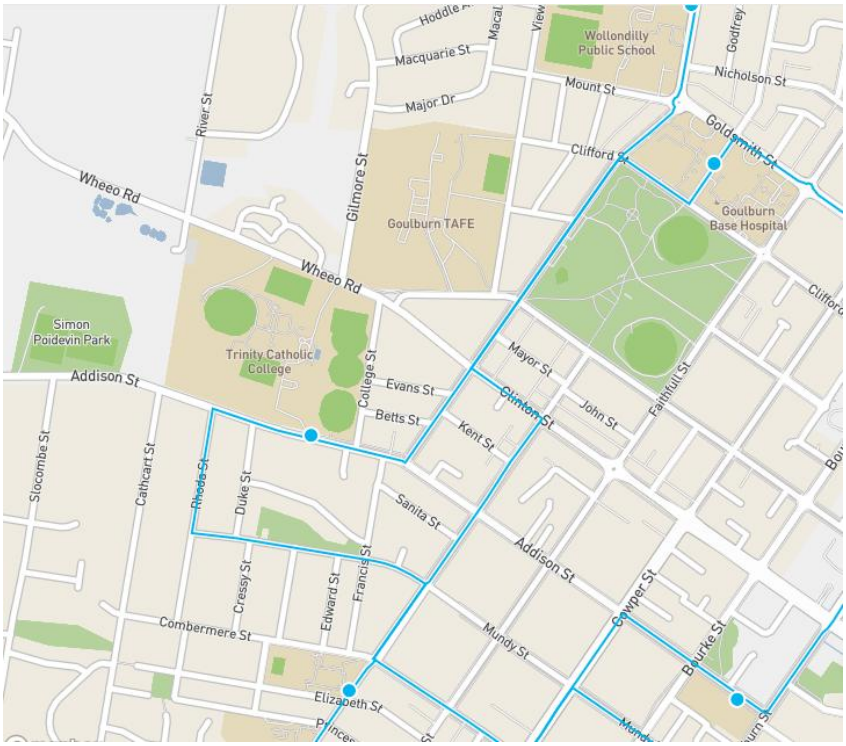

Figure 18. Bus Stop and Bus Route (S686-Marulan to Goulburn Schools via Bungonia & Gundary | transportnsw.info)

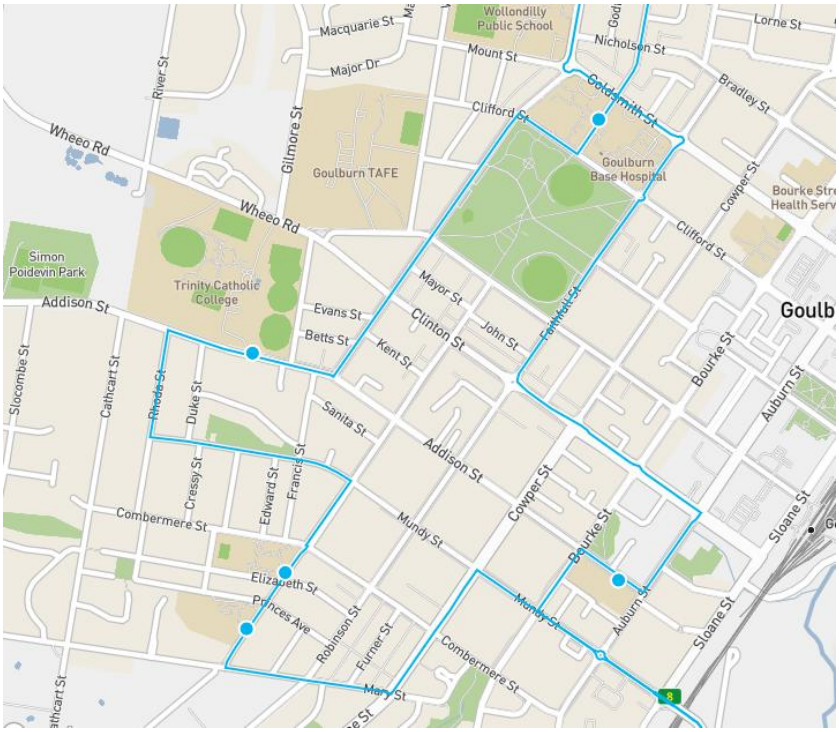

Figure 19. Bus Stop and Bus Route (S687-Lake Bathurst to Goulburn Schools via Tirrannaville & Brisbane Grove | transportnsw.info)

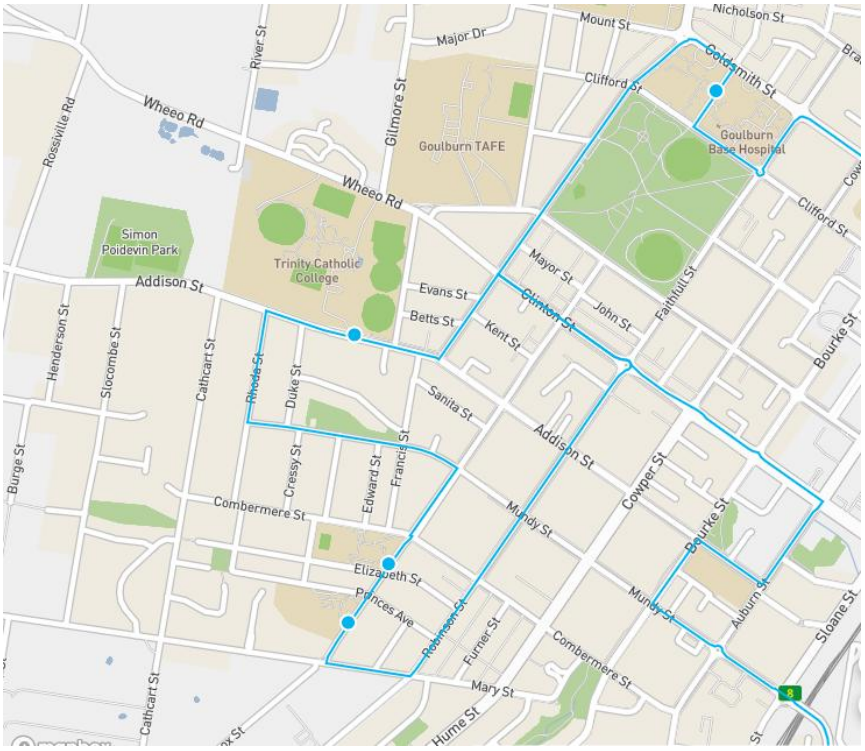

Figure 20. Bus Stop and Bus Route (S688-Boxers Creek to Goulburn Schools via Rosemont & Gundary | transportnsw.info)

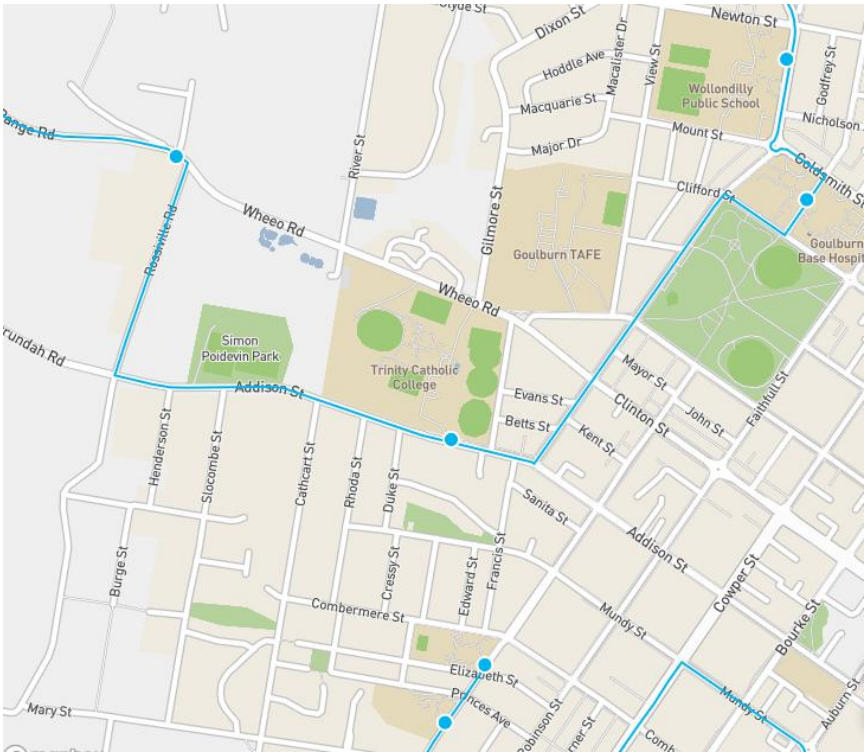

Figure 21. Bus Stop and Bus Route (S691-Mount Baw Baw Rd to Goulburn Schools | transportnsw.info)

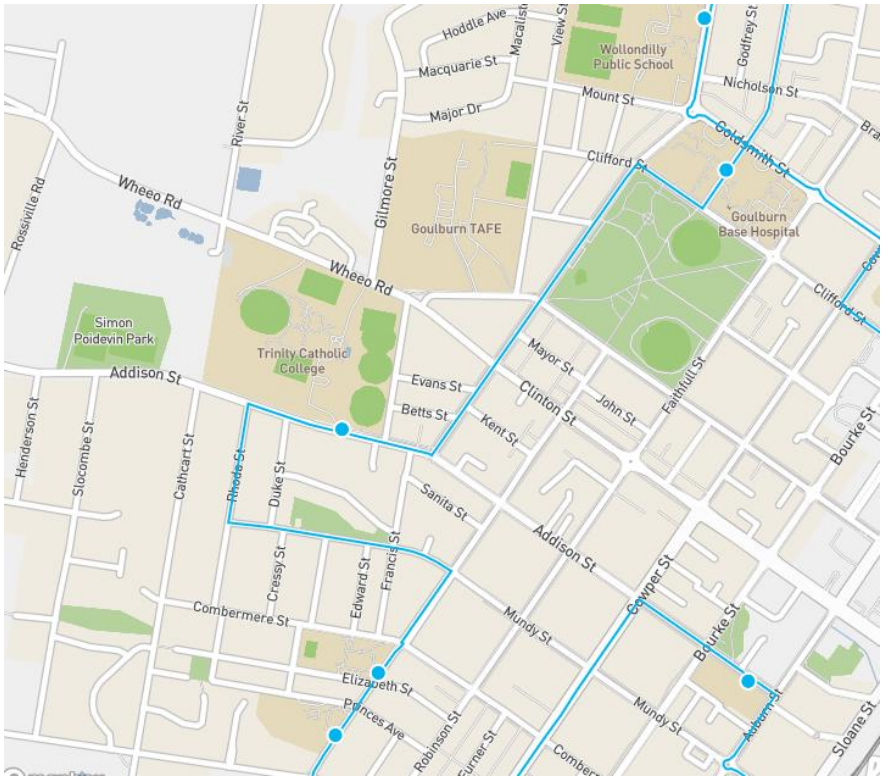

Figure 22. Bus Stop and Bus Route (S701-Windellama to Goulburn Schools via Bungonia | transportnsw.info)

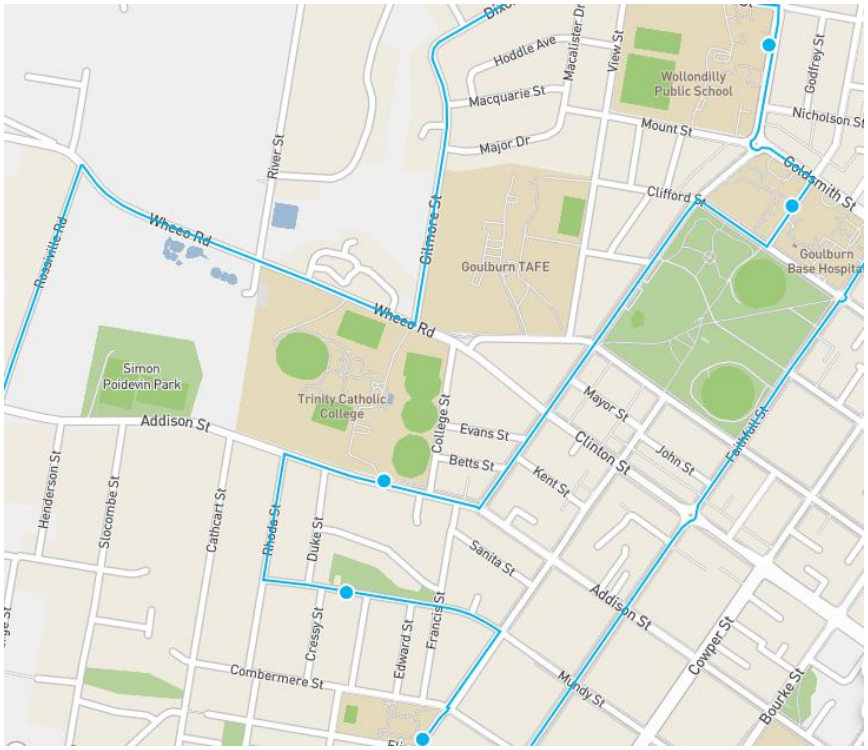

Figure 23. Bus Stop and Bus Route (S725-Gurrundah to Goulburn via Gurrundah Rd | transportnsw.info)

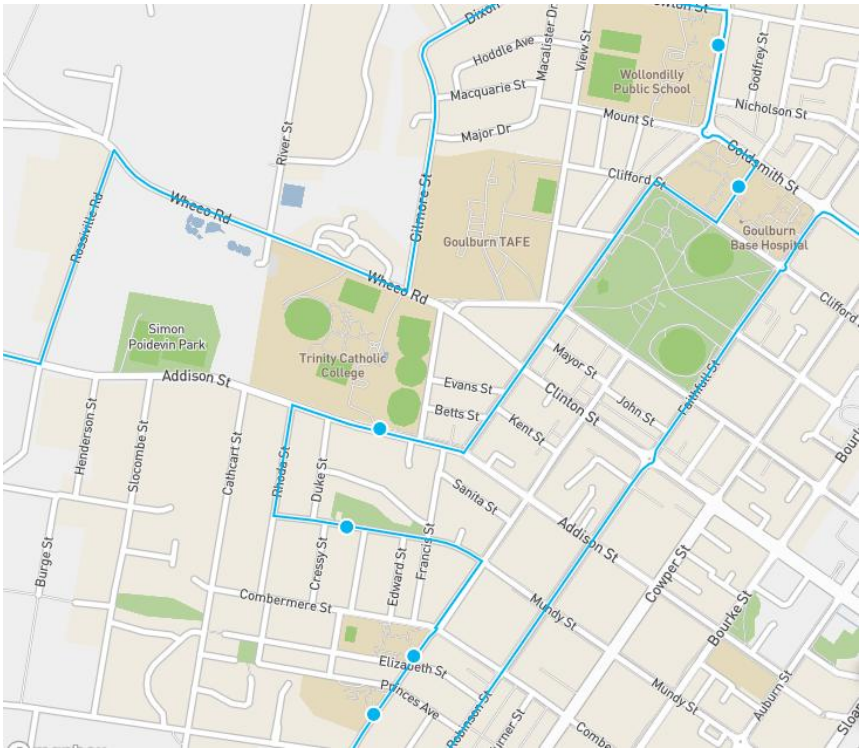

Figure 24. Bus Stop and Bus Route (S726-Parkesbourne to Goulburn via Pomeroy | transportnsw.info)

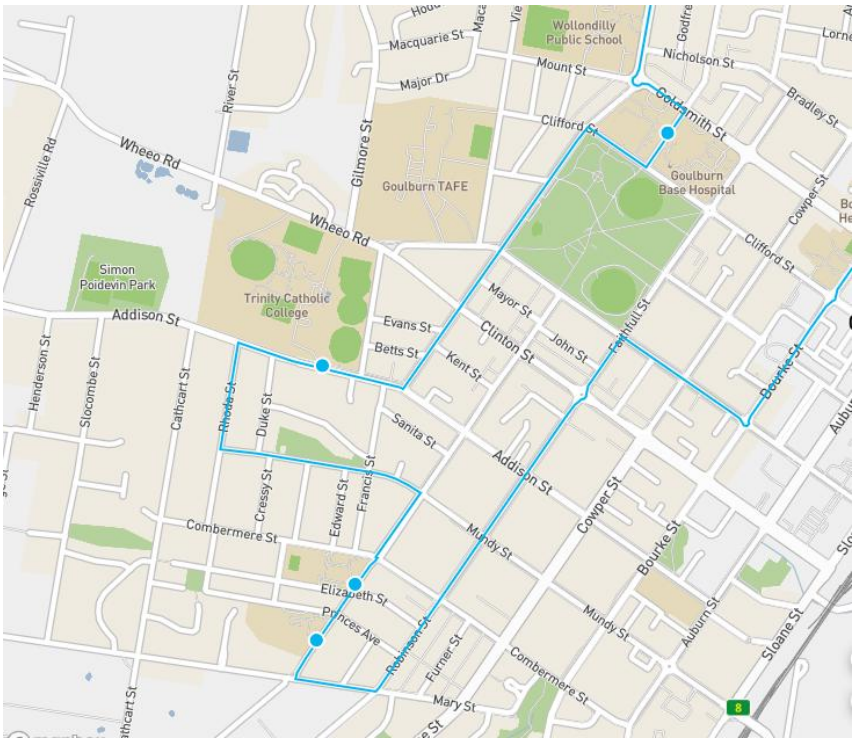

Figure 25. Bus Stop and Bus Route (S810-Towrang to Goulburn Schools | transportnsw.info)

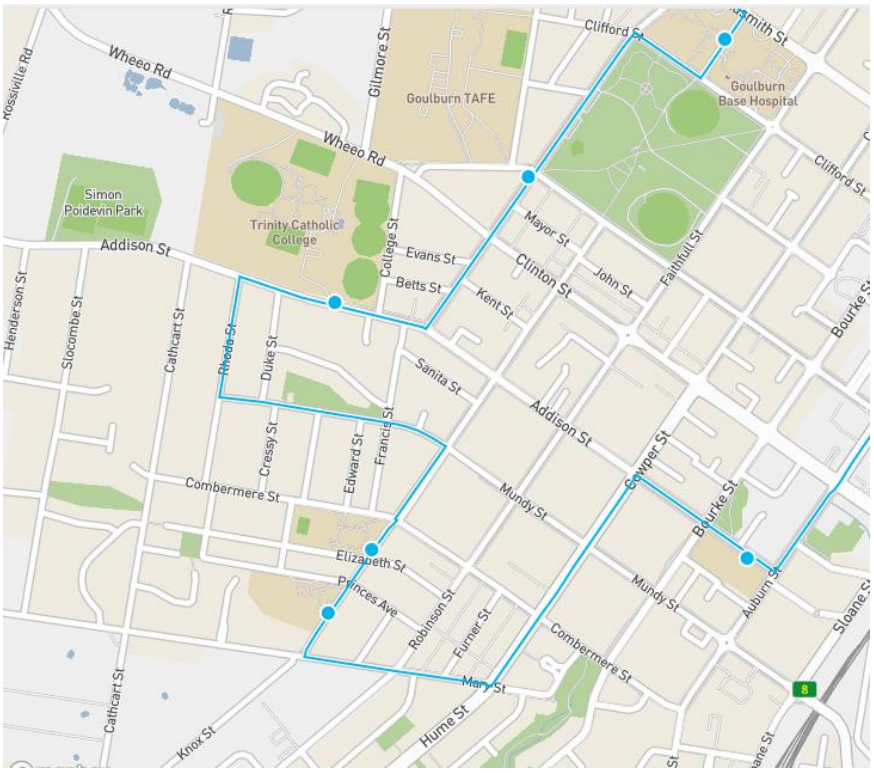

Figure 26. Bus Stop and Bus Route (S812-Middle Arm to Goulburn Schools | transportnsw.info)

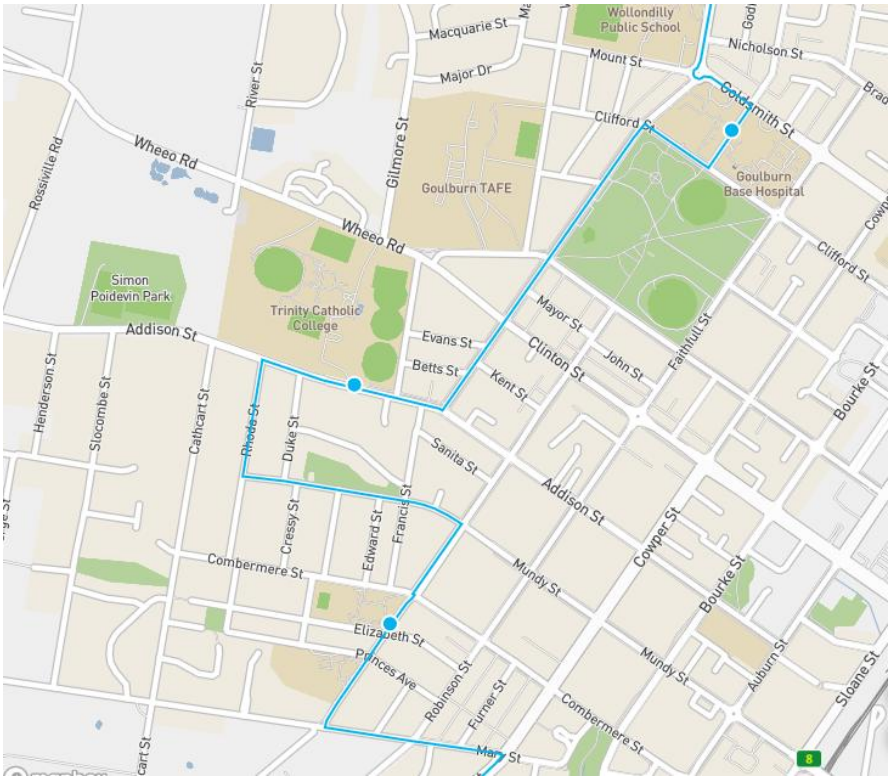

Figure 27. Bus Stop and Bus Route (S813-Collector to Goulburn Schools | transportnsw.info)

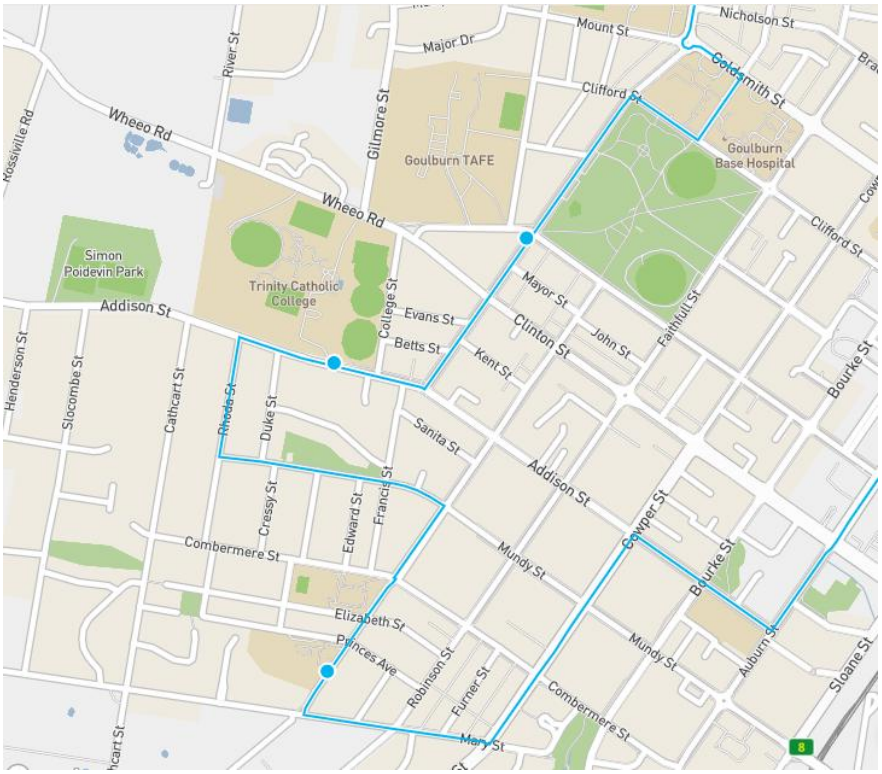

Figure 28. Bus Stop and Bus Route (S815- Carrick to Goulburn School | transportnsw.info)

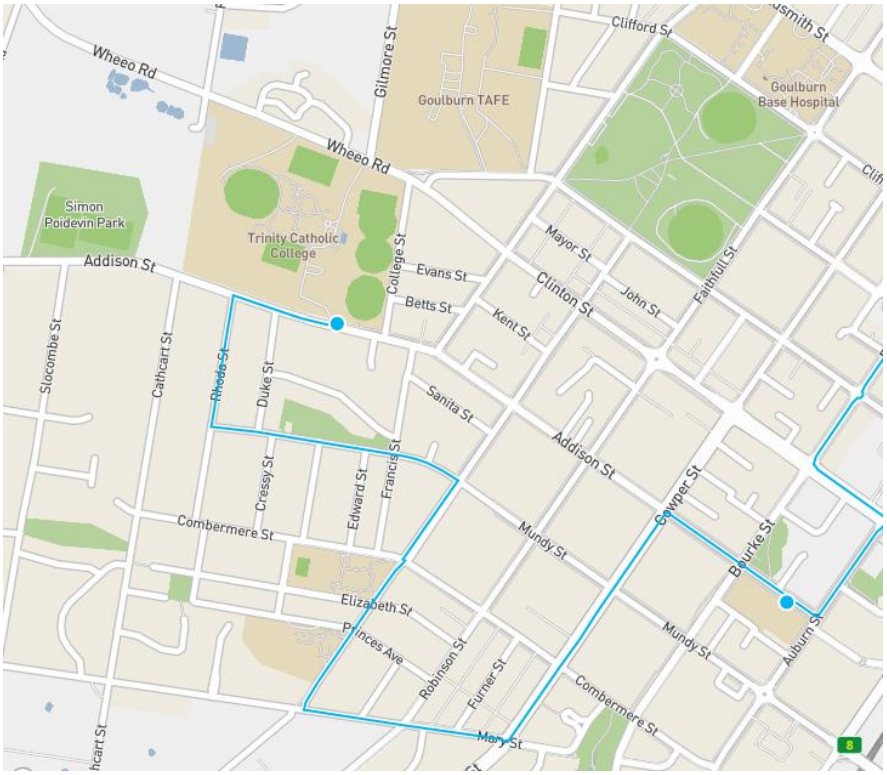

Figure 29. Bus Stop and Bus Route (S816-Marulan South to Goulburn Schools | transportnsw.info)

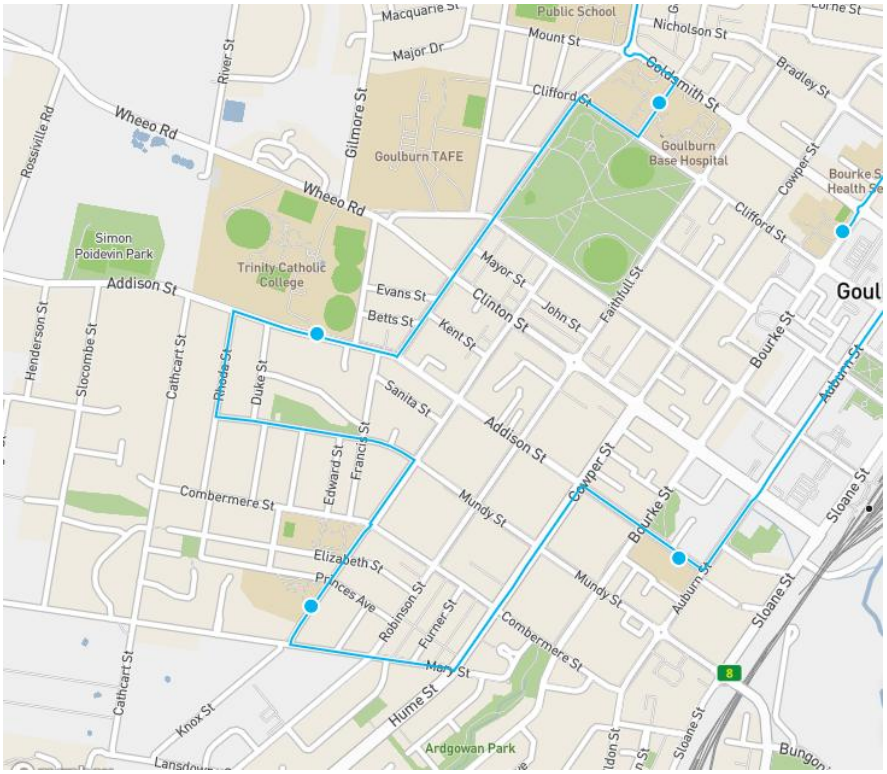

Figure 30. Bus Stop and Bus Route (S817- Tallong to Goulburn Schools | transportnsw.info)

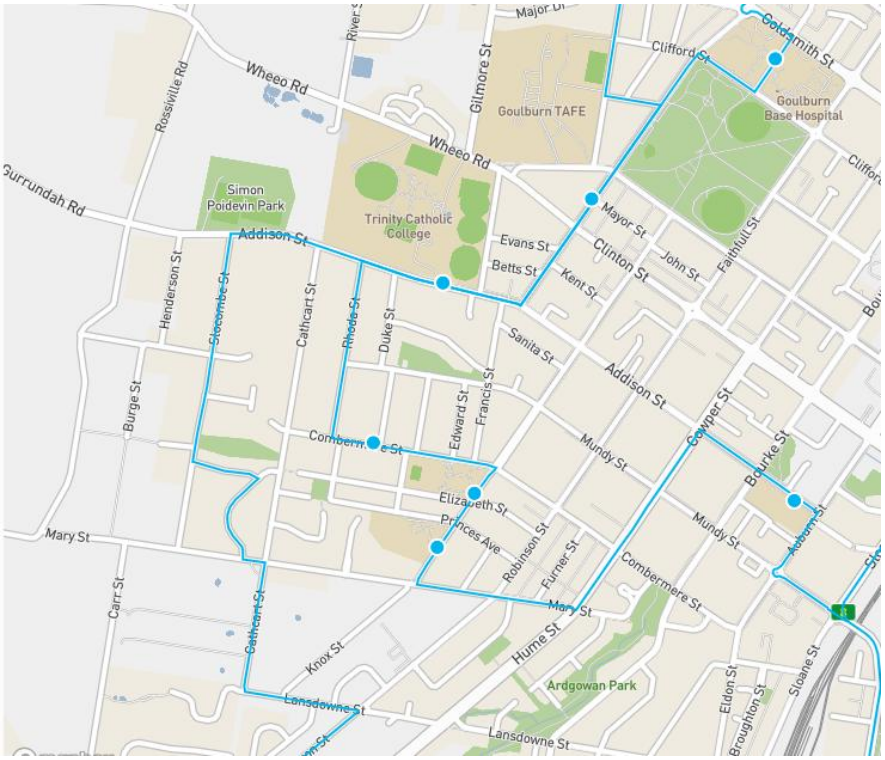

Figure 31. Bus Stop and Bus Route (S819-Runowaters to Goulburn Schools via Sloane St | transportnsw.info)

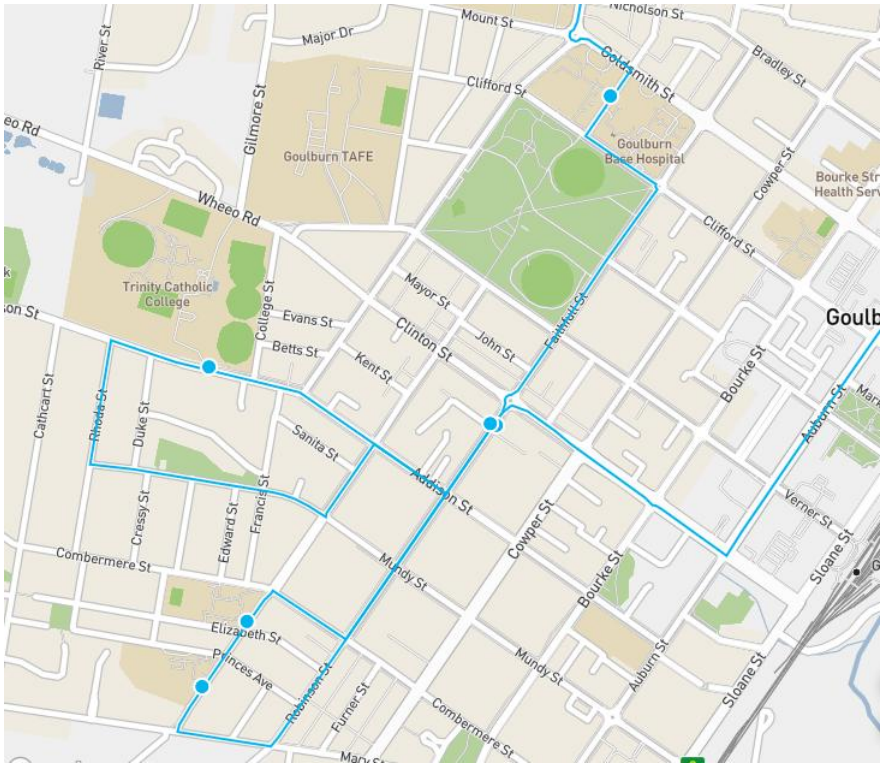

Figure 32. Bus Stop and Bus Route (S821- Goulburn to Goulburn Schools via Kenmore | transportnsw.info)

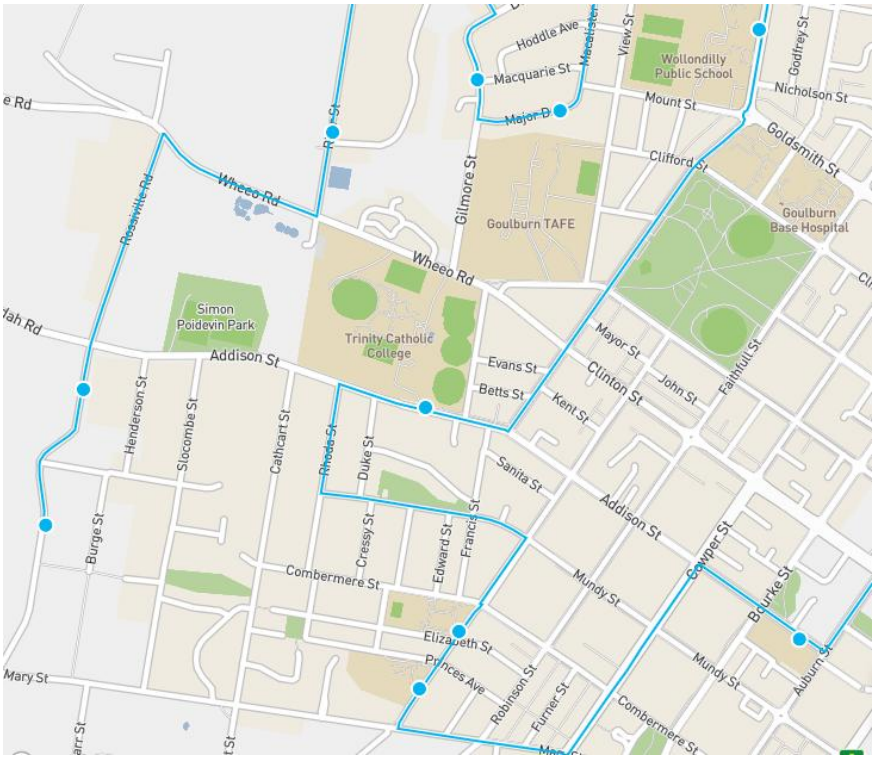

Figure 33. Bus Stop and Bus Route (S822- Goulburn to Trinity Catholic via Wollondilly Public | transportnsw.info)

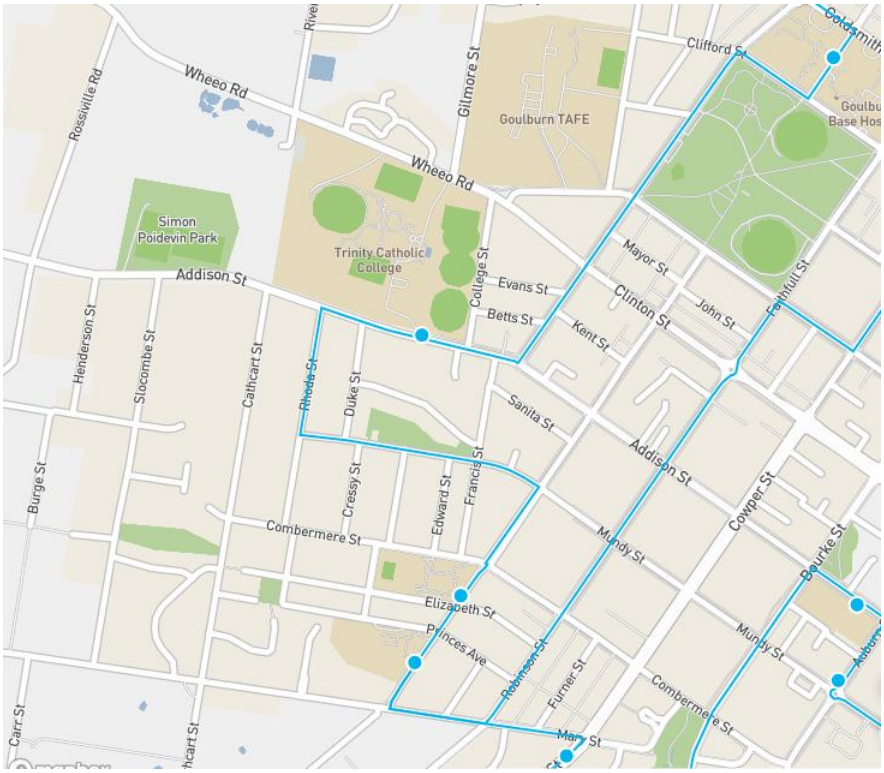

Figure 34. Bus Stop and Bus Route (S823- Goulburn to Goulburn Schools via Cowper St & Kinghorne St | transportnsw.info)

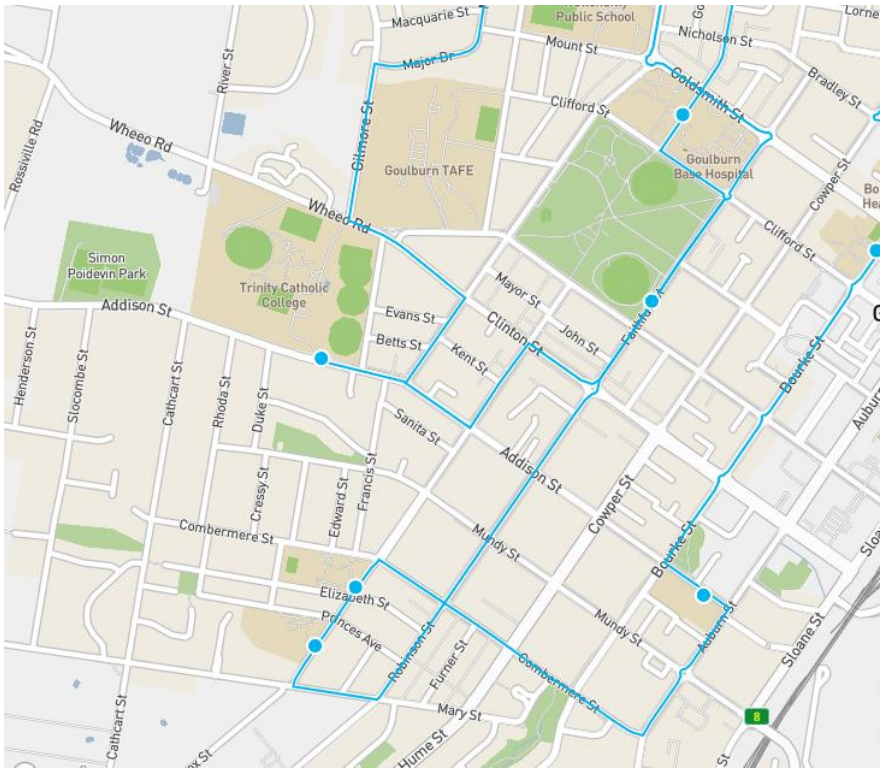

Figure 35. Bus Stop and Bus Route (S824- Goulburn to Goulburn Schools via Middle Arm Rd | transportnsw.info)

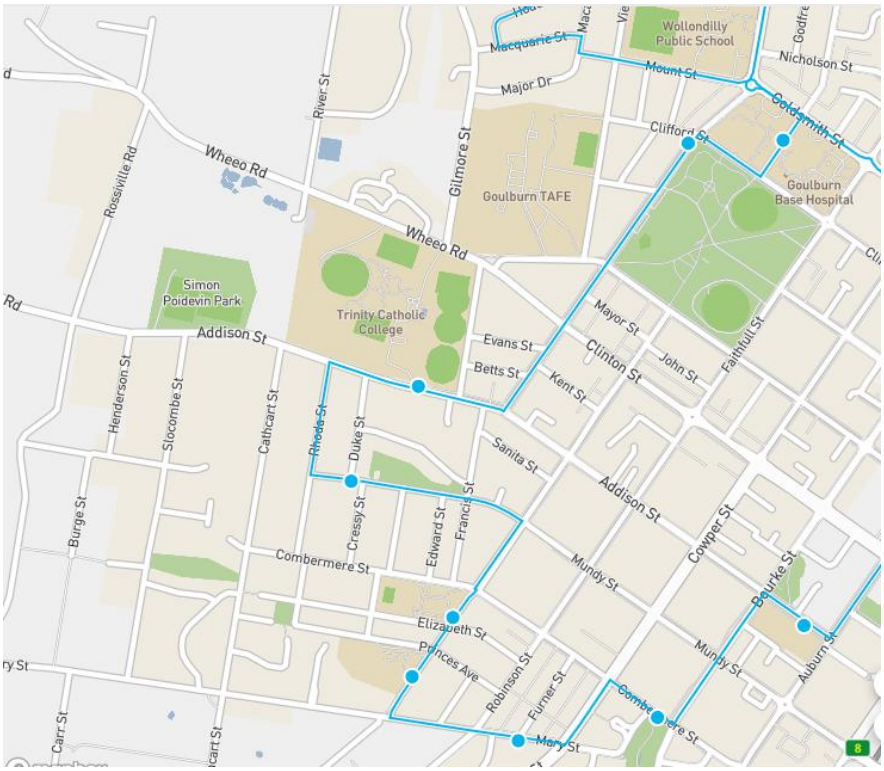

Figure 36. Bus Stop and Bus Route (S828- Goulburn East Public to Goulburn Schools via Taralga Rd | transportnsw.info)

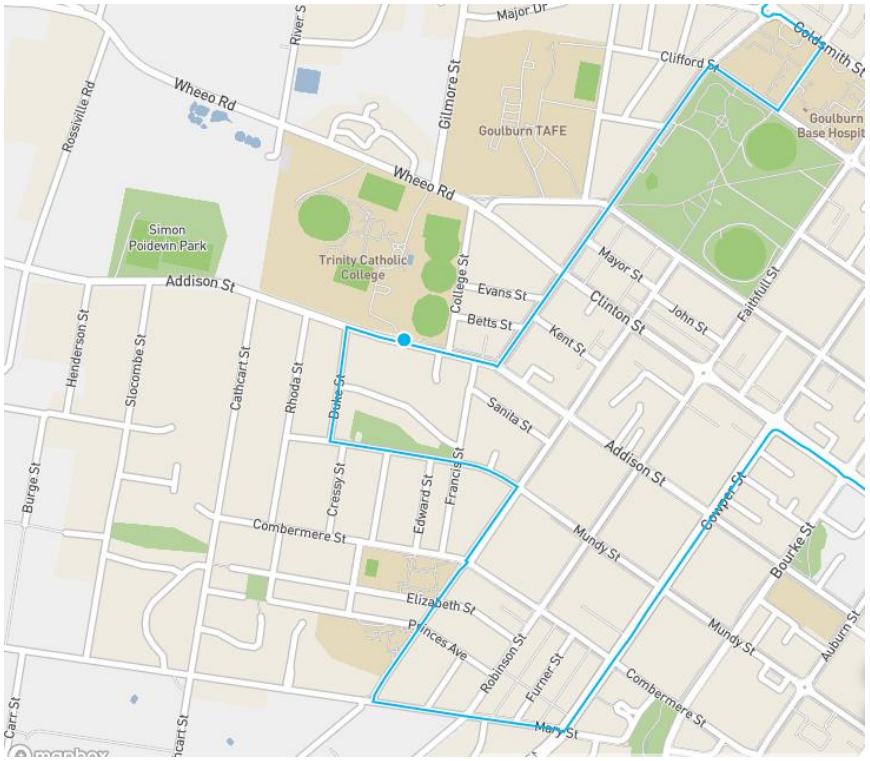

Figure 37. Bus Stop and Bus Route (S833- Taralga to Goulburn Schools | transportnsw.info)

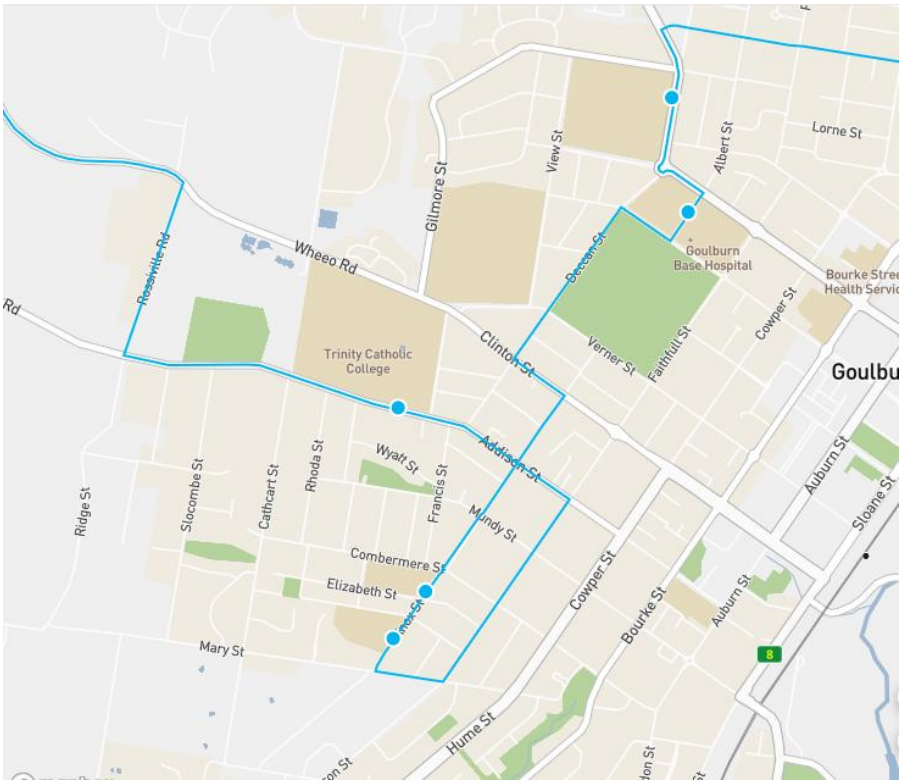

Figure 38. Bus Stop and Bus Route (S834- Grabbengullen to Goulburn Schools | transportnsw.info)

- Bus Route 823 is a local loop service run by PBC Goulburn (part of the Transport for NSW South East and Tablelands Network)

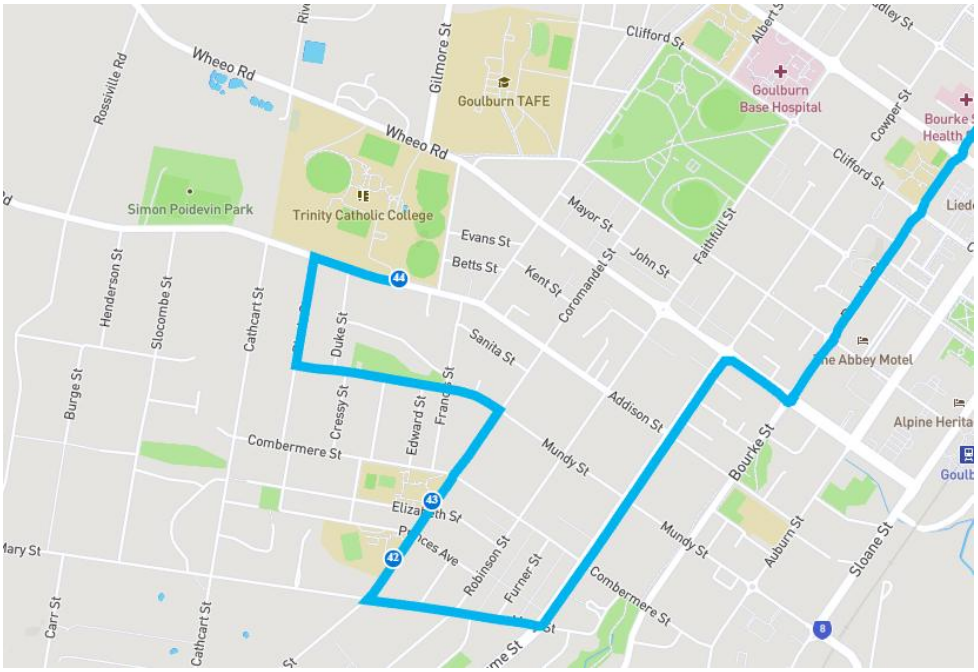

Figure 39. Bus Stop and Bus Route (S893 Duck Bus - Mittagong to Goulburn Schools | Berrima Bus Lines)

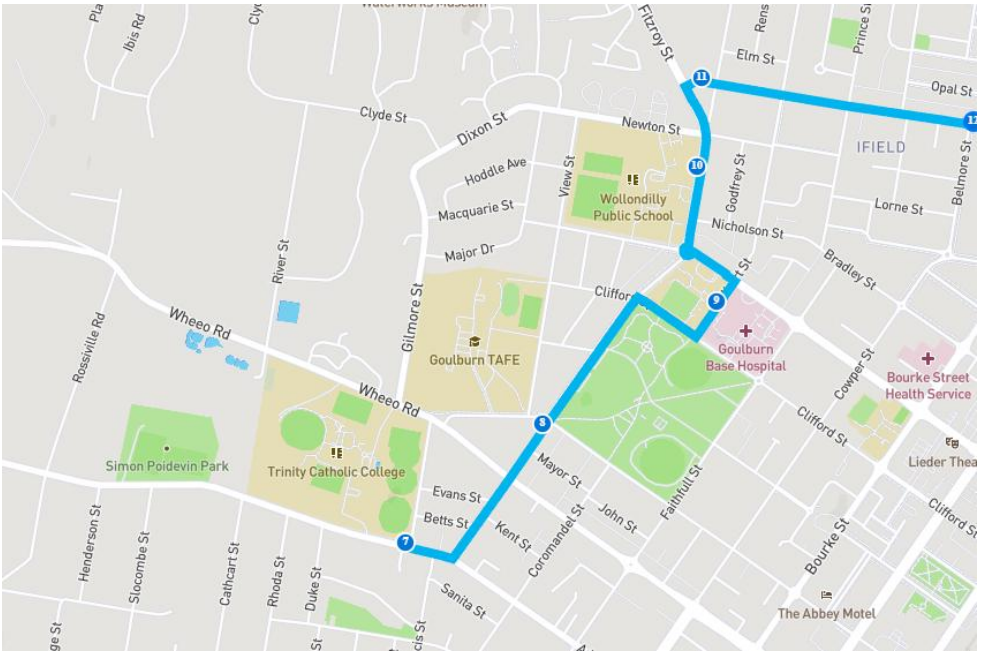

Figure 40. Bus Stop and Bus Route (S893 Duck Bus - Moss Vale to Mittagong via Goulburn Schools | Berrima Bus Lines)

- Bus stops along Apex Circle and on street frontages of the Clinton Street, which connect with buses run from Goulburn to West Goulburn as shown in **Figure 14**. Bus Route 823 is a local loop service run by PBC Goulburn (part of the Transport for NSW South East and Tablelands Network)

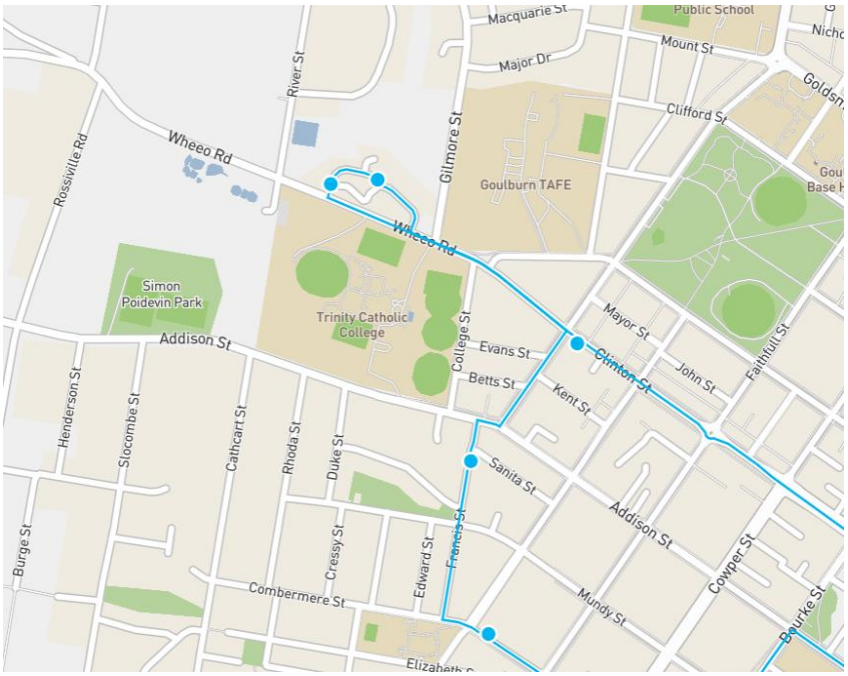

Figure 41. Bus Stop and Bus Route (823-Goulburn to West Goulburn (Loop Service) | transportnsw.info, Route 823 - Goulburn West (Loop Service) | PBC Goulburn)

- Culmone's Bus Service, which connect with buses run from Braidwood Courthouse Goulburn train station and return to Braidwood

South Coast Line – Sydney Trains

- Goulburn Train station, which is the closest train station, is located approximately 2.2km away to the Southeast – refer to **Figure 16** below.

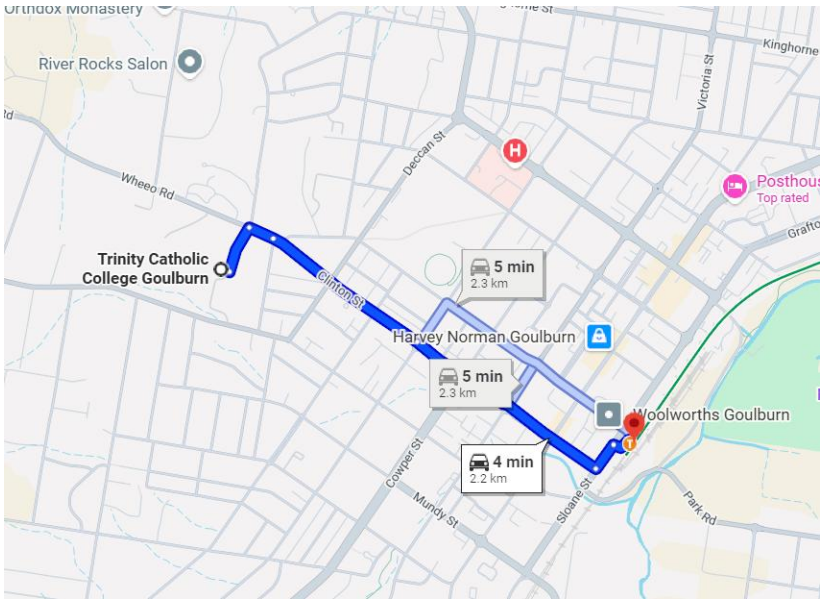

Figure 42. Locality of Goulburn Train Station to the site (Google Map)

3. Proposed Development

3.1. Proposed Development Description

The proposed development consists of a four-storey classroom building containing the following uses at each level:

- Lower Level: Fitness Learning Area, two Physical Education General Learning Spaces, Male and Female toilets and changerooms as Accessible toilet, Storage and Cleaners rooms
- Level 1: Performing Arts Workshop with a Changeroom and lockers and two Performing Arts Learning Spaces.
- Level 2: Four General Learning areas and a Tiered Learning area
- Level 3: Four General Learning areas

Drawings of the proposed 4 storey building are attached in Appendix A.

3.2. Site Access

3.2.1. Vehicular Access

Site access for majority of the vehicles to the proposed development will be from the front and rear of the site via a private road from Wheeo Road (Clinton Street) and Addison Street, where access is provided to the staff parking spaces and visitors' parking spaces. All other vehicles are to utilise the available on-street parking in Wheeo Road and Addison Street.

3.2.2. Pedestrian Access

Pedestrian access to the site will remain along the site frontage on Wheeo Road and Addison Street, both streets currently have existing footpaths. JN generally does not foresee problematic pedestrian issues at the subject site resulting from the proposed development.

3.2.3. Sight Distances

From a review of the location of the sight access on Wheeo Road and Addison Street, JN believes that adequate sight distance in line with Australian Standards exists for vehicles to safely enter and exit the subject site.

3.3. Parking Provisions

3.3.1. Required Car Parking Rates

The car parking rates for the subject development have been reviewed as per Goulburn Mulwaree Council's DCP 2009, parking rates for school which is the closest definition for the proposed use have been applied in this case.

Carparking requirements for school are as follows:

- 1 space per 2 employees; plus minimum 10 spaces for students; plus bicycle racks

According to the 2024 Annual School Report, the total number of teaching staff and students are 57 and 651 respectively. Council Pre-lodgement meeting minutes indicated student enrolments numbers at Trinity College in 2025 and 2026 to be 750 and 850 enrolments respectively, number of teaching staff assumed to be 71 based on the 2026 enrolment numbers. As a result, the minimum number of on-site carparking spaces would be 46. Minimum number of existing carparking spaces on-site is 87.

The purpose of the proposed development is to provide additional suitable learning spaces, specific learning spaces and toilets and changerooms, targeting deficiencies in the current school. The proposal does not include provision of additional on-site parking beyond what currently exists, as the number of staff and students will remain the same, the subject site is also well serviced by public transport with access to multiple bus stops within 650m walk. Moreover, on-street parking is available all day.

Given the number of existing parking spaces and bike racks onsite are sufficient for current staff and students, the proposal is not anticipated to have a significant negative impact on parking in local area, it is evident that additional parking spaces are not needed for the proposed development.

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4. Traffic Impact Analysis

4.1. Existing Traffic Generation

The traffic to be generated by a new development is typically estimated using the RTA Guide to Traffic Impact Assessment 2024, Chapter 5 - Land Use Trip Generation. In this guideline, the closest relevant building type of which traffic generation data is available is Schools, of which the following applies:

- 0.8 daily vehicle trips / student
- 0.3-0.4 peak hour trips / student

4.2. Impact Assessment

Using the RMS guidelines to calculate weekday vehicle trips, it has been determined that for the proposed development, an additional approximately 80 daily vehicle trips will be generated, additional 40 (AM) and 30 (PM) peak hour trips will be generated by the development during the AM and PM peak period, which occurs between 6.15am to 9.30am and 1.45pm and 6.15pm.

Bus mode share was greater in secondary schools compared to primary schools, indicating an increase in independent travel to and from school for older children. Considering the subject site is well serviced by public transport with access to multiple bus stops within 650m walk, these increases in daily and a.m./p.m. peak hour volumes will have a negligible impact on existing traffic operations in the area and can be accommodated well within the practical capacity of the school site boundary road network and will result in acceptable traffic operations on the adjacent road network.

4.3. Traffic Distribution & Assignment

To assess the impact of the additional trips (40 AM peak hour trips and 30 PM peak hour trips) as a result of the proposed development uses over the existing traffic volumes on the surrounding road network, the trip distribution percentage has been assumed to be 50% inbound and 50% outbound. The development traffic assignment has been undertaken having regard for the existing traffic patterns on the surrounding road network during the AM and PM peak hours, key identified routes and the likely origin/destination of the proposed users of the site.

It is noteworthy that the traffic associated with the existing uses remaining on the site has been allowed for on the surveyed volumes. Indeed, the surveyed volumes already include the total traffic associated with the entire site which suggests that the assessment in this TIA are more conservative and robust.

SIDRA INTERSECTION 6.0 was used to access the intersections performance. The purpose of this assessment is to compare the existing intersection operations to the future scenario under the increased traffic load. The results of the existing plus growth scenario are shown below in **Figure 17** to **Figure 22.** A comparison of all three scenarios is provided in **Table 3**. Full results provided in **Appendix B**.

Table 3. Summary of traffic scenarios

Intersection	Peak Hour	Average Delay (Seconds)		Level of Service (LoS)	
		Existing	Post development	Existing	Post development
Deccan/ Clinton Street	AM	6.5 (Worst 13.2)	6.4 (Worst 14)	NA (Worst LOS A)	NA (Worst LOS A)
	PM	6.4 (Worst 14.1)	6.4 (Worst 14.6)	NA (Worst LOS A)	NA (Worst LOS B)
Deccan/ Addison Street	AM	4.6 (Worst 4.7)	4.6 (Worst 4.9)	NA (Worst LOS A)	NA (Worst LOS A)
	PM	4.6 (Worst 4.7)	4.6 (Worst 4.7)	NA (Worst LOS A)	NA (Worst LOS A)
Wheeo Road/ Gilmore Street	AM	2.9 (Worst 5.0)	2.9 (Worst 5.1)	NA (Worst LOS A)	NA (Worst LOS A)
	PM	2.7 (Worst 5.6)	3.1 (Worst 7.5)	NA (Worst LOS A)	NA (Worst LOS A)

Figure 43. Existing Intersection Performances for Deccan/Clinton (AM&PM)

LANE SUMMARY

▽ Site: Clinton St & Deccan St Existing AM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Deccan S													
Lane 1	138	18.1	531	0.260	100	13.2	LOS A	1.0	8.3	Full	500	0.0	0.0
Approach	138	18.1		0.260		13.2	LOS A	1.0	8.3				
East: Clinton E													
Lane 1	336	4.8	1666	0.202	100	4.3	LOS A	1.2	8.6	Full	500	0.0	0.0
Approach	336	4.8		0.202		4.3	NA	1.2	8.6				
North: Deccan N													
Lane 1	231	1.3	981	0.235	100	9.7	LOS A	1.0	7.1	Full	500	0.0	0.0
Approach	231	1.3		0.235		9.7	LOS A	1.0	7.1				
West: Clinton W													
Lane 1	175	1.1	1905	0.092	100	1.2	LOS A	0.6	4.3	Full	500	0.0	0.0
Approach	175	1.1		0.092		1.2	NA	0.6	4.3				
Intersection	880	5.2		0.260		6.5	NA	1.2	8.6				

LANE SUMMARY

▽ Site: Clinton St & Deccan St Existing PM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Deccan S													
Lane 1	118	22.9	481	0.245	100	14.1	LOS A	0.9	7.9	Full	500	0.0	0.0
Approach	118	22.9		0.245		14.1	LOS A	0.9	7.9				
East: Clinton E													
Lane 1	427	3.5	1706	0.250	100	4.4	LOS A	1.5	10.8	Full	500	0.0	0.0
Approach	427	3.5		0.250		4.4	NA	1.5	10.8				
North: Deccan N													
Lane 1	179	3.9	923	0.194	100	9.9	LOS A	0.8	5.7	Full	500	0.0	0.0
Approach	179	3.9		0.194		9.9	LOS A	0.8	5.7				
West: Clinton W													
Lane 1	133	4.5	1846	0.072	100	1.6	LOS A	0.5	3.3	Full	500	0.0	0.0
Approach	133	4.5		0.072		1.6	NA	0.5	3.3				
Intersection	857	6.4		0.250		6.4	NA	1.5	10.8				

Figure 44. Future Intersection Performances for Deccan/Clinton (AM&PM)

LANE SUMMARY

▽ Site: Clinton St & Deccan St Proposed AM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Deccan S													
Lane 1	138	18.1	498	0.277	100	14.0	LOS A	1.1	9.1	Full	500	0.0	0.0
Approach	138	18.1		0.277		14.0	LOS A	1.1	9.1				
East: Clinton E													
Lane 1	376	4.3	1688	0.223	100	3.9	LOS A	1.3	9.8	Full	500	0.0	0.0
Approach	376	4.3		0.223		3.9	NA	1.3	9.8				
North: Deccan N													
Lane 1	231	1.3	958	0.241	100	9.8	LOS A	1.0	7.3	Full	500	0.0	0.0
Approach	231	1.3		0.241		9.8	LOS A	1.0	7.3				
West: Clinton W													
Lane 1	175	1.1	1901	0.092	100	1.4	LOS A	0.6	4.4	Full	500	0.0	0.0
Approach	175	1.1		0.092		1.4	NA	0.6	4.4				
Intersection	920	5.0		0.277		6.4	NA	1.3	9.8				

LANE SUMMARY

▽ Site: Clinton St & Deccan St Proposed PM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Deccan S													
Lane 1	118	22.9	461	0.256	100	14.6	LOS B	1.0	8.3	Full	500	0.0	0.0
Approach	118	22.9		0.256		14.6	LOS B	1.0	8.3				
East: Clinton E													
Lane 1	427	3.5	1682	0.254	100	4.5	LOS A	1.5	11.1	Full	500	0.0	0.0
Approach	427	3.5		0.254		4.5	NA	1.5	11.1				
North: Deccan N													
Lane 1	179	3.9	891	0.201	100	10.1	LOS A	0.8	5.9	Full	500	0.0	0.0
Approach	179	3.9		0.201		10.1	LOS A	0.8	5.9				
West: Clinton W													
Lane 1	163	3.7	1864	0.087	100	1.5	LOS A	0.6	4.1	Full	500	0.0	0.0
Approach	163	3.7		0.087		1.5	NA	0.6	4.1				
Intersection	887	6.2		0.256		6.4	NA	1.5	11.1				

Figure 45. Existing Intersection Performances for Deccan/Addison (AM&PM)

LANE SUMMARY

▽ Site: Addison St & Deccan St Existing AM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Addison E													
Lane 1	40	0.0	1238	0.032	100	4.0	LOS A	0.1	0.8	Full	500	0.0	0.0
Approach	40	0.0		0.032		4.0	LOS A	0.1	0.8				
North: Deccan N													
Lane 1	128	5.5	1787	0.072	100	4.6	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	128	5.5		0.072		4.6	NA	0.0	0.0				
West: Addison W													
Lane 1	185	16.2	1518	0.122	100	4.7	LOS A	0.6	4.5	Full	500	0.0	0.0
Approach	185	16.2		0.122		4.7	LOS A	0.6	4.5				
Intersection	353	10.5		0.122		4.6	NA	0.6	4.5				

LANE SUMMARY

▽ Site: Addison St & Deccan St Existing PM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Addison E													
Lane 1	45	0.0	1207	0.037	100	4.1	LOS A	0.1	0.9	Full	500	0.0	0.0
Approach	45	0.0		0.037		4.1	LOS A	0.1	0.9				
North: Deccan N													
Lane 1	149	4.7	1797	0.083	100	4.6	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	149	4.7		0.083		4.6	NA	0.0	0.0				
West: Addison W													
Lane 1	169	17.7	1478	0.114	100	4.7	LOS A	0.5	4.1	Full	500	0.0	0.0
Approach	169	17.7		0.114		4.7	LOS A	0.5	4.1				
Intersection	363	10.2		0.114		4.6	NA	0.5	4.1				

Figure 46. Future Intersection Performances for Deccan/Addison (AM&PM)

LANE SUMMARY

▽ Site: Addison St & Deccan St Proposed AM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Addison E													
Lane 1	60	0.0	1253	0.048	100	3.9	LOS A	0.2	1.2	Full	500	0.0	0.0
Approach	60	0.0		0.048		3.9	LOS A	0.2	1.2				
North: Deccan N													
Lane 1	148	4.7	1797	0.082	100	4.6	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	148	4.7		0.082		4.6	NA	0.0	0.0				
West: Addison W													
Lane 1	185	16.2	1501	0.123	100	4.9	LOS A	0.6	4.6	Full	500	0.0	0.0
Approach	185	16.2		0.123		4.9	LOS A	0.6	4.6				
Intersection	393	9.4		0.123		4.6	NA	0.6	4.6				

LANE SUMMARY

▽ Site: Addison St & Deccan St Proposed PM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Addison E													
Lane 1	45	0.0	1195	0.038	100	4.2	LOS A	0.1	0.9	Full	500	0.0	0.0
Approach	45	0.0		0.038		4.2	LOS A	0.1	0.9				
North: Deccan N													
Lane 1	149	4.7	1797	0.083	100	4.6	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	149	4.7		0.083		4.6	NA	0.0	0.0				
West: Addison W													
Lane 1	199	15.1	1490	0.134	100	4.7	LOS A	0.6	4.9	Full	500	0.0	0.0
Approach	199	15.1		0.134		4.7	LOS A	0.6	4.9				
Intersection	393	9.4		0.134		4.6	NA	0.6	4.9				

Figure 47. Existing Intersection Performances for Wheeo Road (Clinton Street)/Gilmore Street (AM&PM)

LANE SUMMARY

Site: Gilmore St & Wheeo Road (Clinton St) & College Access Existing AM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: College Access S													
Lane 1	3	0.0	1068	0.003	100	4.9	LOS A	0.0	0.1	Full	500	0.0	0.0
Approach	3	0.0		0.003		4.9	LOS A	0.0	0.1				
East: Wheeo Road (Clinton St) E													
Lane 1	116	1.7	1781	0.065	100	2.1	LOS A	0.3	2.4	Full	500	0.0	0.0
Approach	116	1.7		0.065		2.1	NA	0.3	2.4				
North: Gilmore N													
Lane 1	86	1.2	1350	0.064	100	5.0	LOS A	0.2	1.8	Full	500	0.0	0.0
Approach	86	1.2		0.064		5.0	LOS A	0.2	1.8				
West: Wheeo Road (Clinton St) W													
Lane 1	127	0.8	1930	0.066	100	2.2	LOS A	0.4	2.5	Full	500	0.0	0.0
Approach	127	0.8		0.066		2.2	NA	0.4	2.5				
Intersection	332	1.2		0.066		2.9	NA	0.4	2.5				

LANE SUMMARY

Site: Gilmore St & Wheeo Road (Clinton St) & College Access Existing PM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: College Access S													
Lane 1	10	0.0	896	0.011	100	5.6	LOS A	0.0	0.3	Full	500	0.0	0.0
Approach	10	0.0		0.011		5.6	LOS A	0.0	0.3				
East: Wheeo Road (Clinton St) E													
Lane 1	160	4.4	1790	0.089	100	1.8	LOS A	0.5	3.4	Full	500	0.0	0.0
Approach	160	4.4		0.089		1.8	NA	0.5	3.4				
North: Gilmore N													
Lane 1	47	10.6	1146	0.041	100	5.4	LOS A	0.2	1.2	Full	500	0.0	0.0
Approach	47	10.6		0.041		5.4	LOS A	0.2	1.2				
West: Wheeo Road (Clinton St) W													
Lane 1	118	3.4	1896	0.062	100	2.6	LOS A	0.3	2.4	Full	500	0.0	0.0
Approach	118	3.4		0.062		2.6	NA	0.3	2.4				
Intersection	335	4.8		0.089		2.7	NA	0.5	3.4				

Figure 48. Future Intersection Performances for Wheeo Road (Clinton Street)/Gilmore Street (AM&PM)

LANE SUMMARY

▽ Site: Gilmore St & Wheeo Road (Clinton St) & College Access Proposed AM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: College Access S													
Lane 1	3	0.0	1034	0.003	100	5.1	LOS A	0.0	0.1	Full	500	0.0	0.0
Approach	3	0.0		0.003		5.1	LOS A	0.0	0.1				
East: Wheeo Road (Clinton St) E													
Lane 1	130	1.5	1788	0.073	100	2.0	LOS A	0.4	2.7	Full	500	0.0	0.0
Approach	130	1.5		0.073		2.0	NA	0.4	2.7				
North: Gilmore N													
Lane 1	100	2.0	1339	0.075	100	5.1	LOS A	0.3	2.1	Full	500	0.0	0.0
Approach	100	2.0		0.075		5.1	LOS A	0.3	2.1				
West: Wheeo Road (Clinton St) W													
Lane 1	141	0.7	1932	0.073	100	2.3	LOS A	0.4	2.8	Full	500	0.0	0.0
Approach	141	0.7		0.073		2.3	NA	0.4	2.8				
Intersection	374	1.3		0.075		2.9	NA	0.4	2.8				

LANE SUMMARY

▽ Site: Gilmore St & Wheeo Road (Clinton St) & College Access Proposed PM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: College Access S													
Lane 1	10	0.0	631	0.016	100	7.5	LOS A	0.1	0.4	Full	500	0.0	0.0
Approach	10	0.0		0.016		7.5	LOS A	0.1	0.4				
East: Wheeo Road (Clinton St) E													
Lane 1	272	2.6	1808	0.150	100	1.7	LOS A	0.9	6.6	Full	500	0.0	0.0
Approach	272	2.6		0.150		1.7	NA	0.9	6.6				
North: Gilmore N													
Lane 1	159	3.1	1199	0.133	100	5.6	LOS A	0.5	3.9	Full	500	0.0	0.0
Approach	159	3.1		0.133		5.6	LOS A	0.5	3.9				
West: Wheeo Road (Clinton St) W													
Lane 1	230	1.7	1921	0.120	100	2.8	LOS A	0.7	5.3	Full	500	0.0	0.0
Approach	230	1.7		0.120		2.8	NA	0.7	5.3				
Intersection	671	2.4		0.150		3.1	NA	0.9	6.6				

The analysis indicated that the intersections of Deccan Street/Clinton Street, Addison Street/Deccan Street and Wheeo Road/Gilmore Street operate satisfactorily under the existing 'baseline' scenario.

The SIDRA analysis indicates that the 'net' traffic volumes arising from the new development would result in only minor increase in average delay at intersections of Wheeo Road /Gilmore Street and Deccan Street/Addison Street with the LoS remaining unchanged. The reported LoS at the Deccan Street/Clinton Street intersection changes from 'A' to 'B' during AM&PM peak hour.

In summary, it is understood that the proposed development traffic will not have any adverse traffic impact on the performance of the intersection. The results indicate that all intersections will operate at a high level of efficiency with low approach delays and spare capacity.

5. Conclusions

We conclude that:

- The existing carpark remains unchanged as the proposed development does not require any modification works to the carpark capacity.
- SIDRA analysis was performed based of traffic count from the AM/PM peak hours on 11th November 2025. The resulting level of service was not worse than 'B', and thus the traffic impacts on the intersections from the proposed increase of students is insignificant.
- Considering the subject site is well serviced by public transport with access to multiple bus stops within 650m walk, these minor increases in daily and a.m./p.m. peak hour traffic volumes will have a negligible impact on existing traffic operations in the area and can be accommodated well within the practical capacity of the site boundary road network and will result in acceptable traffic operations on the adjacent road network.
- Traffic generation from the proposed development is minor in nature and will have a minimal impact on the existing local traffic network.

For and on behalf of JN,

Prepared by:

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Appendix A – Architectural Plans

TRINITY CATHOLIC COLLEGE - GOULBURN

CATHOLIC EDUCATION ARCHDIOCESE OF CANBERRA AND GOULBURN

CLINTON ST & COLLEGE ST, GOULBURN NSW 2580

DRAWING LIST

DRAWING NO.	DRAWING NAME
0101	COVERSHEET
0200	SITE PLAN
0201	SITE ANALYSIS - OPPORTUNITIES AND CONSTRAINTS
0202	DETAILED SITE ANALYSIS
0207	PRECEDENTS
0208	PRECEDENTS - CONCEPTS
0301	FLOOR PLAN - LOWER LEVEL
0302	FLOOR PLAN - LEVEL 1
0303	FLOOR PLAN - LEVEL 2
0304	FLOOR PLAN - LEVEL 3
0330	ROOF PLAN
0401	ELEVATION - SHEET 1
0402	ELEVATIONS - SHEET 2
0501	SECTIONS - SHEET 1
0502	SECTIONS - SHEET 2
0901	SHADOW DIAGRAM - SHEET 1
0902	SHADOW DIAGRAM - SHEET 2

ABBREVIATION LEGEND

CODE	DESCRIPTION
BG1	BOX GUTTER - TYPE 1
COL	COLUMN
CON1	CONCRETE - TYPE 1
CON2	CONCRETE - TYPE 2
CON3	CONCRETE - TYPE 3
CPT1	CARPET - TYPE 1
DP1	DOWNPIPE - TYPE 1
DP3	DOWNPIPE - TYPE 3
FAS1	FASCIA - TYPE 1
FB1	FACE BRICK - TYPE 1
FT1	FLOOR TILES - TYPE 1
FW1	FLOOR WASTE - TYPE 1
HT1	
LD1	
LWC1	LIGHT WEIGHT CLADDING - TYPE 1
MRC1	METAL ROOF CAPPING - TYPE 1
MRF1	METAL ROOF FLASHING - TYPE 1
MRS1	METAL ROOF SHEETING - TYPE 1
PPB1	PAINTED PLASTERBOARD - TYPE 1
PVS	PHOTOVOLTAIC SOLAR PANELS
R1	
REN1	RENDER - TYPE 1
RWH	RAINWATER HEAD
S1	SCREEN - TYPE 1
S2	SCREEN - TYPE 2
S3	SCREEN - TYPE 3
SHD1	
TCI	TACTILE INDICATORS
TFB1	TIMBER FLOOR BOARDS - TYPE 1
TV	TELEVISION
VYL1	VINYL - TYPE 1

TRINITY CATHOLIC COLLEGE - 147 ADDISON STREET, GOULBURN, NSW 2580

NOT TO SCALE

REV	DATE	DESCRIPTION	BY	CHK
A	04.10.2024	FOR QS REVIEW	VM	
B	07.02.2025	FOR 50% DA	VM	
C	15.04.2025	FOR CLIENT REVIEW	VM	

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COVERSHEET
TRINITY CATHOLIC COLLEGE - GOULBURN
CLINTON ST & COLLEGE ST, GOULBURN NSW 2580

0 1000 2000 3000 4000 5000 mm
SCALE 1:100 @ A1

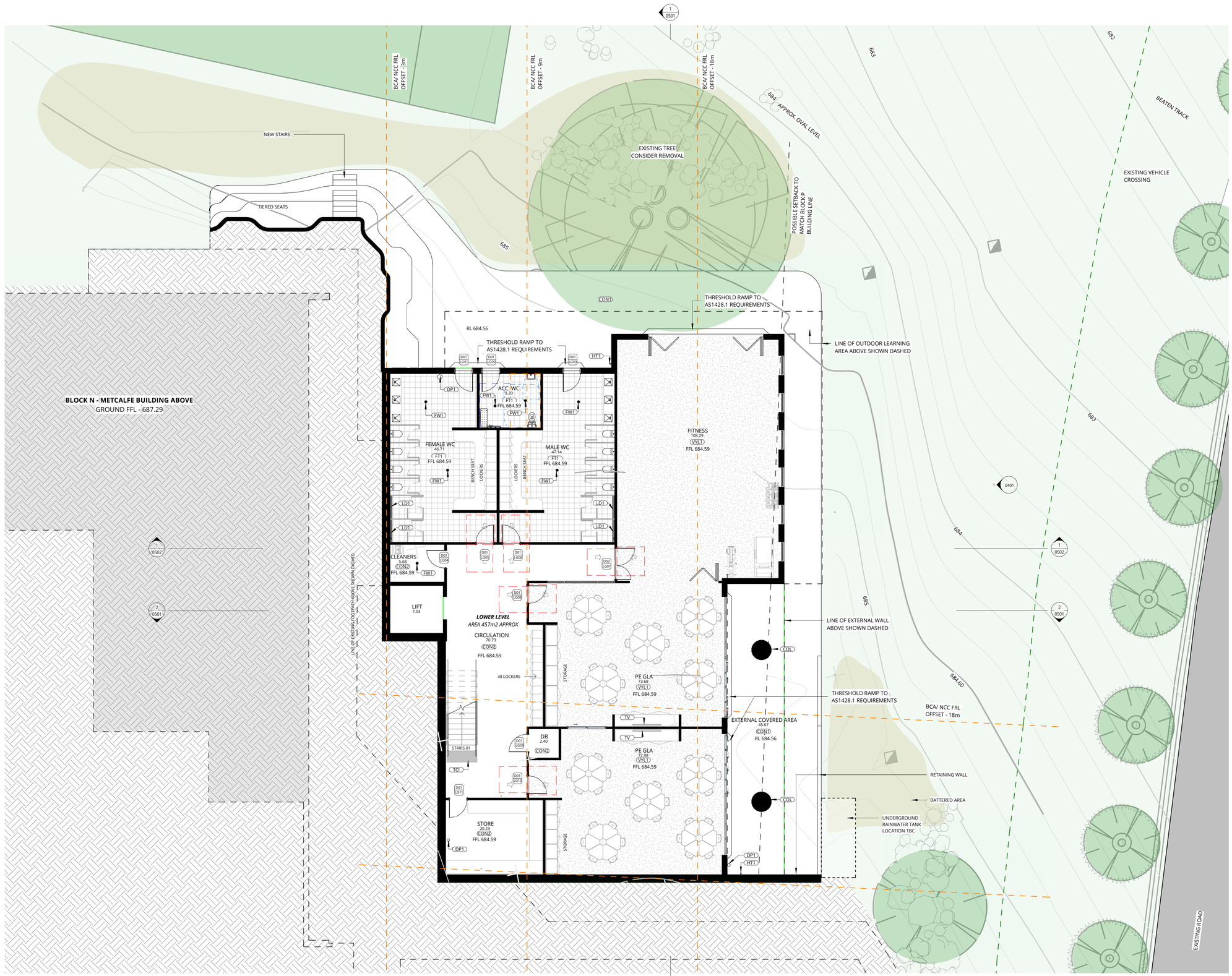
PRINT DATE: 14/04/2025 5:51:24 PM **FILE PATH:** C:\Users\VictoriaMuller\Documents\2990_Trinity College Stage 1_CENTRAL_2024_victoriaK7Y9D.rvt

ABBREVIATION (SHEETS)

CODE	DESCRIPTION
COL	COLUMN
CON1	CONCRETE - TYPE 1
CON2	CONCRETE - TYPE 2
DP1	DOWNPIPE - TYPE 1
FT1	FLOOR TILES - TYPE 1
FW1	FLOOR WASTE - TYPE 1
HT1	
LD1	
TCI	TACTILE INDICATORS
TV	TELEVISION
VYL1	VINYL - TYPE 1

LEGEND:

- EXISTING BUILDING
- PROPOSED BLOCK
- PROPOSED PERFORMING ARTS/ FITNESS SPACES
- PROPOSED OUTDOOR LEARNING AREA
- PROPOSED GLAs
- PROPOSED CIRCULATION/ TOILETS/ CHANGE ROOM
- POSSIBLE LINK
- EXISTING ROADS
- OVAL
- SITE BOUNDARY (FROM SURVEY)
- EXISTING TREE (FROM SURVEY)
- STEEP NATURAL GROUND LEVEL



1 FLOOR PLAN - LOWER LEVEL

SCALE 1 : 100

REV	DATE	DESCRIPTION	BY	CHK
A	05.08.2024	FOR CLIENT REVIEW	VM	
B	02.09.2024	FOR CLIENT REVIEW	VM	
C	04.10.2024	FOR QS REVIEW	VM	
D	07.02.2025	FOR 50% DA	VM	
E	15.04.2025	FOR CLIENT REVIEW	VM	

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SHEET NUMBER : **2990 / 0301 / E**

FLOOR PLAN - LOWER LEVEL
TRINITY CATHOLIC COLLEGE - GOULBURN
CLINTON ST & COLLEGE ST, GOULBURN NSW 2580

0 1000 2000 3000 4000 5000 mm
SCALE 1:100 @ A1

TRUE NORTH

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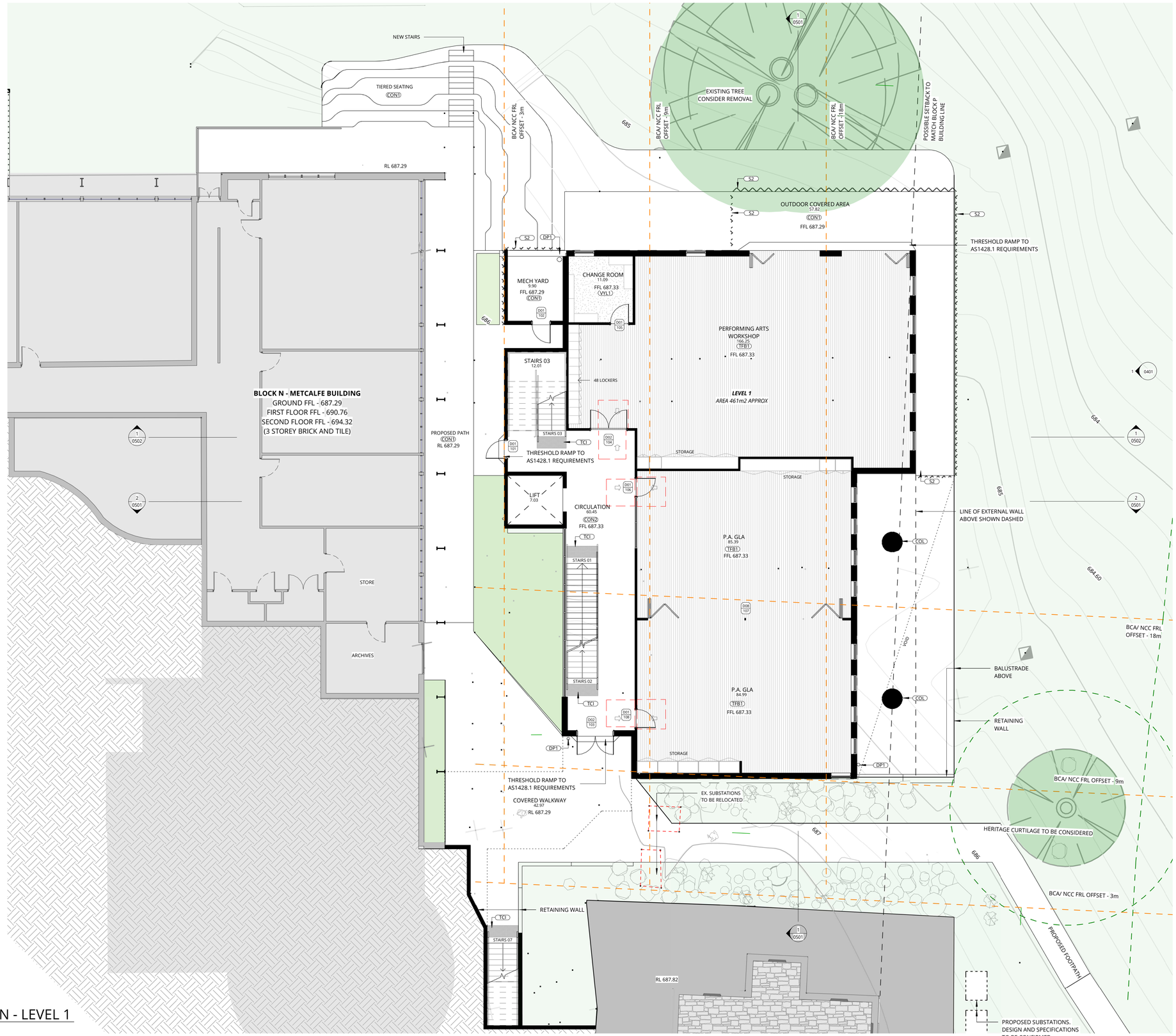

ABBREVIATION (SHEETS)

CODE	DESCRIPTION
COL	COLUMN
CON1	CONCRETE - TYPE 1
CON2	CONCRETE - TYPE 2
DP1	DOWNPIPE - TYPE 1
S2	SCREEN - TYPE 2
TCI	TACTILE INDICATORS
TFB1	TIMBER FLOOR BOARDS - TYPE 1
VYL1	VINYL - TYPE 1

LEGEND:

EXISTING - OUT OF SCOPE

PROPOSED WORKS

1 FLOOR PLAN - LEVEL 1

SCALE 1 : 100

REV	DATE	DESCRIPTION	BY	CHK
A	05.08.2024	FOR CLIENT REVIEW	VM	
B	02.09.2024	FOR CLIENT REVIEW	VM	
C	04.10.2024	FOR QS REVIEW	VM	
D	07.02.2025	FOR 50% DA	VM	
E	15.04.2025	FOR CLIENT REVIEW	VM	

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FLOOR PLAN - LEVEL 1
TRINITY CATHOLIC COLLEGE - GOULBURN
CLINTON ST & COLLEGE ST, GOULBURN NSW 2580

TRUE NORTH

0 1000 2000 3000 4000 5000 mm
SCALE 1:100 @ A1

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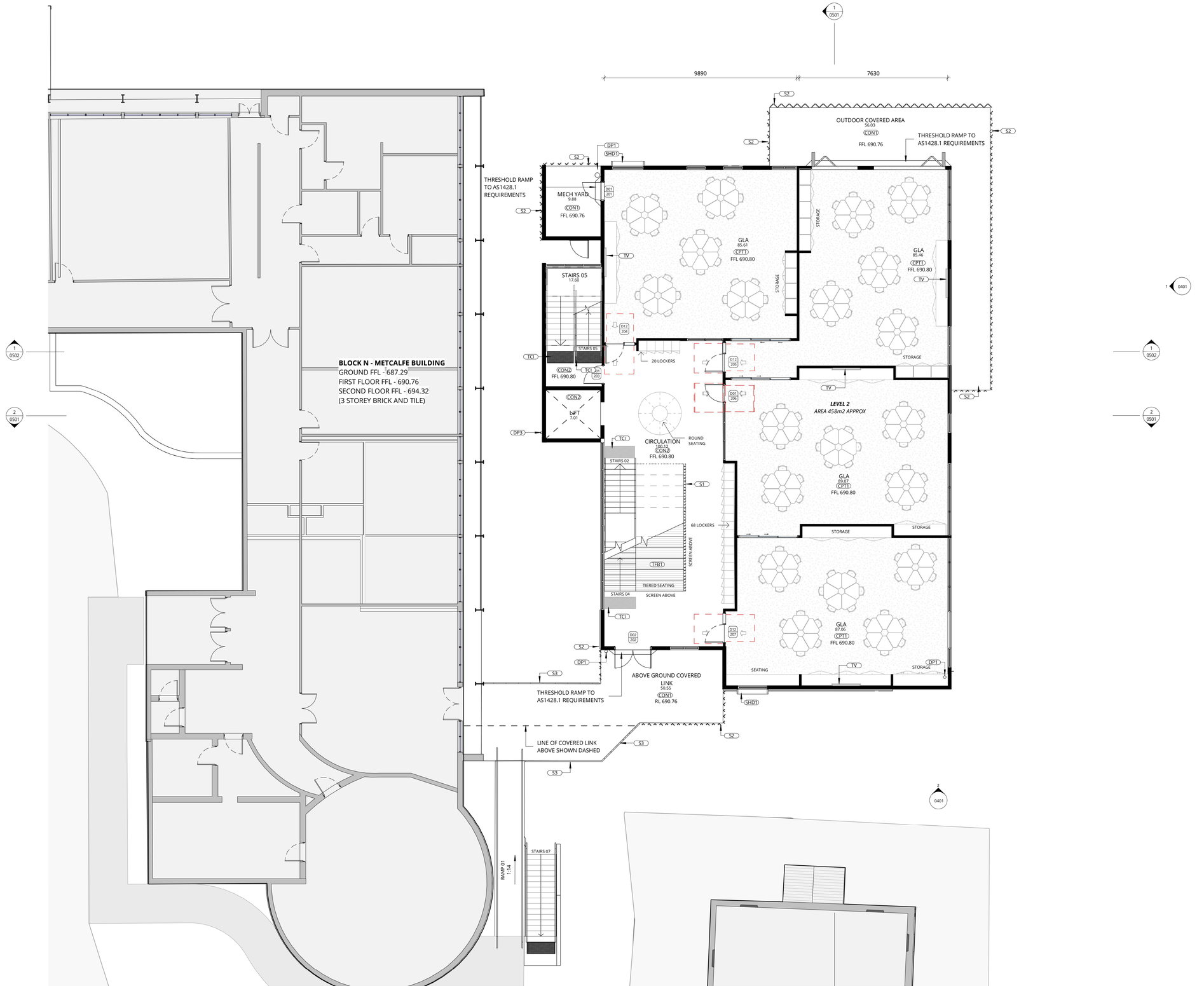

ABBREVIATION (SHEETS)

CODE	DESCRIPTION
CON1	CONCRETE - TYPE 1
CON2	CONCRETE - TYPE 2
CPT1	CARPET - TYPE 1
DP1	DOWNPIPE - TYPE 1
DP3	DOWNPIPE - TYPE 3
S1	SCREEN - TYPE 1
S2	SCREEN - TYPE 2
S3	SCREEN - TYPE 3
SHD1	
TCI	TACTILE INDICATORS
TFB1	TIMBER FLOOR BOARDS - TYPE 1
TV	TELEVISION

LEGEND:

EXISTING - OUT OF SCOPE

PROPOSED WORKS

1 FLOOR PLAN - LEVEL 2

SCALE 1 : 100

REV	DATE	DESCRIPTION	BY	CHK
A	05.08.2024	FOR CLIENT REVIEW	VM	
B	02.09.2024	FOR CLIENT REVIEW	VM	
C	04.10.2024	FOR QS REVIEW	VM	
D	07.02.2025	FOR 50% DA	VM	
E	15.04.2025	FOR CLIENT REVIEW	VM	

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SHEET NUMBER : **2990 / 0303 / E**

FLOOR PLAN - LEVEL 2
TRINITY CATHOLIC COLLEGE - GOULBURN
CLINTON ST & COLLEGE ST, GOULBURN NSW 2580

TRUE NORTH

0 1000 2000 3000 4000 5000 mm
SCALE 1:100 @ A1

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ABBREVIATION (SHEETS)

CODE	DESCRIPTION
CON1	CONCRETE - TYPE 1
CON2	CONCRETE - TYPE 2
CPT1	CARPET - TYPE 1
DP1	DOWNPIPE - TYPE 1
S1	SCREEN - TYPE 1
S2	SCREEN - TYPE 2
S3	SCREEN - TYPE 3
SHD1	
TFB1	TIMBER FLOOR BOARDS - TYPE 1
TV	TELEVISION

LEGEND:

EXISTING - OUT OF SCOPE

PROPOSED WORKS

1 FLOOR PLAN - LEVEL 3

SCALE 1 : 100

REV	DATE	DESCRIPTION	BY	CHK
A	05.08.2024	FOR CLIENT REVIEW	VM	
B	02.09.2024	FOR CLIENT REVIEW	VM	
C	04.10.2024	FOR QS REVIEW	VM	
D	07.02.2025	FOR 50% DA	VM	
E	15.04.2025	FOR CLIENT REVIEW	VM	

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FLOOR PLAN - LEVEL 3
TRINITY CATHOLIC COLLEGE - GOULBURN
CLINTON ST & COLLEGE ST, GOULBURN NSW 2580

SCALE 1:100 @ A1

TRUE NORTH

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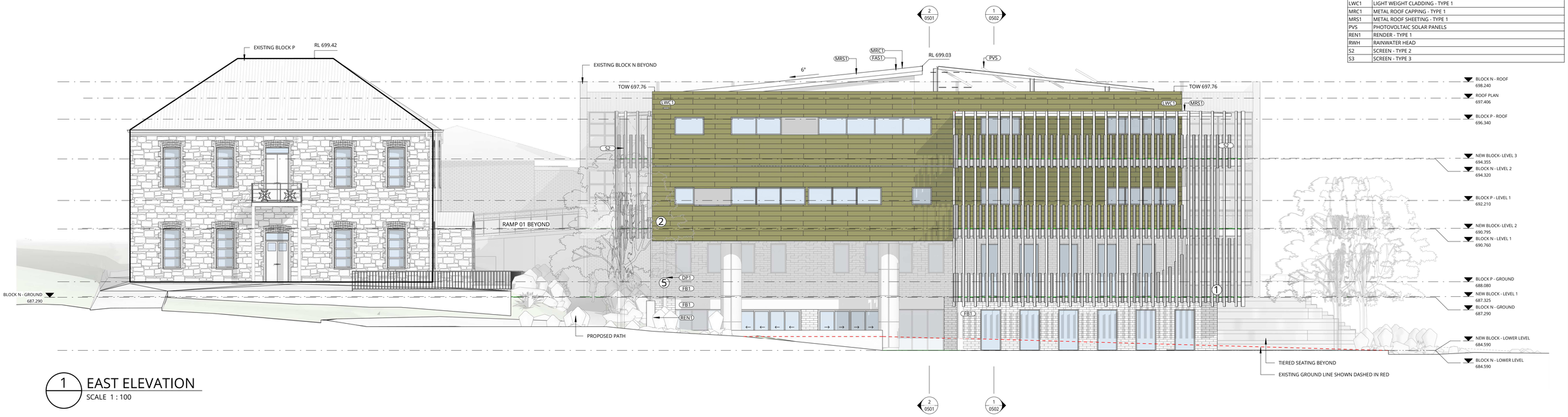
ABBREVIATION (SHEETS)

CODE	DESCRIPTION
CON1	CONCRETE - TYPE 1
CON3	CONCRETE - TYPE 3
DP1	DOWNPIPE - TYPE 1
FAS1	FASCIA - TYPE 1
FB1	FACE BRICK - TYPE 1
LWC1	LIGHT WEIGHT CLADDING - TYPE 1
MRC1	METAL ROOF CAPPING - TYPE 1
MRS1	METAL ROOF SHEETING - TYPE 1
PV5	PHOTOVOLTAIC SOLAR PANELS
REN1	RENDER - TYPE 1
RWH	RAINWATER HEAD
S2	SCREEN - TYPE 2
S3	SCREEN - TYPE 3



1 EAST ELEVATION
SCALE 1 : 100

2 SOUTH ELEVATION
SCALE 1 : 100

REV	DATE	DESCRIPTION	BY	CHK
A	04.10.2024	FOR QS REVIEW	VM	
B	07.02.2025	FOR 50% DA	VM	
C	15.04.2025	FOR CLIENT REVIEW	VM	

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SHEET NUMBER : **2990 / 0401 / C**

ELEVATION - SHEET 1
TRINITY CATHOLIC COLLEGE - GOULBURN
CLINTON ST & COLLEGE ST, GOULBURN NSW 2580

0 1000 2000 3000 4000 5000 mm
SCALE 1:100 @ A1

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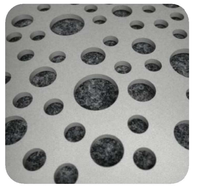
1


2


3

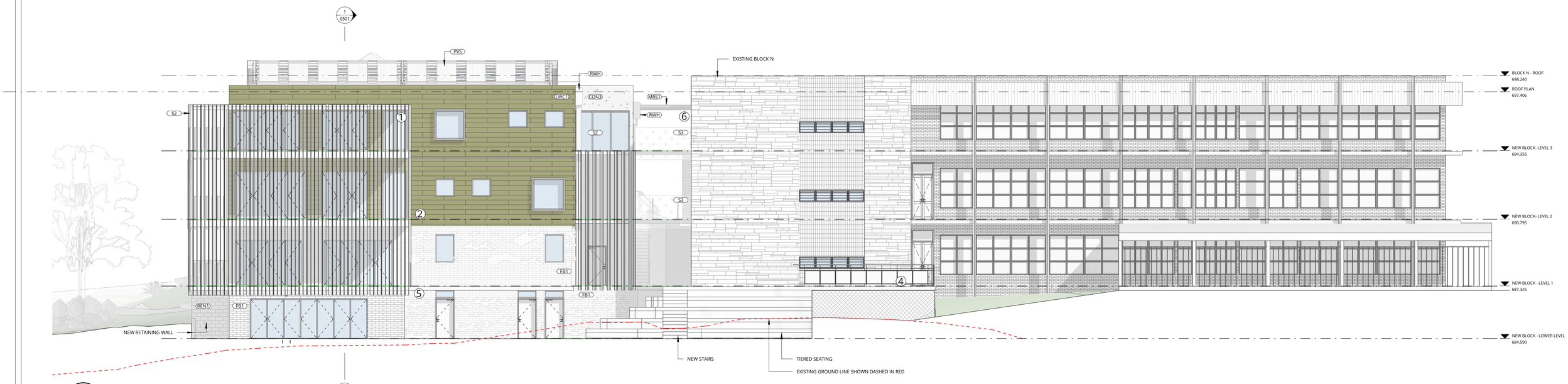

4


5

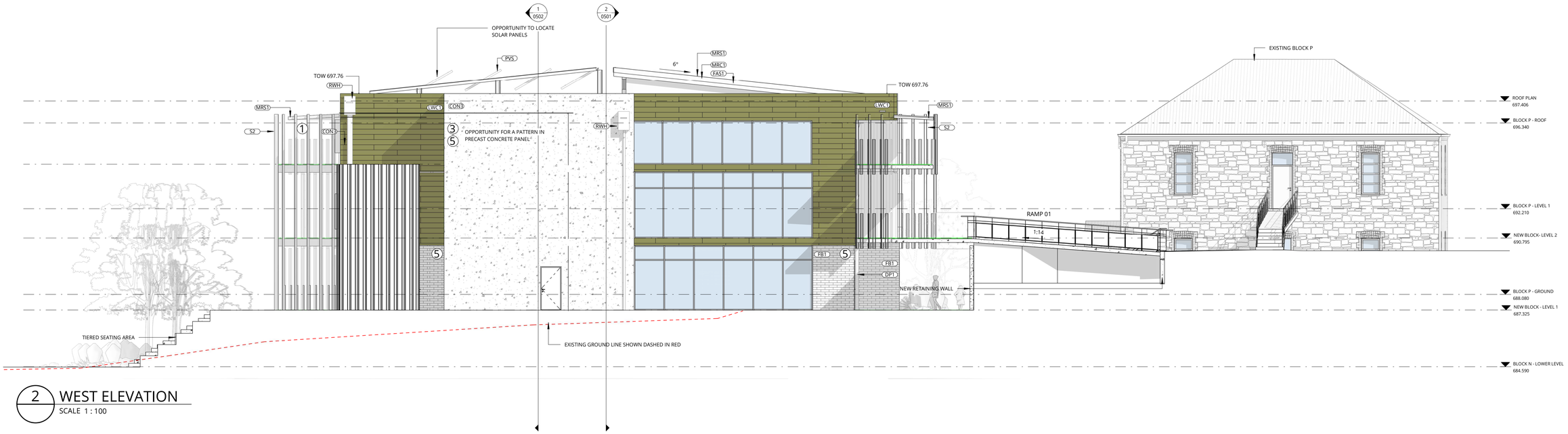

6

ABBREVIATION (SHEETS)

CODE	DESCRIPTION
CON3	CONCRETE - TYPE 3
DP1	DOWNPIPE - TYPE 1
FAS1	FASCIA - TYPE 1
FB1	FACE BRICK - TYPE 1
LWC1	LIGHT WEIGHT CLADDING - TYPE 1
MRC1	METAL ROOF CAPPING - TYPE 1
MRS1	METAL ROOF SHEETING - TYPE 1
PVS	PHOTOVOLTAIC SOLAR PANELS
REN1	RENDER - TYPE 1
RWH	RAINWATER HEAD
S2	SCREEN - TYPE 2
S3	SCREEN - TYPE 3



1 NORTH ELEVATION
SCALE 1 : 100



2 WEST ELEVATION
SCALE 1 : 100

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B	07.02.2025	FOR 50% DA	VM	
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ELEVATIONS - SHEET 2
TRINITY CATHOLIC COLLEGE - GOULBURN
CLINTON ST & COLLEGE ST, GOULBURN NSW 2580

0 1000 2000 3000 4000 5000 mm
SCALE 1:100 @ A1

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Appendix B – SIDRA Analysis Results

LANE SUMMARY

▽ Site: Addison St & Deccan St Existing AM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Addison E													
Lane 1	40	0.0	1238	0.032	100	4.0	LOS A	0.1	0.8	Full	500	0.0	0.0
Approach	40	0.0		0.032		4.0	LOS A	0.1	0.8				
North: Deccan N													
Lane 1	128	5.5	1787	0.072	100	4.6	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	128	5.5		0.072		4.6	NA	0.0	0.0				
West: Addison W													
Lane 1	185	16.2	1518	0.122	100	4.7	LOS A	0.6	4.5	Full	500	0.0	0.0
Approach	185	16.2		0.122		4.7	LOS A	0.6	4.5				
Intersection	353	10.5		0.122		4.6	NA	0.6	4.5				

Level of Service (LOS) Method: Delay (RTA NSW).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
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 lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Processed: Thursday, 11 December 2025 11:39:37 PM
SIDRA INTERSECTION 6.0.24.4877
Project: S:\SYNERGY\Projects\N024\N0241532\Engineering\Civil\Calculations\SIDRA\2025.12.11-Existing+ proposed Traffic at Addison & Deccan intersections.sip6

SIDRA INTERSECTION 6

LANE SUMMARY

▽ Site: Addison St & Deccan St Existing PM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Addison E													
Lane 1	45	0.0	1207	0.037	100	4.1	LOS A	0.1	0.9	Full	500	0.0	0.0
Approach	45	0.0		0.037		4.1	LOS A	0.1	0.9				
North: Deccan N													
Lane 1	149	4.7	1797	0.083	100	4.6	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	149	4.7		0.083		4.6	NA	0.0	0.0				
West: Addison W													
Lane 1	169	17.7	1478	0.114	100	4.7	LOS A	0.5	4.1	Full	500	0.0	0.0
Approach	169	17.7		0.114		4.7	LOS A	0.5	4.1				
Intersection	363	10.2		0.114		4.6	NA	0.5	4.1				

Level of Service (LOS) Method: Delay (RTA NSW).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
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 lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SIDRA INTERSECTION 6

LANE SUMMARY

▽ Site: Addison St & Deccan St Proposed AM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Addison E													
Lane 1	60	0.0	1253	0.048	100	3.9	LOS A	0.2	1.2	Full	500	0.0	0.0
Approach	60	0.0		0.048		3.9	LOS A	0.2	1.2				
North: Deccan N													
Lane 1	148	4.7	1797	0.082	100	4.6	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	148	4.7		0.082		4.6	NA	0.0	0.0				
West: Addison W													
Lane 1	185	16.2	1501	0.123	100	4.9	LOS A	0.6	4.6	Full	500	0.0	0.0
Approach	185	16.2		0.123		4.9	LOS A	0.6	4.6				
Intersection	393	9.4		0.123		4.6	NA	0.6	4.6				

Level of Service (LOS) Method: Delay (RTA NSW).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
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 lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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8001495, 6017386, JONES NICHOLSON PTY LTD, PLUS / 1PC

SIDRA INTERSECTION 6

LANE SUMMARY

▽ Site: Addison St & Deccan St Proposed PM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Addison E													
Lane 1	45	0.0	1195	0.038	100	4.2	LOS A	0.1	0.9	Full	500	0.0	0.0
Approach	45	0.0		0.038		4.2	LOS A	0.1	0.9				
North: Deccan N													
Lane 1	149	4.7	1797	0.083	100	4.6	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	149	4.7		0.083		4.6	NA	0.0	0.0				
West: Addison W													
Lane 1	199	15.1	1490	0.134	100	4.7	LOS A	0.6	4.9	Full	500	0.0	0.0
Approach	199	15.1		0.134		4.7	LOS A	0.6	4.9				
Intersection	393	9.4		0.134		4.6	NA	0.6	4.9				

Level of Service (LOS) Method: Delay (RTA NSW).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
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 lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Processed: Wednesday, 17 December 2025 3:57:45 PM
SIDRA INTERSECTION 6.0.24.4877
Project: S:\SYNERGY\Projects\N024\N0241532\Engineering\Civil\Calculations\SIDRA\2025.12.11-Existing+ proposed Traffic at Addison & Deccan intersections.sip6
8001495, 6017386, JONES NICHOLSON PTY LTD, PLUS / 1PC

SIDRA INTERSECTION 6

LANE SUMMARY

▽ Site: Clinton St & Deccan St Existing AM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Deccan S													
Lane 1	138	18.1	531	0.260	100	13.2	LOS A	1.0	8.3	Full	500	0.0	0.0
Approach	138	18.1		0.260		13.2	LOS A	1.0	8.3				
East: Clinton E													
Lane 1	336	4.8	1666	0.202	100	4.3	LOS A	1.2	8.6	Full	500	0.0	0.0
Approach	336	4.8		0.202		4.3	NA	1.2	8.6				
North: Deccan N													
Lane 1	231	1.3	981	0.235	100	9.7	LOS A	1.0	7.1	Full	500	0.0	0.0
Approach	231	1.3		0.235		9.7	LOS A	1.0	7.1				
West: Clinton W													
Lane 1	175	1.1	1905	0.092	100	1.2	LOS A	0.6	4.3	Full	500	0.0	0.0
Approach	175	1.1		0.092		1.2	NA	0.6	4.3				
Intersection	880	5.2		0.260		6.5	NA	1.2	8.6				

Level of Service (LOS) Method: Delay (RTA NSW).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
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 lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

▽ Site: Clinton St & Deccan St Existing PM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Deccan S													
Lane 1	118	22.9	481	0.245	100	14.1	LOS A	0.9	7.9	Full	500	0.0	0.0
Approach	118	22.9		0.245		14.1	LOS A	0.9	7.9				
East: Clinton E													
Lane 1	427	3.5	1706	0.250	100	4.4	LOS A	1.5	10.8	Full	500	0.0	0.0
Approach	427	3.5		0.250		4.4	NA	1.5	10.8				
North: Deccan N													
Lane 1	179	3.9	923	0.194	100	9.9	LOS A	0.8	5.7	Full	500	0.0	0.0
Approach	179	3.9		0.194		9.9	LOS A	0.8	5.7				
West: Clinton W													
Lane 1	133	4.5	1846	0.072	100	1.6	LOS A	0.5	3.3	Full	500	0.0	0.0
Approach	133	4.5		0.072		1.6	NA	0.5	3.3				
Intersection	857	6.4		0.250		6.4	NA	1.5	10.8				

Level of Service (LOS) Method: Delay (RTA NSW).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
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 lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

▽ Site: Clinton St & Deccan St Proposed AM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Deccan S													
Lane 1	138	18.1	498	0.277	100	14.0	LOS A	1.1	9.1	Full	500	0.0	0.0
Approach	138	18.1		0.277		14.0	LOS A	1.1	9.1				
East: Clinton E													
Lane 1	376	4.3	1688	0.223	100	3.9	LOS A	1.3	9.8	Full	500	0.0	0.0
Approach	376	4.3		0.223		3.9	NA	1.3	9.8				
North: Deccan N													
Lane 1	231	1.3	958	0.241	100	9.8	LOS A	1.0	7.3	Full	500	0.0	0.0
Approach	231	1.3		0.241		9.8	LOS A	1.0	7.3				
West: Clinton W													
Lane 1	175	1.1	1901	0.092	100	1.4	LOS A	0.6	4.4	Full	500	0.0	0.0
Approach	175	1.1		0.092		1.4	NA	0.6	4.4				
Intersection	920	5.0		0.277		6.4	NA	1.3	9.8				

Level of Service (LOS) Method: Delay (RTA NSW).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
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 lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

▽ Site: Clinton St & Deccan St Proposed PM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Deccan S													
Lane 1	118	22.9	461	0.256	100	14.6	LOS B	1.0	8.3	Full	500	0.0	0.0
Approach	118	22.9		0.256		14.6	LOS B	1.0	8.3				
East: Clinton E													
Lane 1	427	3.5	1682	0.254	100	4.5	LOS A	1.5	11.1	Full	500	0.0	0.0
Approach	427	3.5		0.254		4.5	NA	1.5	11.1				
North: Deccan N													
Lane 1	179	3.9	891	0.201	100	10.1	LOS A	0.8	5.9	Full	500	0.0	0.0
Approach	179	3.9		0.201		10.1	LOS A	0.8	5.9				
West: Clinton W													
Lane 1	163	3.7	1864	0.087	100	1.5	LOS A	0.6	4.1	Full	500	0.0	0.0
Approach	163	3.7		0.087		1.5	NA	0.6	4.1				
Intersection	887	6.2		0.256		6.4	NA	1.5	11.1				

Level of Service (LOS) Method: Delay (RTA NSW).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
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 lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

▽ Site: Gilmore St & Wheeo Road (Clinton St) & College Access Existing AM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	95% Back of Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: College Access S													
Lane 1	3	0.0	1068	0.003	100	4.9	LOS A	0.0	0.1	Full	500	0.0	0.0
Approach	3	0.0		0.003		4.9	LOS A	0.0	0.1				
East: Wheeo Road (Clinton St) E													
Lane 1	116	1.7	1781	0.065	100	2.1	LOS A	0.3	2.4	Full	500	0.0	0.0
Approach	116	1.7		0.065		2.1	NA	0.3	2.4				
North: Gilmore N													
Lane 1	86	1.2	1350	0.064	100	5.0	LOS A	0.2	1.8	Full	500	0.0	0.0
Approach	86	1.2		0.064		5.0	LOS A	0.2	1.8				
West: Wheeo Road (Clinton St) W													
Lane 1	127	0.8	1930	0.066	100	2.2	LOS A	0.4	2.5	Full	500	0.0	0.0
Approach	127	0.8		0.066		2.2	NA	0.4	2.5				
Intersection	332	1.2		0.066		2.9	NA	0.4	2.5				

Level of Service (LOS) Method: Delay (RTA NSW).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
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 lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6

LANE SUMMARY

▽ Site: Gilmore St & Wheeo Road (Clinton St) & College Access Existing PM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	95% Back of Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: College Access S													
Lane 1	10	0.0	896	0.011	100	5.6	LOS A	0.0	0.3	Full	500	0.0	0.0
Approach	10	0.0		0.011		5.6	LOS A	0.0	0.3				
East: Wheeo Road (Clinton St) E													
Lane 1	160	4.4	1790	0.089	100	1.8	LOS A	0.5	3.4	Full	500	0.0	0.0
Approach	160	4.4		0.089		1.8	NA	0.5	3.4				
North: Gilmore N													
Lane 1	47	10.6	1146	0.041	100	5.4	LOS A	0.2	1.2	Full	500	0.0	0.0
Approach	47	10.6		0.041		5.4	LOS A	0.2	1.2				
West: Wheeo Road (Clinton St) W													
Lane 1	118	3.4	1896	0.062	100	2.6	LOS A	0.3	2.4	Full	500	0.0	0.0
Approach	118	3.4		0.062		2.6	NA	0.3	2.4				
Intersection	335	4.8		0.089		2.7	NA	0.5	3.4				

Level of Service (LOS) Method: Delay (RTA NSW).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
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 lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6

LANE SUMMARY

▽ Site: Gilmore St & Wheeo Road (Clinton St) & College Access Proposed AM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	95% Back of Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: College Access S													
Lane 1	3	0.0	1034	0.003	100	5.1	LOS A	0.0	0.1	Full	500	0.0	0.0
Approach	3	0.0		0.003		5.1	LOS A	0.0	0.1				
East: Wheeo Road (Clinton St) E													
Lane 1	130	1.5	1788	0.073	100	2.0	LOS A	0.4	2.7	Full	500	0.0	0.0
Approach	130	1.5		0.073		2.0	NA	0.4	2.7				
North: Gilmore N													
Lane 1	100	2.0	1339	0.075	100	5.1	LOS A	0.3	2.1	Full	500	0.0	0.0
Approach	100	2.0		0.075		5.1	LOS A	0.3	2.1				
West: Wheeo Road (Clinton St) W													
Lane 1	141	0.7	1932	0.073	100	2.3	LOS A	0.4	2.8	Full	500	0.0	0.0
Approach	141	0.7		0.073		2.3	NA	0.4	2.8				
Intersection	374	1.3		0.075		2.9	NA	0.4	2.8				

Level of Service (LOS) Method: Delay (RTA NSW).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
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 lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6

LANE SUMMARY

▽ Site: Gilmore St & Wheeo Road (Clinton St) & College Access Proposed PM

Site1
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	95% Back of Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: College Access S													
Lane 1	10	0.0	631	0.016	100	7.5	LOS A	0.1	0.4	Full	500	0.0	0.0
Approach	10	0.0		0.016		7.5	LOS A	0.1	0.4				
East: Wheeo Road (Clinton St) E													
Lane 1	272	2.6	1808	0.150	100	1.7	LOS A	0.9	6.6	Full	500	0.0	0.0
Approach	272	2.6		0.150		1.7	NA	0.9	6.6				
North: Gilmore N													
Lane 1	159	3.1	1199	0.133	100	5.6	LOS A	0.5	3.9	Full	500	0.0	0.0
Approach	159	3.1		0.133		5.6	LOS A	0.5	3.9				
West: Wheeo Road (Clinton St) W													
Lane 1	230	1.7	1921	0.120	100	2.8	LOS A	0.7	5.3	Full	500	0.0	0.0
Approach	230	1.7		0.120		2.8	NA	0.7	5.3				
Intersection	671	2.4		0.150		3.1	NA	0.9	6.6				

Level of Service (LOS) Method: Delay (RTA NSW).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
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 lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6

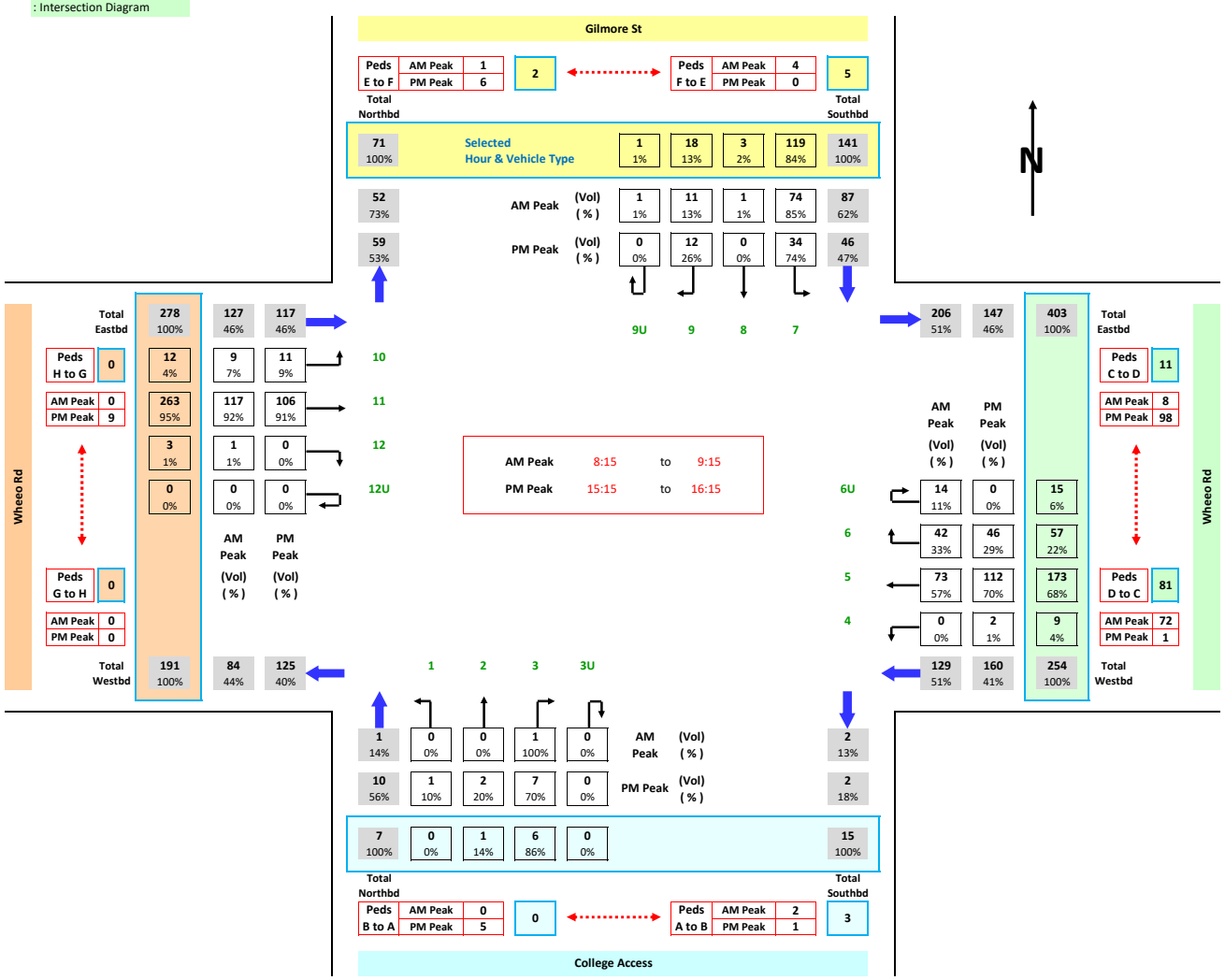
Appendix C – Matrix888 Traffic Counts

Job No. : AUNSW13913
Client : JN
Suburb : Goulburn
Location : 1. Wheeo Rd & Gilmore St & College Access

Day/Date : Tuesday, 11th November 2025
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

Hour Starting AM Totals
Vehicle Type All Vehicles

MATRIX Traffic and Transport Data

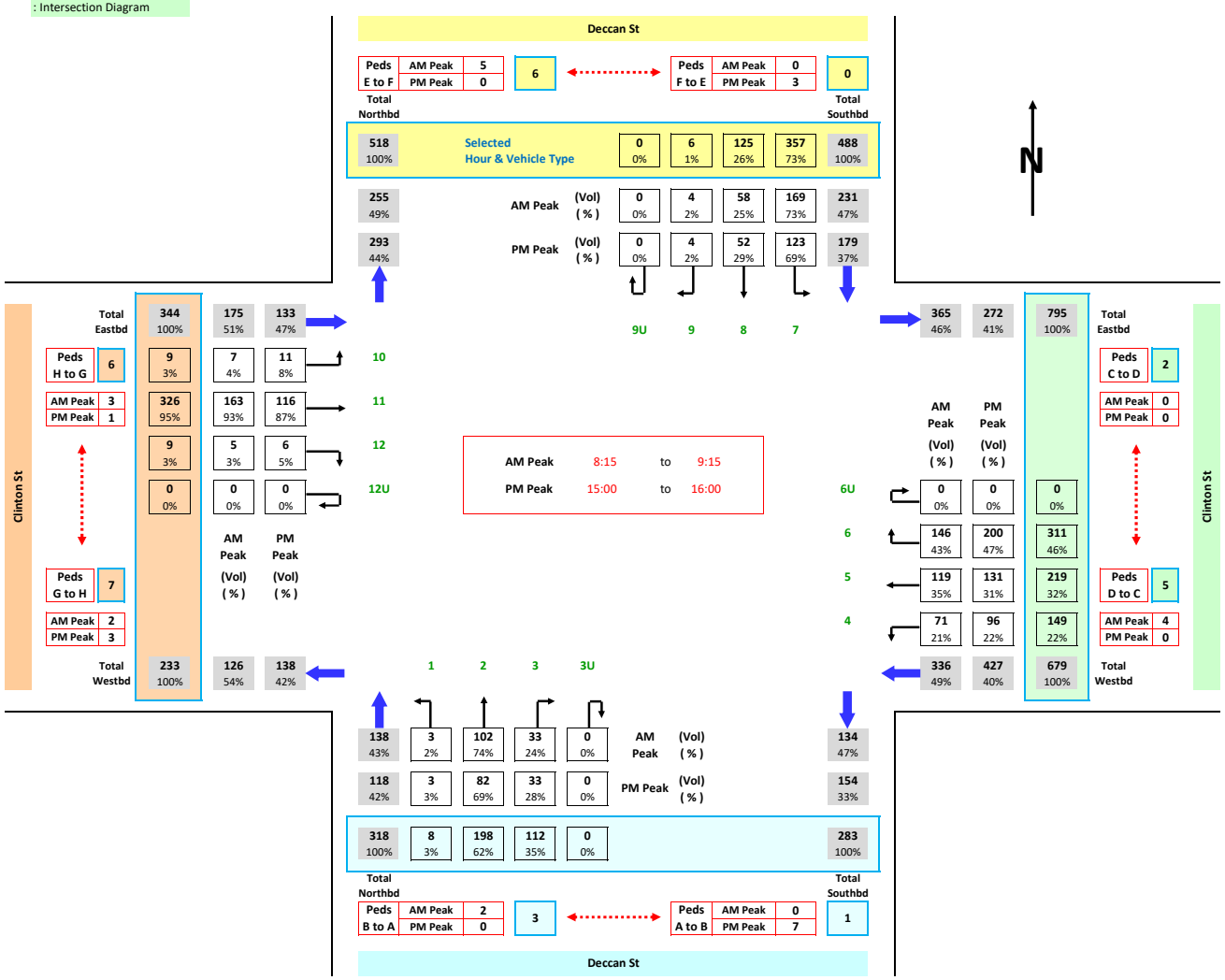


Job No. : AUNSW13913
Client : JN
Suburb : Goulburn
Location : 2. Clinton St & Deccan St

Day/Date : Tuesday, 11th November 2025
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

Hour Starting: AM Totals
Vehicle Type: All Vehicles

MATRIX Traffic and Transport Data

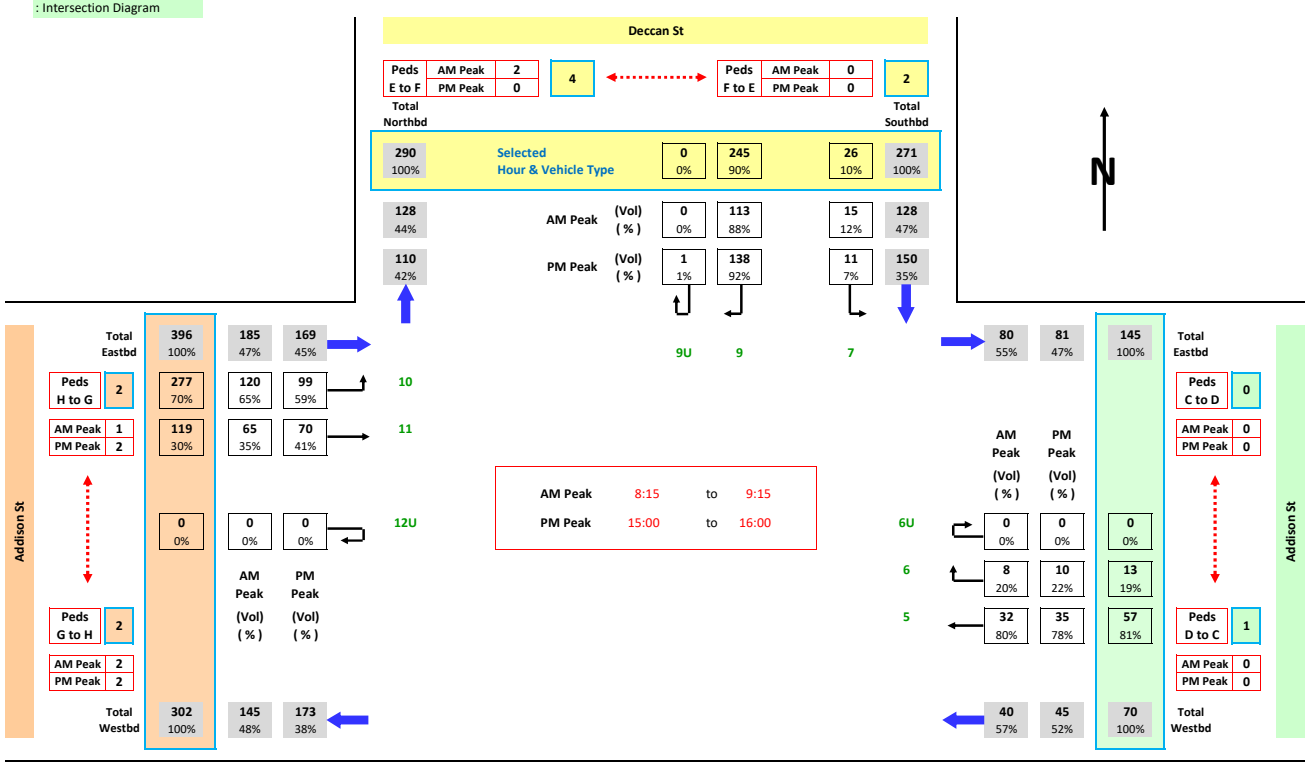


Job No. : AUNSW13913
Client : JN
Suburb : Goulburn
Location : 3. Addison St & Deccan St

Day/Date : Tuesday, 11th November 2025
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

Hour Starting AM Totals
Vehicle Type All Vehicles

MATRIX Traffic and Transport Data



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